

STAFF REPORT TO THE PLANNING COMMISSION

Nature Of Application:	<p>LU-25-067: CUP – Church</p> <p>Planning Commission will consider a Conditional Use permit to establish a church on a 19.43-acre parcel zoned Rural Residential. The applicant is proposing a 2-phase construction process for a site build out, as identified below.</p> <p>Phase 1 is proposed as the construction of an 18,902-square-foot gymnasium building which will temporarily serve as the primary worship space for up to 500 attendees. Additional construction of a 36’x60’ shed for storage.</p> <p>Phase 2 is proposed for the construction of a 54,709-square-foot main sanctuary building. Once completed the worship services will relocate from the gymnasium to the sanctuary. Once completed the gymnasium will be used for ancillary activities.</p> <p>LU-25-066: Variance – Parking Standards</p> <p>Planning commission will determine alongside with the Conditional Use Permit if a variance can be granted for the parking standards. The code requirement is 736 spaces based on total square footage of all built structures. The applicant is applying for 269 spaces with a traffic analysis as supporting documentation.</p>
Review Criteria:	Planning Commission will evaluate this request based on relevant review criteria BCC 53.205-55.218, Chapter 63-Rural Residential, Chapter 99-General Development Standards.
Property Location:	The property is located at 4500 Powers Ave NW, Albany, OR, 97321. The subject property is identified as tax lot T10S R4W Section 26B, Tax Lot 600.
Applicant(s):	<p>Northside Christian Church</p> <p>Kevin Kropf, Owner’s Representative</p> <p>Laura LaRoque, Pathfinder Land Use Consultant, LLC.</p> <p>Brian Vandetta, PE, PLS, Udell Engineering and Land Surveying, LLC.</p>
Property Owner(s):	Northside Church
Zone Designation:	Rural Residential-2 (Two acre minimum)
CAC Planning Area:	North Benton -Not Active
Staff Contact:	James Wright, James.Wright@bentoncountyor.gov
File Number:	LU-25-067 & LU -25-066

I. BACKGROUND

Northside Christian Church, represented by Kevin Kropf, (referred to as the “applicant”), submitted an application on behalf of Northside Christian Church for a Conditional Use Permit and Variance application. The applications were received by Community Development Department (the Department) on December 29, 2025. After reviewing the submittal, the Department deemed the application complete on January 21, 2026. On February 10, 2026, the Department mailed notice of the application to all properties within 1000 feet of the subject property. 106 notices were mailed to surrounding properties and 1 was returned with an unable to forward.

A legal notice was then published in the Gazette-Times on February 17, 2026.

The proposal involves the establishment of the church and the evaluation of the acceptance for a variance to parking standards. This report will first address the Conditional Use Criteria for the Church. If approvable this application will then progress into the review of the variance application LU-25-066.

II. COMMENTS

On March 5, 2026, Gordon Kurtz, Associate Engineer with the Public Works Department, submitted a memo. This memo has been incorporated into this staff report and is attached. This memo identified road improvements, road dedication , Erosion Sediment Control, Stormwater Management, and road approach requirements for the applicant from Benton County Public works.

On March 3, 2026, Scott Kruger, Registered Environmental Health Specialist, stated in an email “ The church should contact the Oregon Department of Early Learning and care to verify if the proposed care program meets state requirements for certification or exemption”.

On February 25, 2026, Robert Tukisher with Environmental Health Department stated in an email “The proposed septic system for Northside Christian Church at 4500 Powers Avenue, Albany, OR (10-4-26-B Tax Lot 600) will require a Water Pollution Control Facility (WPCF) permit from DEQ for design flows that exceed 2500gpd. The DEQ Eugene office can be reached at 1-800-844-8467.”

On February 13, 2026, Lora Ratcliff, Division Chief- Fire Marshal with Albany Fire Department submitted a memo identifying future requirements at the time of building permits. The memo is incorporated into this report.

On January 30, 2026, Ryah Schofield, Assessor’s Office, stated in an email that she had no comments or issues.

On January 30, 2026, Michele Collins, stated in an email the property has 18.43 acres enrolled in the Farm SA Program. Once ground is broken for the structures the farm SA will be lost and the applicant will have to pay back taxes.

On January 29, 2026, David Malone, County Surveyor with the Public Works Department, stated in an email that he had no comments.

Public Comments in favor

On March 9, 2026, Michelle Roberts, a resident of North Albany, submitted an email stating they are in favor of the church as it would bring a place of welcome and community to North Albany residents. Michelle identified the daycare would be a welcome need in North Albany.

On March 9, 2026, Quinton and Danita Hammel, submitted an email in support of the church.

Public Comments in opposition

On March 9, 2026, Tony and Karen Smith, residents in North Albany, submitted a letter identifying concerns about traffic, character of the area, environmental concerns, and wildlife concerns.

On March 9, 2026, Holly Mitchell, a resident in North Albany, submitted a letter identifying concerns about scale of development, traffic, and environmental concerns. Holly also submitted testimony regarding alternative building sites and subdivision of the land.

On March 9, 2026, Shane Lyon, a resident in North Albany, submitted an email stating the construction of the church would impact the view, increased traffic, and impacts on the character of the area.

On March 8, 2026, Scott Alexander, a resident in North Albany, submitted two documents to Benton County, the first document is an evaluation of the variance stating the applicants materials do not satisfy the requirements for a variance to be granted. The second document is an evaluation of the CUP stating the traffic associated with the church and daycare would pose a significant impact on the surrounding area, noise associated with the pickleball courts and amphitheater. The individual states that the lighting would pose significant impact on the surrounding area.

On March 8, 2026, Terry and Suzzane Wichert, residents of North Albany, submitted an email regarding concerns about traffic and the character of the area.

On March 7, 2026, Jeff Obert, a resident of North Albany submitted an emailing identifying concerns about traffic and parking overflow, size of structure not consistent with RR characters, required road improvements, noise associated with the pickleball or other outside activities.

On March 7, 2026, John Norris, a resident in North Albany submitted an email identifying the proposal does not align with the character of the area, voiced concerns regarding the increased traffic along powers and oak grove, wildlife and environmental concerns. Lastly Mr. Norris stated : The Northside Church purchased the land knowing its zoning and the character of the area. Trying to push these changes through is a risk they thought they could overcome. However, I think they are going too far. While that parcel may be developed in the future, the Northside Church's proposal does not make sense for the area.

On March 6, 2026, Carolyn Lepam, a resident in North Albany submitted an email stating: I am writing to let you know that I don't want the development of the Northside Christian church. The increase of traffic is a concern and the overall size of the development. I have nothing against the church it's the location. It takes away the country feel of living out here. There is land for sale next to Oak Grove Elementary maybe they could arrange a property exchange.

On March 5, 2026, a single letter identifying twenty (20) residents in North Albany, submitted comments concerned about traffic, changes of the neighborhood, wildlife concerns, septic concerns. The letter addressed the following testimony; redevelopment of other properties, housing and subdividing possibilities, church attendance, county making exception to parking, traffic, building codes.

On March 4, 2026, Mary Hood, a resident of North Albany, submitted an email regarding concerns about traffic along Powers Ave NW, Scenic and Oak Grove, stated that the project will completely change the essential character of the neighborhood from its low traffic, quiet and rural characteristics. Mary Hood further stated that the area is prime habitat for deer, foxes, skunks, possums, and raised concerns regarding maintaining a wildlife habitat. Further items addressed identified the concerns of a large-capacity septic system which can contaminate surrounding areas.

On March 2, 2026, Jerry and Cathy Weekly, Nancy Whitley, Pam and John Barrett, Ty and Kimberly Edwards, and Karin Heley, Donna Pompe, residents in North Albany, submitted a joint letter in email format concerned about the impacts of the residential area, traffic and infrastructure- with an example of previous traffic issues, and statement for a desire to preserve neighborhood character.

On March 1, 2026, Rod and Audrey Povis, residents in North Albany, submitted a letter concerning road congestion and safety concerns, noise associated with pickleball courts improvements, and parking.

On February 26, 2026, David and Traci Hanson, residents in North Albany, submitted a letter identifying concerns about natural drainage from the creek onsite feeding Lakeview Lake. Further concerns addressed traffic increase on rural two lane road resulting in a reduction of safety, emission increase and decrease in property value.

On February 17, 2026, an anonymous resident with North Albany, submitted a comment concerned about road improvements, traffic congestion, and parking.

No other comments were received at the time of writing this staff report.

Staff response: All public testimony has been attached to the appendix of this report. Staff have identified common concerns as follows that pertain to code criteria. These concerns were reviewed by staff and evaluated under the applicable Conditional Use Permit criteria identified in BCC 53.215 and related development standards.

1. Traffic, Road Capacity, and Safety

The most consistent concern among all public testimony relates to increased traffic and its impact on safety and road capacity. Residents expressed concern that Powers Avenue NW, Scenic Drive, and Oak Grove are rural, two-lane roads not designed to accommodate higher traffic volumes.

This concern is addressed through the evaluation of BCC 53.215(2) and related findings & subsection-(1) Traffic and Transportation

2. Preservation of Rural and Residential Character

Multiple property owners emphasized the importance of maintaining the existing low-traffic, quiet, rural character of the North Albany neighborhood. Commenters expressed concern that the scale and intensity of the proposal would:

- Change the essential character of the neighborhood with increased traffic
- Introduce higher levels of activity inconsistent with surrounding residential uses

This concern is addressed through the evaluation of BCC 53.215(1) and related findings-Character of the surrounding area.

3. Environmental and Natural Resource Concerns

Several members of the public identified environmental impacts as an area of concern, including:

- Impacts to wildlife habitat (deer, foxes, skunks, possums, and other species)
- Potential contamination risks associated with a large-capacity septic system
- Effects on natural drainage patterns, particularly runoff to the on-site creek feeding Lakeview Lake

This concern is addressed through the evaluation of BCC 53.215(2) subsection-(3) Wastewater & (4) Stormwater.

4. Noise and Activity Levels

One letter specifically raised concerns regarding noise associated with proposed pickleball court improvements, along with general increases in activity levels. Residents expressed concern that

additional recreational and event-related uses would introduce noise inconsistent with the existing quiet residential setting.

This concern is addressed through code criteria and findings 53.220 (10) Noise, vibration, air pollution, and other environmental influences.

III. FINDINGS OF FACT

1. County records indicate that the subject property was originally created as a single legal parcel by deed¹ in 1953. A subsequent deed recorded in 2006² references two separate parcels; however, no land division approval or partition plat was located in County records establishing the legal creation of the second parcel. Because the proposed church development would span the apparent interior property line, the property owner will be required to record a consolidation deed restoring the parcel configuration to a single legal parcel prior to issuance of development permits.
2. The subject property, as well as the properties to the north, south, east and west, are zoned Rural Residential.
3. Based on county assessor's website and Benton County Records a 1957 single family dwelling, and two accessory structures are present onsite. Staff confirm this by using satellite images. No other structures are present on the subject property.
4. A septic feasibility has been conducted for the 650-seat church. This septic feasibility is encompassed further in this report.

IV. FINDINGS APPLYING CODE CRITERIA

Sections in regular text identify applicable code provisions. Sections in **bold** text reflect staff analysis and findings related to those provisions. *Italicized text* represents the applicant's findings. Text shown in **bold and underlined** indicates the staff's conclusion.

LU-25-067 CUP- Northside Christian Church

CHAPTER 53

Conditional Use Criteria

- B) BCC 53.215 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.

Applicant's findings and statement:

The subject property is located within the RR-2 zoning district, where religious institutions are permitted only through a Conditional Use Permit. The purpose of the RR-2 zone, per BCC 63.005, is to provide areas within Benton County where rural residential lifestyles can occur outside recognized urban areas without conflicting with agriculture and forestry uses. 1.2 The proposed Northside Church campus will be compatible with this purpose. The site is not in agricultural or forestry use, and the proposed facilities will not conflict with nearby agricultural or forestry activities. The development will incorporate landscaped buffers, open space, and outdoor

¹ 1410407-1953

² 407551-2006

amenities such as pickleball courts, a playground, and an amphitheater, all of which are compatible with the rural community lifestyle envisioned in the RR-2 zone.

Adjacent properties are primarily rural residential in nature, consisting of single-family dwellings on larger parcels. The proposed development will not displace or restrict rural residential uses and instead will complement the area by providing a local gathering place for community, religious, and educational activities. In addition, the size of surrounding lots and planned setbacks provide natural separation, further reducing the potential for conflict.

The development will maintain setbacks, landscaping, and buffering to protect neighboring residential privacy and minimize visual and noise impacts.

The church will conduct its largest activities during weekends and limited weekday hours. This operational schedule will not overlap with peak times of rural residential use, reducing the likelihood of conflicts.

Transportation impacts will be managed. A Transportation Analysis (Sandow Engineering, 2025) determined that the project will generate approximately 147 Sunday peak-hour trips and require 135 parking stalls, which will be comfortably accommodated within the 269-stall on-site supply. Sight distance at the proposed driveway access meets AASHTO standards, ensuring safe ingress and egress to NW Powers Avenue. The associated Transportation Demand Management (TDM) Plan outlines strategies such as carpool promotion, volunteer parking coordination, staggered service scheduling, and monitoring to minimize transportation effect.

Conclusion

The proposed use will not seriously interfere with adjacent residential uses, the rural character of the area, or the purpose of the RR-2 zone. The project will preserve opportunities for rural residential lifestyles while avoiding conflicts with agricultural or forestry uses, consistent with the purpose of BCC 63.005. The church will complement the surrounding area as a community gathering place for religious, educational, and social activities. Transportation and parking demands will be fully accommodated on-site in compliance with the Transportation Analysis and TDM Plan, ensuring safe access from NW Powers Avenue and compatibility with neighboring rural residential properties. Criterion 1 is satisfied.

Staff: The criteria in BCC 53.215(1) can be organized into three primary categories: (1) impacts on adjacent uses; (2) the character of the surrounding area; and (3) consistency with the purpose of the zone. Staff findings addressing each of these categories are provided below.

(1) Staff Findings- Impact uses on adjacent property:

The subject property is approximately 19.43 acres in size and is surrounded primarily by rural residential parcels developed with single-family dwellings. The size of the parcel allows the proposed buildings, required parking areas, and outdoor activity spaces to be located centrally on the property with separation from adjacent property lines. Required setbacks and site design standards further ensure that improvements will not encroach into adjoining yard areas.

Church-related activities are periodic rather than continuous. Services and events typically occur during defined hours and do not involve ongoing commercial operations, industrial processes, or high-frequency daily traffic associated with commercial operations. This intermittent pattern of activity limits the potential for sustained disturbance to neighboring properties.

To further evaluate the adjacent uses staff identifies the properties as residential with an average parcel size ranging from 1.0 acres to 2.5 acres within 1000 feet of the subject property. The minimum size of the rural residential property is identified in Benton County Code as 2.0 acres for each newly created parcel.

Importantly, the establishment of the church does not alter the zoning or development rights of surrounding parcels. Adjacent properties will retain their full ability to establish, maintain, or replace single-family dwellings and associated accessory structures in accordance with the Rural Residential zone standards. The proposed use does not impose additional regulatory constraints on neighboring lands, nor does it introduce conditions that would preclude future residential development consistent with County code 63.005, where rural residential lifestyles can occur outside of recognized urban areas without conflicting with agriculture and forestry use.

The applicant is also proposing a daycare center to be operated within the existing gymnasium on weekdays from 8:00 a.m. to 5:00 p.m., serving up to 58 children. Daycare operations are limited to daytime hours that are generally consistent with normal residential activity patterns in the surrounding area. Unlike commercial or industrial uses that may generate extended hours of operation, heavy vehicle traffic, or delivery activity, a daycare primarily involves passenger vehicle drop-off and pick-up periods concentrated in the morning and late afternoon. These peak periods are relatively short in duration and can be accommodated within the proposed on-site circulation and parking layout. The proposed on-site parking reduces the overflow parking along public roadways or on neighboring properties. No parking along Powers Avenue NW is permitted.

The development will also be subject to applicable County standards for lighting, stormwater, and access. Compliance with these requirements ensures that measurable off-site impacts are minimized and that adjacent residential properties may continue to function as intended without serious interference.

Offsite traffic and road improvements are identified further in this report to alleviate the offsite potential impacts on the surrounding area. Staff finds the proposal of the church will not seriously impact the adjacent rural residential uses subject to the conditions of approval for road improvements identified further in this report.

(2) Staff Findings- Character of the surrounding area

The surrounding area is characterized by low-density residential development on relatively large parcels, with open space between structures and a dispersed, rural development pattern. Homes are typically setback from roadways and neighboring properties. While the proposal introduces religious institutional use into a residential setting, religious institutions are expressly planned within the RR-2 (Rural Residential) zoning district as conditional uses under Benton County Code Chapter 63 and Oregon Revised Statutes 215.441. The inclusion of religious institutions within the conditional use framework reflects a legislative determination that such uses may be appropriate in rural residential areas when evaluated against applicable criteria and conditioned to mitigate potential impacts.

The scale of development is evaluated through applicable development standards including setbacks, parking configuration, buffering, access management, and other applicable provisions of Benton County Code. This includes analysis of required setbacks, site design, access, landscaping, buffering, and other measures intended to preserve the rural character of the area. The conditions of approval are structured to prevent the site from taking on the appearance of an urban commercial center and to maintain the visual openness that is typical of rural residential neighborhoods. Building placement, parking configuration, and landscape screening are key tools in ensuring that the development remains subordinate to the character of the surrounding area.

Unlike retail, industrial, or high-intensity commercial uses, a church does not typically involve outdoor storage, ongoing freight activity, extended hours of operation, or continuous customer turnover throughout the day. Deliveries are limited and periodic, and activities are generally concentrated during defined service times or scheduled events. The primary function of the site is assembly for religious worship and associated community activities. When properly sited and conditioned, this type of institutional use has been found to be compatible with residential settings because activity levels are intermittent rather than constant, and operational characteristics differ substantially from commercial enterprises.

Staff also reviewed other churches throughout Benton County and nearby jurisdictions to understand development context and relative residential density. The data table below reflects a range of churches located within Urban Residential, Rural Residential, Urban Industrial, Village Commercial, and City zoning districts. Residential density surrounding these churches varies significantly—from as low as 21 residences within 1,000 feet of the properties (e.g., St. Anne Orthodox Church in a Rural Residential-10-acre minimum setting) to substantially higher densities such as Life Community Church and Kings Circle on Elliott Circle.

Name of Church	Associated Zoning	Residential Density (Residence within 1,000 ft of subject property)
Suburban Christian Church	Urban Residential	78
Calvary Corvallis	Urban Residential	26
Life Community Church	Urban Residential	287
St. Martin Russian Orthodox Church	Urban Residential	62
Westminster Presbyterian Church	Urban Residential	24
Kings Circle on Elliott Circle	Urban Industrial	294
St Anne Orthodox Church*	Rural Residential	21
Riverside Baptist Church	City of Albany	183
North Albany Community Church	City of Albany	122
Bellfountain Community Church	Village Commercial	28
Northside Christian Church (Subject Property)	Rural Residential	100

*St. Anne Orthodox Church was granted land use approval for a Rural Residential location
 [*] reflects new site location at 6497 NE Elliott Circle.

The subject property, Northside Christian Church, reflects a surrounding residential density of 100 residences within 1,000 feet of the subject property. This comparison illustrates that churches operate within a wide range of surrounding residential densities and zoning contexts, including both rural and urban residential areas. Notably, churches such as St. Anne Orthodox Church, and St. Martin Russian Orthodox were specifically granted land use approval for a urban and rural residential location,

demonstrating an example for siting religious institutions within similar zoning districts when review criteria are met.

The comparative analysis indicates that churches exist across a broad spectrum of zoning designations and neighborhood densities throughout Benton County and adjacent cities, including Riverside Baptist Church and North Albany Community Church. The presence of these institutions in areas with both lower and higher surrounding densities supports the conclusion that a church use, by its nature, is not inherently incompatible with residential development patterns.

Based on the characteristics of the proposed use, applicable development standards, and the comparative context analysis, staff find that the proposal maintains the overall rural residential character of the area. The use does not introduce a level of intensity that is inconsistent with the established development pattern within Benton County. With adherence to required setbacks, buffering, access management, and any additional conditions of approval, the church can function as a neighborhood-scale institutional use rather than an urban commercial center, thereby satisfying the applicable conditional use criteria.

Staff find that the proposal maintains the overall residential character of the area and does not introduce a level of intensity inconsistent with the established development pattern across residential properties located in Benton County. Road improvements will be required as for this proposal as outlined in Traffic and transportation findings.

(3) Staff Findings- Consistency with the Purpose of the Zone

The purpose of the RR-2 zoning district is to provide areas for rural residential lifestyles outside urban growth boundaries while avoiding conflicts with resource lands as outlined in BCC 63.005.

The subject property is not actively used for large commercial agriculture or forestry. The subject property does have agricultural harvesting operations of approximately 12.7 acres, the property itself is not associated with a resource use property of large commercial operations. The proposed church use does not convert resource zone land, nor does it introduce activities that would interfere with nearby residential uses or the ability for individuals to be within their existing or future domiciles as identified above. The development is proposed to occur on a large parcel consistent with rural residential lot sizes, and the use does not subdivide land or increase residential density beyond what is permitted or already in place in the zone and area.

Churches and similar institutional uses are allowed in the RR-2 district through the Conditional Use Permit process, indicating that such uses may be appropriate when site-specific compatibility is demonstrated. In this case, the parcel size, on-site infrastructure, and compliance with applicable standards support a finding that the use can coexist with rural residential development without undermining the intent of the zone.

Staff find that the proposal supports the purpose of the RR-2 district by maintaining rural residential development patterns while accommodating a community-serving institutional use that does not conflict with resource lands or residential living.

Conclusion: The applicant can satisfy these criteria by compliance with the conditions of approval.

(2) The proposed use does not impose an undue burden on any public improvements, facilities, utilities, or services available to the area.

Applicant findings and statement:

Transportation: The Transportation Analysis (Sandow Engineering, 2025) determined that at full buildout the project will generate approximately 147 Sunday peak-hour trips and require 135 parking stalls, which will be comfortably accommodated within the 269-stall on-site supply. Sight distance at the proposed driveway onto NW Powers Avenue meets AASHTO standards. The TDM Plan provides additional measures such as carpool promotion, volunteer parking coordination, and staggered service scheduling to manage traffic and parking demand. As a result, the project will not place an undue burden on the surrounding roadway network.

Water Supply: The City of Albany has acknowledged that Northside Christian Church may use the existing ¾-inch water meter, originally installed for the residential dwelling, with unlimited capacity. This option provides the best solution to meet the church's domestic water needs. The current plan is to install a storage tank in the range of 3,000–5,000 gallons, which will be trickle-filled from the existing meter and used to pump water into the church facilities as needed.

The proposed storage capacity has been sized to meet the church's peak-day water demand at full occupancy, including worship services of up to 500 attendees, daycare use for 58 children, and weekday office staffing. By filling continuously at a steady rate through the existing meter, the tank ensures that sufficient stored supply is available during service times when water demand is concentrated. This approach prevents peak demands from burdening the public system while guaranteeing reliable service to the church.

The existing house on the property will be retained as a parsonage. Domestic water for the parsonage will be served by the existing City connection, as shown on the Preliminary Water Plan. To ensure reliability of fire suppression, the system will be supported by a backup generator capable of operating the necessary pumps. A large generator for the entire facility is not anticipated; instead, a smaller backup unit will be provided solely to maintain fire suppression capability during an outage.

Wastewater / Septic: The site will be served by an on-site wastewater disposal system designed in consultation with DEQ. A Water Pollution Control Facility (WPCF) permit will be obtained if design flows exceed 2,500 gpd. County staff have noted that approval of septic areas must be preserved through site design to avoid cut and fill that could invalidate the approval.

Stormwater / Drainage: Stormwater management and erosion control will be addressed through compliance with BCC Chapter 99 and County requirements. The project will implement an Erosion and Sediment Control (ESC) permit and stormwater management plan prior to construction, ensuring no adverse impacts to downstream drainage systems.

Stormwater & Wetlands: The site contains a mapped wetland area, which will be protected and integrated into the overall stormwater management system. Development will avoid disturbance to wetlands. On-site stormwater facilities will be designed to maintain pre-development water quality and water quantity to protect wetland function.

Fire Protection and Emergency Services: The site will be served by the Albany Fire Department. Required water storage for fire suppression will be installed prior to Certificate of Occupancy. Access routes and turning radii for emergency vehicles are provided on-site consistent with Fire Department standard.

Other Services: The site is accessible to law enforcement, solid waste collection, electricity, telecommunications, and other utility services. No undue burden is anticipated on these services.

Applicants' Conclusion

The proposed Northside Christian Church campus will not impose an undue burden on public improvements, facilities, utilities, or services. Transportation and parking will be adequately managed through the site design and TDM Plan. Domestic water will be supplied through the existing City meter, with supplemental storage capacity of 3,000–5,000 gallons sufficient to meet peak demand at full occupancy. The parsonage will be served either from the City connection, the storage tank, or a new well drilled for irrigation and fire suppression. A backup generator will ensure continued fire suppression capacity. Wastewater, stormwater, and fire protection facilities will be designed to meet County and state standards. The project therefore satisfies Criterion 2.

Staff Findings: Staff have broken this criterion into the following subsections: 1) Traffic and transportation; 2) Municipal services (Water and fire protection); 3) Wastewater; 4) Stormwater management.

1) Traffic and Transportation

Public Works Associate Engineer, Gordon Kurtz, provided the following information. Planning staff have included the full memo from Public Works as an appendix of this report.

This land use action requests a Conditional Use Permit to establish a church campus on the subject property. The applicant proposes development of the property in two phases, with an additional variance request for reduction of parking spaces required by the County Code. The subject property falls within the Rural Residential 2-Acre (RR-2) zone and is surrounded by RR-2 zoned properties.

Average daily traffic (ADT) on Powers Avenue NW varies at either end of the facility. Counts taken in 2019 to the east of the Oak Grove intersection indicated 246 vehicles per day (VPD). Counts taken in 2019 to the west of the Scenic Drive intersection indicated 436 VPD. The posted speed limit for the facility is 45 miles per hour.

Powers Avenue NW is currently classified as a Primary Local Access Road in the 2019 Benton County Transportation System Plan (TSP). Roads of this type are classified to serve residential neighborhoods. The facility falls within Benton County right of way and is maintained by Benton County. The minimum right of way width for this functional classification is 50 feet. The existing right of way varies between 40 and 50 feet through the corridor. The right of way on the frontage of the subject property is 40 feet wide and does not meet the minimum standard.

Powers Avenue NW is a paved facility that varies between 18 and 19 feet in width along the frontage of the property. This results in travel lanes measuring less than 10 feet. Aggregate shoulders on both sides of the road vary from zero to one foot in width. The depth of pavement was established during a City of Albany water line retrofit performed in 2014. Photos from that project indicate a depth of pavement that varies between 3" - 4" with a base that varies between 4" - 8". This facility does not meet the minimum standards for its road classification and will not support on-street parking without restricting two-way traffic.

A City of Albany fire hydrant is located at ~MP 0.48. The hydrant is offset from the pavement edge by approximately two feet. In this location, the hydrant constitutes a roadside hazard.

There is a two-inch NW Natural gas line that follows the south edge of pavement across the frontage of the property.

Road improvements will be required as part of this land use action. As noted above, Powers Avenue NW does not meet current minimum roadway or right of way standards. The current functional classification of the road is intended to support residential uses, not institutional uses. There is strong anecdotal evidence (to which I [Gordon Kurtz] can personally attest) that the corridor is used frequently and consistently by residents walking their dogs, walking/running for exercise, and bicycling. These activities intensify on weekends when the use of the road will peak due to church traffic. As a result, widening the facility is warranted to preserve the character and function of the corridor, maintain existing uses by surrounding neighborhoods, and to improve safety. The adjacent neighborhoods on NW Terra Lynda Drive, NW Terrace Drive, and NW Knollwood Drive and the residents that take access directly to Powers Avenue NW are somewhat “hemmed in” by the busier, higher classification Major Collector of NW Scenic Drive and Minor Collector NW Oak Grove Drive. Powers Avenue NW is a facility that buffers these neighborhoods from the adjacent high-traffic, higher speed facilities to the west and east.

Improvement to the current functional classification standard will not offer protection to pedestrians and bicyclists during peak weekend use windows. As a result, the County stipulates that a hybrid solution be implemented for Powers Avenue NW. This solution merges the functional classifications of the Primary Residential and Minor Collector functional classifications (see Exhibit A).

Improvements shall be made to Powers Avenue NW from NW Scenic Drive to NW Oak Grove Drive. The improvements shall provide a facility with a 2-foot crushed aggregate shoulder on the north side, two 10-foot travel lanes, and a 4-foot paved shoulder supported by a 2-foot crushed aggregate shoulder on the south side of the road. The south side 6-foot shoulder will provide a buffer from increased traffic and increase safety for pedestrians and cyclists.

On March 17, 2026, the Benton County Board of Commissioners will approve the Benton County Transportation Safety Action Plan (TSAP), the culmination of a two-year, multi-agency effort to meet the guidelines of the Federal Highway Administration (FHA) Safe Streets and Roads for All (SS4A) and the 2021 Oregon Transportation Safety Action Plan. The plan’s primary concern is a trending increase in serious and fatal injury crashes since 2020 (see Exhibit C). Benton County’s goal is to eliminate serious and fatal injuries on County roads by 2040 with a 50% reduction by 2035. Vision Zero is the national strategy to eliminate deaths and serious injuries from traffic crashes and pedestrian/bicycle-vehicle collisions. Vision Zero is to be accomplished using the Safe System Approach (SSA – see Exhibit C). Exhibit D provides a summary of both the Principles and Objectives of the SSA. The improvement requirement stipulated above is supported by the specific goals of the SS4A, Vision Zero, the Oregon TSAP, and the Benton County TSAP.

The frontage of Powers Avenue NW shall be improved to the hybrid standard described above. The existing road structure may remain in place, but shoulders must be widened, and new base and pavement placed according to the hybrid standard. These improvements are warranted to accommodate safe pedestrian and bicycle use of the facility under traffic. Right of way dedication beyond the frontage of the subject property may be necessary to accomplish this improvement. Preliminary engineering and road design work will determine this need and its possible extent.

Any and all improvements to Powers Avenue NW must be completed or financially secured with a bond or cash deposit under an Agreement for Improvements (AFI) with Benton County prior to building permit issuance.

Conclusion: The applicant can satisfy this criterion through compliance with the conditions of approval.

2) Municipal Services (Water and Fire Protection)

The property is served by an existing municipal water connection. The water provider (City of Albany) has confirmed service availability to the site with the allowance of a trickle feed to an onsite storage tank.

The proposal includes on-site storage and pumping infrastructure, allowing the facility to manage internal water demand and reduce strain during peak use periods. Fire suppression requirements, including potential sprinkler systems or hydrant improvements, will be addressed through building permit review and coordination with the fire authority. Any fire protection improvements required will be installed prior to occupancy and set as a condition of approval for the building permits.

Because municipal water service is available and building code compliance will ensure adequate fire flow and system capacity, staff find that sufficient water infrastructure exists to serve the development without impacting adjacent properties water services.

Emergency vehicle access and fire protection measures will be verified at the building permit stage. The proposed church does not require specialized public infrastructure beyond what is typically available to development in this area.

As noted above, there is a City of Albany fire hydrant on the south side of Powers Avenue NW at ~MP 0.48. The hydrant is currently placed in a location where it constitutes a roadside hazard based on the posted speed limit. This hydrant must be relocated at the time of road improvements. Placement of the hydrant shall follow the guidelines provided by the AASHTO Roadside Design Guide. The design and location of the hydrant shall be subject to the approval of the County Engineer. In addition to the hydrant, there are at least two water meter boxes and one air release valve that must also be relocated/adjusted.

In addition, there are mailbox posts/standards, utility pedestals, and a power pole on the frontage that will need to be relocated in association with road improvements.

3) Wastewater

Wastewater will be treated through an on-site septic system designed and permitted in accordance with state and County requirements. The applicant has indicated that the anticipated design flow exceeds 2,500 gallons per day; therefore, a Water Pollution Control Facility permit from the Oregon Department of Environmental Quality (DEQ) will be required as a condition of approval.

The septic system will be sized to accommodate projected flows associated with peak assembly periods. Treatment and disposal will occur entirely on-site under DEQ and Benton County Environmental oversight. Approved drainfield areas must be preserved during development to ensure long-term system functionality.

Because wastewater treatment is fully contained on-site and does not rely on municipal sewer infrastructure, the proposal will not create additional demand on public sewer facilities. Further compliance with DEQ and Environmental Health is required to ensure on-site septic drainfield does not pose an environmental impact for septic runoff.

4) Stormwater Management

Stormwater will be managed on-site in compliance with Benton County Development Code Chapter 99. Prior to construction, the applicant must submit a stormwater management plan and erosion control measures for review and approval.

The stormwater system will be designed to ensure that post-development runoff does not exceed pre-development conditions and does not adversely impact downstream properties, this design will ensure that the downstream properties maintain their historic flow. Mapped wetland areas on or near the property will be avoided and protected in accordance with applicable state regulations.

The project's common plan of development will disturb more than one-acre of the site. As a result, a Department of Environmental Quality 1200-C Stormwater Permit will be required. In addition, because the proposed development will exceed the 0.25 acre threshold for disturbance during construction and 0.25 acres for post-construction impervious area, Benton County Erosion and Sediment Control (ESC) and Stormwater Management (SWM) permits will be required prior to start of land disturbing activities at the site. Both the DEQ 1200-C permit and the Benton County ESC permit shall be approved and ESC measures in-place and inspected prior to any site disturbance related to construction or development.

Lastly, to address public comment the subject property is not located within a protected big game area, riparian or other natural area protection as identified in Benton County GIS Maps.

Overall Finding

The record demonstrates that the site can be adequately served by existing public facilities and required on-site improvements without impacting neighboring properties or downstream environments. Transportation impacts can be addressed through compliance with conditions of approval for road improvements. Municipal water and fire services are available, wastewater will be treated on-site under state and County oversight, and stormwater will be managed in compliance with County standards and conditions of approval.

With compliance with applicable codes and conditions of approval, the proposal will not place an undue burden on public improvements, utilities, or services or environment.

Conclusion: The applicant can satisfy this criterion through compliance with the conditions of approval.

(3) The proposed use complies with any additional criteria which may be required for the specific use by this code. [Ord 90-0069]

Applicants' findings and statement

Conditional Use in RR-2 Zone: Per BCC § 63.205(5), churches and other religious institutions are allowed in the RR-2 zone as conditional uses. This establishes the baseline requirement that a CUP is necessary for this use.

Siting Standards – BCC § 63.405: Per BCC § 63.405, religious institutions in the RR-2 zone must comply with siting standards in addition to BCC Chapter 99. The proposed development satisfies these standards as follows:

- 1) The site plan maintains substantial setbacks and landscaped buffers. All buildings are sited consistent with BCC siting standards, and the parking lot is set back a minimum of 15 feet from property lines after accounting for the 5-foot ROW dedication along NW Powers Avenue. Pursuant to BCC § 51.020(69), "Setback" means the minimum allowable horizontal distance from a given line of reference (usually a property line) to the nearest vertical wall of a structure. In addition, BCC § 63.405(1) requires that all structures in the Rural Residential Zone be set back at least 25 feet from a road right-of-way and at least 40 feet from the edge of an existing roadway. The proposed layout complies with these standards and helps preserve privacy, reduce visual impacts, and soften the transition to surrounding rural residential properties.*
- 2) Side setbacks and spacing between structures: The proposed Gymnasium and Main Sanctuary approximately 265 feet and 473 feet from the closest (i.e., east) side property line. Separation between the church buildings and existing neighboring dwellings exceeds 50 feet, consistent with the standard. 3) Rear setback: The proposed buildings are approximately 234 feet from the rear property line, meeting this requirement.*
- 3) Architectural projections: No architectural features (e.g., eaves, overhangs) project more than 2 feet into any required setback.*
- 4) Non-residential structures in setbacks: No non-residential structures are proposed within required setbacks. Any small accessory structures (e.g., sheds, play structures) will either be under 120 square feet or sited in compliance with required side/rear setback standards.*
- 5) Water-dependent use setbacks (BCC § 63.405(6)): The project site includes a mapped wetland, but no proposed structures are water-dependent uses. All buildings, parking, and accessory structures will be sited outside required wetland buffers and consistent with County and state standards.*
- 6) Wetland Compliance: The Benton County Wetland Overlay Zone (BCC Chapter 87) applies specifically to the Jackson-Frazier Wetland. The subject site does not contain or abut the Jackson-Frazier Wetland; therefore, the Overlay Zone is not applicable.*
 - i) However, a separate local wetland inventory mapping identifies a wetland area on the property. Development has been designed to avoid impacts to this feature where possible. Wetland functions will also be incorporated into the project's stormwater management system and landscaping plan, ensuring compliance with Goal 5 resource protection policies.*

- 7) *Proximity to resource zones: No dwellings are proposed as part of the church campus (the existing residence will remain as a parsonage). The property is not contiguous to a resource zone; therefore, this standard is satisfied.*
- 8) *Spark arrestors and fire-retardant roofs: The existing parsonage dwelling is within 200 feet of a forested area. A spark arrestor will be installed on chimneys, and roofing will be fire-retardant as required.*
- 9) *Fire break near Forest Conservation Zone: The subject property is not contiguous to land zoned Forest Conservation; therefore, this standard is not applicable.*
- 10) *Height limit: The Gymnasium and Main Sanctuary will not exceed the 40-foot height limit. Architectural features such as steeples or spires are exempt under this section.*

Parking and Access – BCC § 91.605: Off-street parking requirements are addressed through the accompanying Variance request. A Parking Demand Study (Sandow Engineering, 2025) and Transportation Demand Management (TDM) Plan demonstrate that the provision of 135 on-site stalls is adequate to accommodate the actual peak demand. Access design satisfies County and AASHTO sight-distance standards, ensuring safe ingress and egress.

Parking Standards (BCC Chapter 91, other than § 91.605)

- 1) *Location of Spaces (§ 91.610): All required parking stalls will be located on the same parcel as the Gymnasium and Main Sanctuary. The furthest stalls are well within 300 feet of both buildings.*
- 2) *Multiple Users (§ 91.615): The parking areas are shared between the Sanctuary, Gymnasium, daycare, and ancillary facilities. The Traffic Study demonstrates that peak parking demand (135 stalls) will not overlap across uses, and the 269 total stalls exceed this peak demand.*
- 3) *Parking Surface (§ 91.620): Parking lots will be hard-surfaced with asphalt or concrete, graded for on-site drainage, and designed to avoid runoff to adjacent properties or ROWs.*
- 4) *Loading Areas (§ 91.625): Dedicated loading/unloading area will be provided separate from required parking stalls. Deliveries will be scheduled outside of peak worship hours.*
- 5) *Curbs (§ 91.630): Perimeter parking rows will be contained by curbs or bumpers to prevent vehicle encroachment.*
- 6) *Design (§ 91.640): Parking areas will use standard angled and 90-degree configurations. Stalls will be dimensioned at least 8'x18' with drive aisles sized per Code.*
- 7) *Driveways (§ 91.645): Internal circulation will be provided via a main driveway access to NW Powers Avenue. A Benton County road approach permit will be obtained, and the design meets AASHTO sight distance standards.*
- 8) *Continued Use (§ 91.655): Parking areas will be maintained as a continuing obligation of the church.*
- 9) *Accessible Parking (§ 91.665): Accessible stalls will be provided at a ratio of one stall per 50 occupants, with required signage and ADA-compliant design.*

3.5 Other Applicable Standards:

- 1) *Landscaping and Screening (BCC § 91.650)*
 - a. *The site design incorporates setbacks along the street frontage to soften visual impacts of buildings and parking areas.*
 - b. *Parking lots will be landscaped with perimeter plantings and interior islands, providing shade, stormwater benefits, and visual screening of vehicles from off-site viewpoints.*

- c. *Building perimeters will include ornamental and native plantings to integrate the structures into the rural landscape and reduce bulk and scale.*
- 2) *Lighting (BCC § 61.635)*
- a. *Exterior lighting fixtures will be full cut-off and downward-directed, ensuring that illumination is contained on-site and does not spill onto neighboring properties or the public right-of-way.*
 - b. *Parking lot lighting will be mounted on poles of appropriate height and shielded to avoid glare visible from NW Powers Avenue or nearby dwellings.*
 - c. *Architectural and pedestrian-scale lighting will be designed to enhance safety and accessibility without creating unnecessary brightness.*
 - d. *A lighting plan will be provided with building permit applications to confirm compliance with County standards.*
- 3) *Noise*
- a. *Worship services, daycare operations, and administrative activities will occur during normal daytime and weekend hours (daycare 8 AM–5 PM weekdays; worship primarily weekends).*
 - b. *Outdoor activities (e.g., amphitheater events, playground use, pickleball courts) will be limited to reasonable hours and managed to minimize disturbance to adjacent rural residences.*
 - c. *No amplified sound will extend beyond the property boundaries at levels inconsistent with County nuisance standards.*
 - d. *Mechanical equipment (e.g., HVAC units, pumps, backup generator) will be screened and located to minimize off-site noise impacts, and all equipment will comply with applicable County and DEQ noise regulations.*

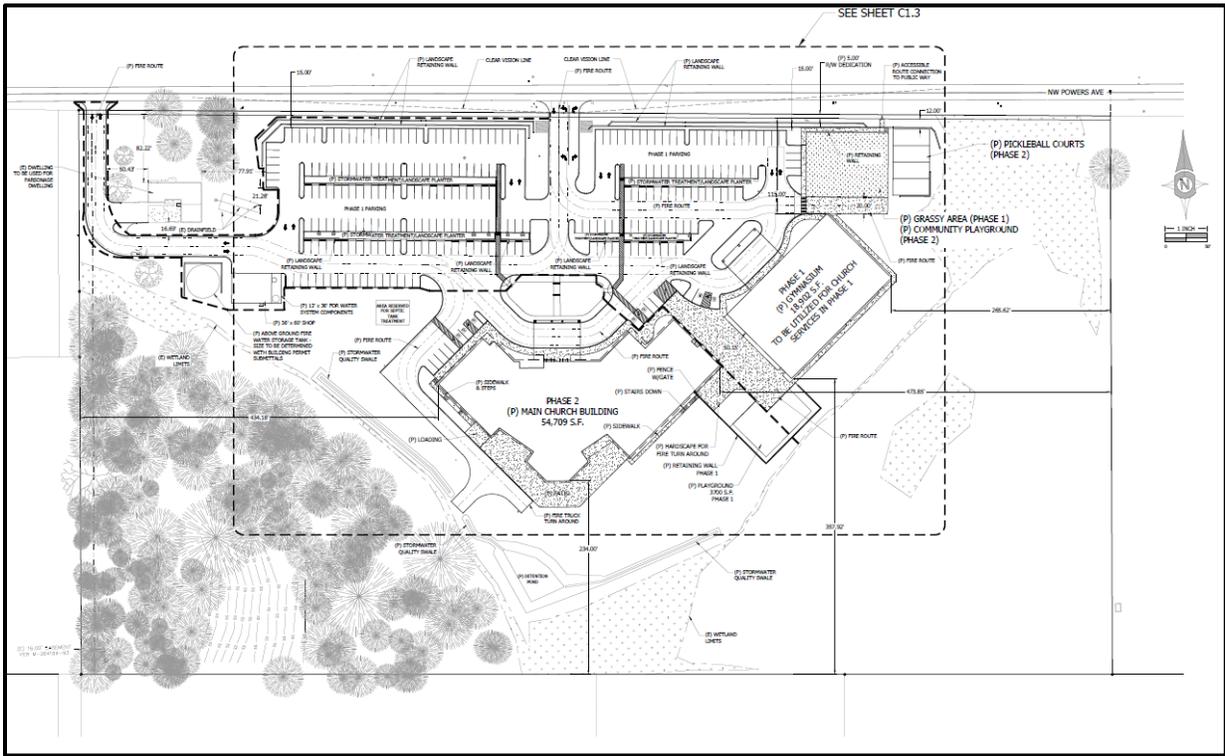
Conclusion

3.1 The proposed Northside Christian Church complies with all additional standards required under the Benton County Development Code, including siting (BCC § 63.405), parking (BCC § 91.605, addressed via Variance), landscaping (BCC § 91.650), lighting (BCC § 61.635), and noise. Through compliance with these standards, the project ensures compatibility with surrounding rural residential uses and the intent of the RR-2 zone.

Findings: Applicable criteria from BCC Chapter 53, Chapter 63, Chapter 91, and Chapter 99 are addressed below. No other Code criteria are required for this specific use.

C) BCC 53.220 Conditions of Approval. The County may impose conditions of approval to mitigate negative impacts to adjacent property, to meet the public service demand created by the development activity, or to otherwise ensure compliance with the purpose and provisions of this code. On-site and off-site conditions may be imposed. An applicant may be required to post a bond or other guarantee pursuant to BCC 99.905 to 99.925 to ensure compliance with a condition of approval. Conditions address, but are not limited to:

Staff recommend the following conditions of approval to ensure the proposed church remains consistent with the intent of the Rural Residential Zone, protects public safety and infrastructure, and minimizes environmental and land use impacts.



(1) Size and location of site.

Finding: The subject property contains approximately 19.43 acres, which is sufficient to accommodate the proposed buildings, parking, access drives, open space, and required setbacks. The structures are clustered in a manner that leaves substantial undeveloped areas on the parcel and maintains separation from adjacent property lines. Given the parcel size and layout, the site is capable of supporting the proposed use of phase 1 without overcrowding or overdevelopment. The size and configuration of the lot are adequate for conditional institutional use in the RR-2 district. The location of the church must be in general conformance with the submitted materials and BCC 63.405. The parking requirements are identified further in this report.

Conclusion: The applicant can satisfy this criterion through compliance with the conditions of approval.

(2) Road capacities in the area

Finding: Public Works Staff have reviewed the Transportation Analysis (TA – Sandow Engineering) and the Transportation Demand Management Plan (TDMP – source uncited) and have several issues regarding analyses provided and the conclusions drawn from them. It is important to note that if this property were used for residential housing, assuming the maximum density based on the zoning, the maximum daily trip generation would be in the 80 to 100 VPD range.

The most recent traffic counts performed by the County for Powers Avenue NW were conducted in 2019. Staff believe that counts should be performed that reflect current traffic volumes. This will establish a baseline from which we can establish current area road use which can then be compared with local roadway capacities. Further, the TSP states that a Primary Local Access Road has an ADT of less than 700 VPD and Design Hourly Volume (DHV) of less than 100/vehicles per hour (VPH) (for Minor Collectors ADT must be less than 1000 VPD and DHV less than 100 VPH). The analysis provided by the applicant does not offer a value for DHV. It is standard practice for counts to be taken during the school year, while school is in session in full 7-day increments. Vacation periods and weeks containing in-service days are not acceptable counting windows. Counts performed outside these time periods will not reflect normal traffic patterns and should not be

accepted as valid counts. Any modified TA must correlate the time windows of counts with local school district scheduling.

Staff does not disagree with the use of ITE methodologies to arrive at traffic prediction conclusions, but we request that the applicant provide a detailed analysis illustrating the methodologies used and the calculations performed. Further, the churches used as comparisons to the proposed facility are located inside an urban area (Eugene, OR). Parking estimates are based on observed use within the study period, and not on the actual parking required by the City of Eugene at the time of construction. There is some evidence that the First Baptist Church Campus has expanded its parking area after initial construction. In addition, the three example sites are located in urban settings where alternative forms of transportation are more available to the public.

Staff conclude that it would be more appropriate to analyze traffic generated by near-urban facilities in communities of similar sizes (Albany and Corvallis), where the development is proposed and the population densities more closely match the subject site. Local examples would be Suburban Christian Church (SW 53rd Street & SW Plymouth Drive, Corvallis), Calvary Chapel (NW Lester Avenue, Corvallis), or North Albany Community Church (NW West Thornton Lake Drive, North Albany).

The applicant must conduct 7-day counts at these facilities (or similar facilities approved by the County Engineer) on at least three separate occasions to make a statistical analysis of the data meaningful. These results should be provided with a final traffic analysis. The final TA may be combined with the information contained in the TDMP.

Staff estimate that the churches used as examples provide more parking per square foot than the parking density proposed by the applicant. The ratio of existing parking to example facility square footage varies widely between 3.89 stalls per thousand square foot (spksf) and 7.95 spksf.

Another concern for staff is that if the parking variance is granted, and demand exceeds available spaces, Powers Avenue NW, even with widening improvements, will not support overflow parking. The primary connecting roads (NW Oak Grove Drive and NW Scenic Drive) will not support overflow parking either. The applicant offers to monitor the parking needs, but monitoring is not mitigation. Overflow parking on Powers Avenue NW would be a hazard to the driving public, and to residents accustomed to walking and biking in the corridor. This would degrade the livability of the neighborhood and present a safety risk for the surrounding residents.

The following is a list of the items that must be addressed to clarify the issues raised above and to better inform the analysis of local road capacities and traffic patterns in the area:

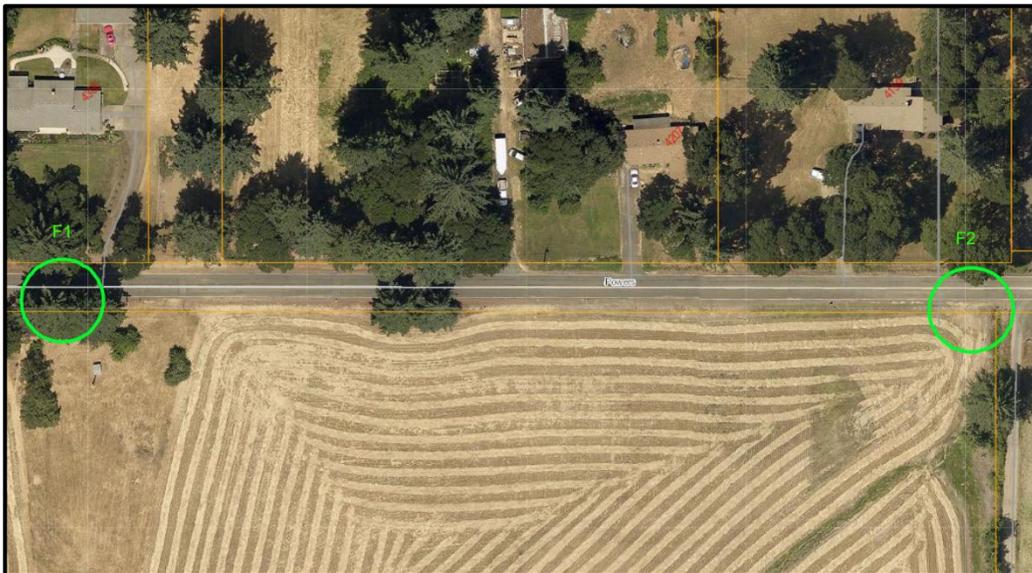
- Provide a modified Transportation Analysis (TA) based on current classified counts taken on Powers Avenue NW and the intersections of Oak Grove and Scenic Drives.
- Provide a detailed ITE analysis illustrating the methodologies used and the calculations performed
- Provide a modified Transportation Demand Management Plan (TDMP) and parking analysis based on counts performed at the facilities noted above (or similar facilities approved by the County Engineer) – the TA and TDMP may be combined
- The TDMP shall take into account the square footage of the facilities used as examples
- Provide 7-day traffic counts for the example facilities with data taken on at least three separate occasions – provide these results with the modified TDMP or incorporate them into the TA.

(3) Number and location of road access points.

Finding:

The property is served by a single residential approach (R1 – MP 0.36) and two field approaches (F1 & F2 – MP 0.45 and MP 0.59, respectively). The County can find no record of approach permits for the existing approaches to the property.

The site plan provided with the application addresses the proposed central entrance to the property (Powers Avenue NW ~MP 0.51) but does not



address the existing approaches. Further, the site plan illustrates a connection between the proposed parking lot and the residential approach.

Staff have no objection to a connection between the parking lot and the residential approach, but the connection may not be used for regular church traffic. The connection must be restricted by a gate, chain, or Fire Department approved knock-down bollards. The reason for this is

to restrict primary access and egress to a single approach. Both existing field approaches shall be removed and abandoned.

Because the residential approach at the west property line will be used as an emergency services connection, the residential approach shall be widened to accommodate two-way access and egress. The existing approach shall be brought to current standards with a throat width to accommodate vehicles exiting and entering the property at the same time. Fire Department standards will govern throat width. The county will require 10-foot aprons for the driveway approach. The internal looped circulation system will be of great value to fire and emergency responders.

Conclusion: The applicant can satisfy this criterion through compliance with the conditions of approval.

(4) Location and amount of off-street parking.

Finding:

This Conditional Use Permit (CUP) application proposes a two-phase development plan for the subject property. Staff have evaluated each phase independently for compliance with applicable provisions of the Benton County Code (BCC), including off-street parking requirements under BCC 91.605.

PHASE 1:

Phase 1 consists of construction of an 18,902-square-foot gymnasium building, which will temporarily function as the primary worship space for up to 500 attendees. In addition to worship services, the gymnasium will accommodate youth meetings and weekday daycare operations serving up to 58 children. A storage shed is also proposed as part of this phase.

The applicant's phasing and operations narrative indicates that approximately 261 parking stalls will be constructed during Phase 1. Pursuant to BCC 91.605, places of public assembly are required to provide one parking space per 100 square feet of gross floor area or one space per eight seats, whichever is greater. Based on the gross floor area of the Phase 1 development, a total of 189 parking spaces are required. The proposed 261 parking stalls therefore exceed the minimum parking requirement for Phase 1.

Staff find that Phase 1 complies with the applicable parking standards and may proceed as proposed, subject to the conditions of approval set forth in this report.

PHASE 2:

Phase 2 includes construction of a 54,709-square-foot main sanctuary building that will be in addition to the gymnasium. The primary worship space will be relocated from the gymnasium to the main sanctuary. This phase also includes development of a community playground, outdoor pickleball courts to support community outreach and recreation, and eight additional parking stalls.

When calculated cumulatively based on total gross floor area of the development, BCC 91.605 requires 736 parking spaces at full buildout under Phase 2. The applicant has submitted a variance request seeking a reduction in the required number of parking spaces. That request is addressed separately within this staff report. The initial parking plan identifies 269 parking spaces, and is not compliant with current code as staff recommends the following condition.

Condition: Staff find that approval of the two-phase construction plan is appropriate; however, compliance with parking standards must be demonstrated prior to initiation of Phase 2 construction. Accordingly, while this CUP grants approval for the phased development plan and authorizes the applicant to proceed with Phase 1 construction, the applicant shall not commence Phase 2 construction until one of the following occurs:

1. Subject to review of the department: The applicant demonstrates that the site provides the full number of parking stalls required under BCC 91.605 for the completed development; or
2. The applicant obtains approval of a parking variance supported by a parking demand analysis or updated transportation study demonstrating that a reduced parking supply satisfies the applicable criteria.

This condition ensures that Phase 1 may move forward as proposed, while maintaining compliance with County parking standards or an approved alternative prior to development of Phase 2.

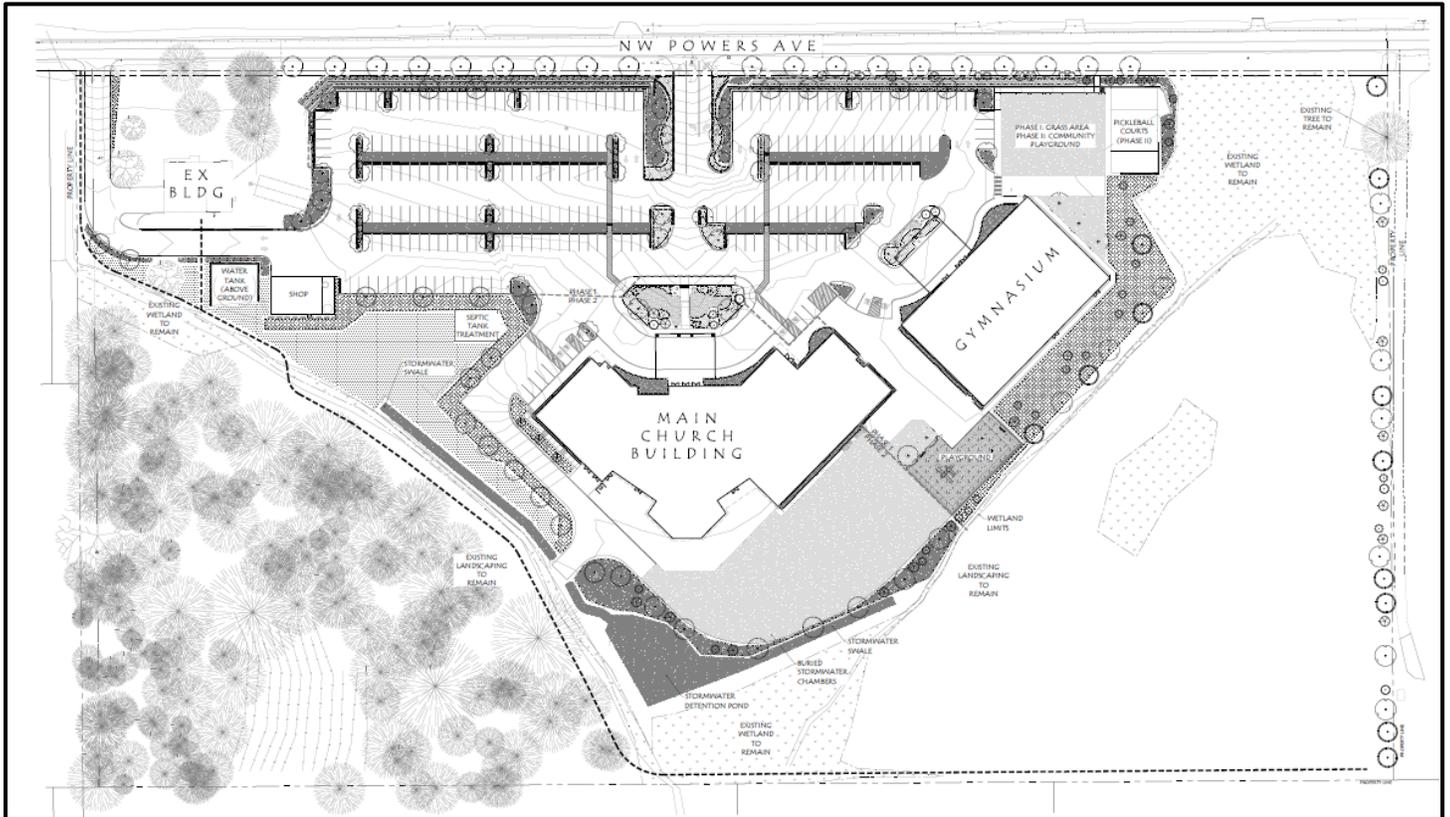
(5) Internal traffic circulation.

Finding: The site plan provides internal drive aisles that allow vehicles to circulate efficiently between parking areas and building entrances. Emergency vehicle access and maneuvering areas will be verified during building permit review to ensure compliance with Fire Code standards. The internal circulation pattern is identified, minimizes congestion, and supports safe movement within the site. The separate access identified

on the site plan to the west shall be exclusively for Emergency access vehicles, in compliance with Benton County Public works conditions.

(6) Fencing, screening and landscape separations.

Finding: Landscaping is incorporated along the street frontage and around parking areas to soften the appearance of paved surfaces and structures and promote onsite stormwater treatment and landscape. Required setbacks provide additional visual separation from adjacent properties. These measures ensure that the development maintains a rural appearance and reduces visual impacts to neighboring residences.



(7) Height and square footage of a building.

Finding: The proposed structures shall comply with the 40' height limitations of the RR-2 zone (BCC 63.405). Compliance with height and setback standards will be verified at the time of building permit review. Architectural features may exceed the 40' height limits. Benton County does not have standards for square footage requirements for buildings.

(8) Signs.

Finding: One freestanding sign may be permitted outside the public right-of-way, subject to compliance with BCC 99.800–99.830. Any future signage will require separate reviews to ensure consistency with applicable size, height, and placement standards. The applicant is allowed to construct one sign outside the public right-of-way and shall comply with BCC 91.805–91.820

(9) Exterior lighting.

Finding: Benton County does not have a lighting standard in chapter 63. Code section 91.635 state lighting which may be provided in parking or loading area shall not create or reflect substantial glare on an adjacent residential area. To preserve the rural characteristic of the neighborhood exterior lighting will be required to directed downward to prevent illumination from spilling onto adjacent properties or roadways.

(10) Noise, vibration, air pollution, and other environmental influences.

Finding: The proposed use consists primarily of assembly and related activities typical of a church campus. Benton County does not have a noise or nuisance ordinance. However, the development is not expected to create environmental impacts beyond those typical for a conditional institutional use. The applicant states the following regarding noise:

- **Worship services, daycares, and administrative activities will occur during normal daytime hours, and worship primary on weekends.**
- **Outdoor activities will be limited to reasonable hours and manage to minimize disturbance to adjacent rural residents.**
- **Mechanical equipment will be screened and located to minimize off-site noise impacts.**

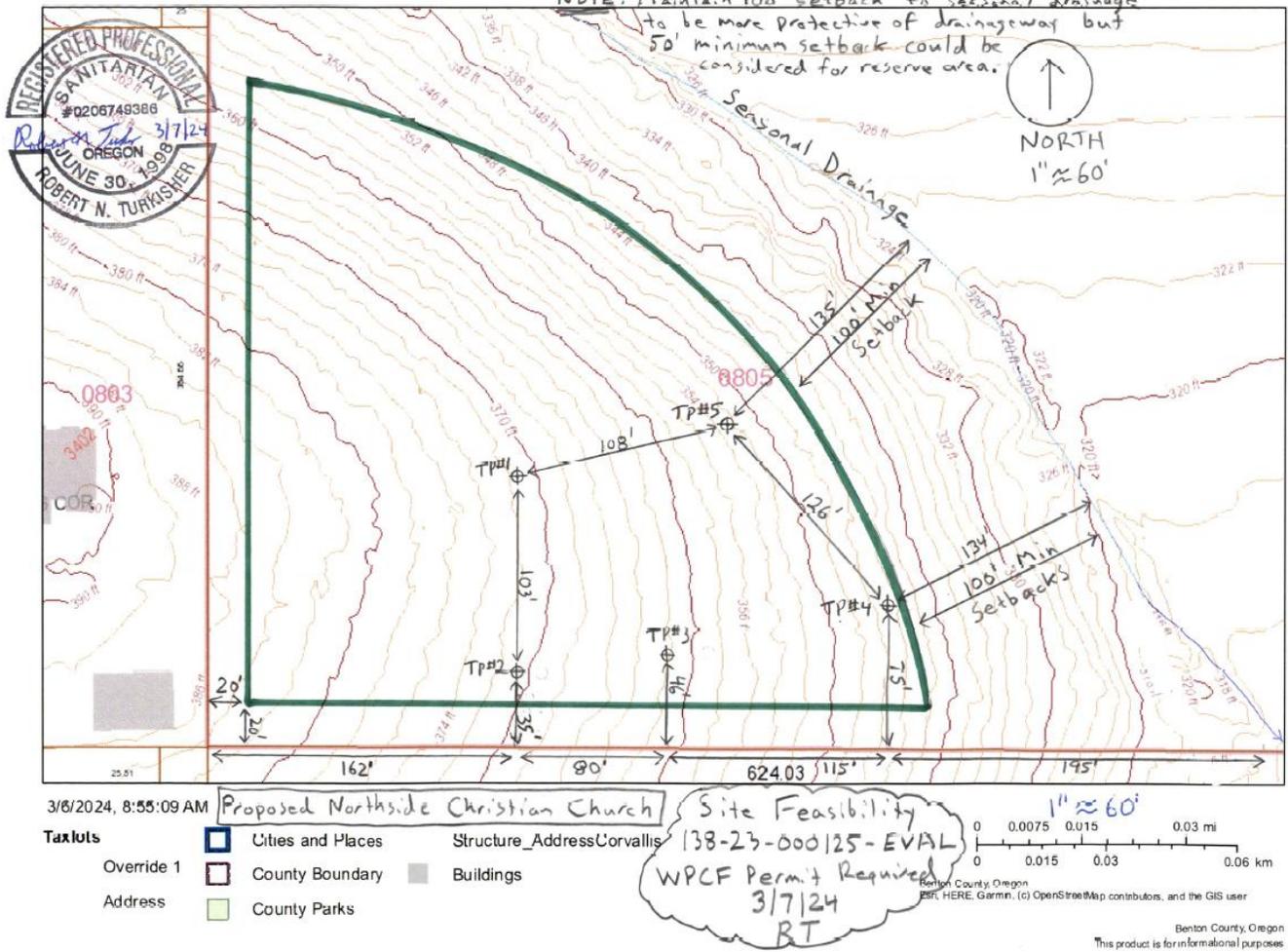
(11) Water supply and sewage disposal.

Finding: The property will be served by municipal water and an on-site wastewater system subject to review and permitting by the County Environmental Health Division and the Oregon Department of Environmental Quality (DEQ). Fire suppression and domestic water infrastructure will be installed prior to occupancy and are subject to review and approval by Fire Marshal Ratcliff. Septic areas must be protected during construction to ensure continued system functionality. Compliance with these permitting requirements ensures that adequate water supply and wastewater disposal are available to serve the proposed development.

Septic authorization identified a setback of 100 feet from the seasonal drainage. The Environmental Health septic specialist confirmed that a minimum setback of 50 feet for repair area would satisfy applicable septic system requirements. The site plan, however, incorporates a 100-foot setback from the drainage. This increased setback provides an additional protective buffer between the on-site wastewater system and the drainage feature, reducing the potential for contamination. Based on Environmental Health review and compliance with County and DEQ septic permitting standards, the record demonstrates that the property can accommodate an on-site wastewater system in a manner that protects public health and water quality.

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NOTE: Maintain 100' setback to Seasonal Drainage to be more protective of drainage way but 50' minimum setback could be considered for reserve area.



(12) Law enforcement and fire protection.

Finding: The site is located within established service districts for fire protection and law enforcement. Emergency vehicle access will be reviewed for compliance with Fire Code standards. Required fire protection infrastructure will be installed prior to occupancy. The proposed use does not create demands beyond the service levels typically provided for development in this area.

LU-25-066- Variance to Parking Standards

LU-25-066: Variance – Parking Standards

Planning commission will determine alongside the Conditional Use Permit if a variance can be granted for the parking standards. The code requirement is 736 spaces based on total square footage of all built structures. The applicant is applying for 269 spaces with a traffic analysis as supporting documentation.

BCC 53.410 Criteria: A variance to any requirement of the Development Code may be granted where literal application of the requirement would cause significant hardship caused by unique characteristics of the property.

Applicant's findings and statement:

- 1) Physical circumstances or other conditions of the land prevent the property from being reasonably developed in a manner consistent with the standards of the Development Code without significant hardship

Under BCC § 91.605 (Off-Street Parking), religious institutions are required to provide one stall per 3.5 seats or per 35 sq. ft. of assembly area, whichever is greater. Applied to the proposed 54,709 sq. ft. Main Sanctuary and 18,902 sq. ft. Gymnasium, this results in a requirement of approximately 520 parking stalls.

Phase 1: 98 stalls constructed, adequate for Gymnasium use. Phase 2: 171 additional stalls constructed for a total of 269 stalls. The 269 stalls at buildout more than cover peak demand and provide additional capacity for special events and operational flexibility, without the unnecessary burden of paving 520 stalls.

The Traffic Impact Study (Sandow Engineering, 2025) determined that actual peak demand at full buildout is 135 stalls, corresponding to a Sunday AM peak of 147 vehicle trips. This is equivalent to 1.83 stalls per 1,000 sq. ft., which is far less than the prescriptive Code requirement.

The study further notes that the entire facility will not be used at the same time. Once the Main Sanctuary is constructed, all worship services will relocate there, and the Gymnasium will only be used for ancillary activities with lower weekday attendance.

Constructing 520 stalls would impose a hardship by forcing the site to be unnecessarily paved, eliminating landscaping, stormwater facilities, and recreational amenities, and eroding the rural residential character envisioned for the RR-2 zone.

Conclusion

Literal application of the Code results in a requirement far beyond the project's demonstrated need, creating a significant hardship. Criterion 1 is satisfied.

Staff Finding:

The subject application proposes development of an 18,902-square-foot gymnasium and a 54,709-square-foot church sanctuary. Pursuant to BCC 91.605(5), places of public assembly, including churches, stadiums, arenas, club lodges, and auditoriums, are required to provide one parking space for each 100 square feet of gross floor area or one space for each eight seats, whichever is greater.

Based on gross floor area:

- **54,709-square-foot church sanctuary**
54,709 ÷ 100 = 547 required parking spaces
- **18,902-square-foot gymnasium**
18,902 ÷ 100 = 189 required parking spaces

The total parking requirement for full site buildout is therefore: 736 required parking spaces

The applicant proposes to construct 269 parking spaces at full buildout, rather than the 736 spaces required by Code. The applicant asserts that the sanctuary and gymnasium will not operate at peak capacity simultaneously and therefore seeks to rely on BCC 91.615 (Multiple Users of Parking Areas), which allows a common parking area to serve two or more structures, provided the number of spaces meets the combined peak demand based on hours of operation.

To support this position, the applicant submitted a Traffic Impact Study prepared by Sandow Engineering (2025). The study evaluates parking demand at three Lane County churches:

Congregation	Square Footage	Parking Stalls	Stalls per 1,000 SF
Manahouse	50,282 SF	108	2.15
First Baptist Church of Eugene	197,801 SF	387	1.96
Willamette Christian Center	78,357 SF	103	1.31

The consultant calculated an average parking ratio of 1.83 stalls per 1,000 square feet. Applied to the proposed 73,611 square feet of development, this results in an estimated peak demand of approximately 135 parking spaces. The applicant nevertheless proposes 269 spaces, which exceeds the consultant’s projected peak demand.

While BCC 91.615 allows shared parking arrangements based on demonstrated peak demand, the variance request is being processed under BCC 53.410. Under that section, the applicant must demonstrate that literal application of the Code would create a significant hardship caused by unique physical characteristics or conditions of the land.

The record does not demonstrate that any unique physical constraint prevents the property from accommodating the required parking. To the contrary:

- The site plan indicates the property is of sufficient size being a 19.43-acre parcel to accommodate the Code-required parking at full buildout.
- No topographic, environmental, access, or similar site-specific constraint has been identified by the applicant that would preclude compliance.
- The hardship described by the applicant relates to the perceived excessiveness of the Code requirement and the desire to avoid additional paving, rather than a physical limitation of the land itself.

A variance cannot be granted solely because an applicant believes the Code requirement exceeds anticipated demand. The purpose of a variance is to address unique property constraints.

Furthermore, the Code establishes a clear parking ratio for places of public assembly. The fact that the sanctuary and gymnasium may not always operate simultaneously does not eliminate the possibility of overlapping peak events, special events, or future operational changes. The Code-required standard is intended to ensure adequate parking for the full range of reasonably foreseeable uses within the category.

Although BCC 91.615 provides a mechanism for shared parking, it requires that the number of spaces meet the combined peak demand based on hours of operation. The applicant’s analysis relies on comparisons to other churches, rather than a binding operational limitation that would permanently restrict concurrent use of the sanctuary and gymnasium at peak intensity.

The applicant has not demonstrated that literal application of BCC 91.605 creates a significant hardship resulting from unique physical characteristics or conditions of the property. The evidence indicates the site is capable of accommodating the required parking.

Conclusion: Criterion 1 of BCC 53.410 is not satisfied, and the variance request should be denied.

2) Such circumstances or conditions result in a hardship unique to the property in question

Applicant's findings and statement:

The hardship stems from a discrepancy between the County's uniform parking standard and the site-specific operational characteristics of Northside Christian Church.

The Traffic Study demonstrates that 135 stalls are sufficient to accommodate full buildout, while the TDM Plan adds strategies such as carpool promotion, volunteer parking coordination, staggered services, and attendance monitoring to ensure demand remains within supply.

Unlike urban church campuses, this rural residential property must maintain balance between built improvements and open space buffers. Requiring 520 stalls would urbanize the property and conflict with RR-2 zoning intent.

The final provision of 269 stalls is a site-specific solution that supports both functionality and compatibility.

Conclusion

The hardship is unique because it arises from the application of a generic standard to a rural church campus with demonstrated lower demand. Criterion 2 is satisfied.

Staff Findings:

The applicant states that the hardship arises from the application of a uniform parking standard to a rural church campus with site-specific characteristics that generate lower parking demand than the Code anticipates. The applicant identifies that constructing the full Code-required parking would urbanize the property and conflict with the intent of the RR-2 zoning district.

Staff finds that the circumstances described do not constitute a hardship unique to the subject property.

The off-street parking requirements of BCC 91.605 apply uniformly to all places of public assembly within the County, regardless of zoning designation. The requirement is based on gross floor area or seating capacity and does not vary based on whether a facility is located in a rural or urban setting. The application of this standard to the subject property does not create a unique circumstance; rather, it reflects the consistent application of adopted Development Code provisions.

The applicant's evidence focuses on operational characteristics, projected attendance, and transportation demand management (TDM) strategies intended to reduce parking demand. However, these factors are not unique physical characteristics of the property itself. They relate to how the proposed use intends to operate. Variance criteria under BCC 53.410 require that the hardship arise from conditions inherent to the land, such as size, shape, topography, or other physical constraints. No such physical constraints have been identified in the record.

Additionally, the desire to maintain open space, reduce paved areas, or preserve rural character does not constitute a unique hardship. These are policy considerations applicable to many properties within the RR-2 zone.

A variance is intended to address unusual land-based constraints, not to adjust Code requirements based on operational models, projected attendance, or comparative studies of other facilities.

The record does not demonstrate that any unique circumstance or condition of the subject property results in a hardship distinct from other properties subject to the same parking standards. The hardship arises from the application of a generally applicable Code provision and from the applicant's operational preferences, rather than from characteristics unique to the land.

Conclusion: Criterion 2 of BCC 53.410 is not satisfied, and the variance request should be denied.

- 3) ***The hardship does not result from actions of the applicant nor derive from personal circumstances of the applicant such as age, physical condition, or financial situation;***

Applicant's findings and statement:

The applicant has not created the hardship; it results directly from application of BCC § 91.605, which requires a formula-based calculation not aligned with actual conditions.

The Traffic Study and TDM Plan were commissioned by the applicant to provide objective, data-driven analysis of parking demand and transportation impacts. This demonstrates that the request is based on operational evidence rather than personal or financial circumstances.

Conclusion

The hardship arises from the Code, not the applicant's actions or personal situation. Criterion 3 is satisfied.

Staff Findings:

The applicant states that the hardship results directly from the application of BCC 91.605 and not from any action of the applicant. Staff finds that the record does not support this conclusion.

The need for 736 parking spaces is the direct result of the applicant's proposal to construct a 54,709-square-foot sanctuary and an 18,902-square-foot gymnasium, which are classified as places of public assembly under BCC 91.605. The Code-required parking is proportionate to the size and intensity of the development proposed. The applicant's decision to design facilities of this scale generates the corresponding parking requirement.

The Development Code parking standards were in effect at the time the proposal was developed and submitted. The requirement is neither newly imposed nor uniquely applied to this property. Rather, it is triggered by the applicant's voluntary decision to construct buildings of this gross floor area.

While the applicant states that the hardship arises from a formula-based Code calculation, the calculation is directly tied to the scale of development proposed. If the size or intensity of the buildings were reduced, the required parking would be reduced proportionally. Therefore, the asserted hardship is not inherent to the property itself, but instead results from the applicant's chosen development.

There is no evidence in the record that the hardship derives from the applicant's personal circumstances such as age, physical condition, or financial situation. However, the variance criteria require that the hardship also not result from the applicant's own actions. In this case, the parking requirement is a foreseeable and proportional outcome of the development as proposed.

Conclusion: Criterion 3 of BCC 53.410 is not satisfied, and the variance request should be denied.

- 4) ***Strict adherence to the standard is unnecessary in that the proposed variance will not alter the essential character of the neighborhood in which the property is located, nor substantially or permanently impair the appropriate use or development of adjacent property;***

Applicant's findings and statements:

The surrounding neighborhood is rural residential, characterized by large-lot homes and open landscapes.

Providing 520 stalls would fundamentally alter this character by introducing a vast expanse of asphalt inconsistent with the area. Limiting parking to 269 stalls allows the campus to maintain landscaped buffers, stormwater facilities, and outdoor recreation amenities (pickleball courts, playground, amphitheater) that blend with the rural setting.

The Traffic Study confirmed that site access onto NW Powers Avenue meets AASHTO sight distance standards, ensuring safe ingress and egress.

The TDM Plan ensures that services are scheduled and managed to avoid overflow, preventing spillover parking on neighboring residential properties.

Conclusion

The variance preserves neighborhood character and avoids negative impacts to adjacent properties. Criterion 4 is satisfied.

Staff Findings:

The applicant states that constructing the full Code-required parking would urbanize the site and conflict with the rural character of the area. The Code-required parking is proportionate to that level of development and is intended to ensure that impacts associated with large assemblies are accommodated on-site.

Reducing the required parking from 736 spaces to 269 spaces would create a shortfall relative to the Code standard. While the applicant's Traffic Study estimates lower typical peak demand, the Code requirement is designed to account for the full range of reasonably foreseeable assembly events, including special events or simultaneous activities that may generate higher parking demand.

The applicant's reliance on a Transportation Demand Management (TDM) Plan and operational scheduling does not provide a permanent land use limitation that runs with the property.

The purpose of the off-street parking standards is to protect adjacent properties and public rights-of-way from spillover parking, congestion, and associated conflicts. Adherence to BCC 91.605 ensures that the impacts of high-occupancy assembly uses are contained on-site. The requested variance would reduce the parking supply required by Code and could shift parking impacts into the surrounding rural residential neighborhood.

The record does not demonstrate that strict adherence to the off-street parking standards is unnecessary to protect neighborhood character and adjacent properties. Rather, compliance with the Code serves to mitigate potential impacts associated with the proposed large-scale assembly use.

Conclusion: Criterion 4 of BCC 53.410 is not satisfied, and the variance request should be denied.

5) ***The proposed variance is the minimum variance of the standard that will afford relief and is the least modification possible of the provisions of the Development Code.***

The applicant provides 269 stalls total, which is significantly less than the 520 stalls required by Code but more than adequate to cover the demonstrated peak demand of 135 stalls.

The applicant does not seek to eliminate parking requirements but to reduce them to 98 stalls for phase I and 171 stalls for phase II (i.e., total of 269 stalls), which reflects the maximum demonstrated demand at full buildout.

The TDM Plan further reduces demand pressures by implementing carpooling, volunteer coordination, staggered service times, and attendance monitoring.

This approach ensures that parking demand is fully met without overflow while avoiding unnecessary paving.

The variance therefore represents the least deviation possible from the Code while still providing adequate and safe on-site parking.

Conclusion

The requested reduction is the minimum necessary to provide relief, balancing Code intent with actual demand. Criterion 5 is satisfied.

Conclusion

Based on the record from the Northside Christian Church proposal:

Meets the Conditional Use criteria (BCC § 53.215) by (a) maintaining rural-residential compatibility through generous setbacks, buffers, and hours of operation; (b) avoiding undue burdens on transportation, water, wastewater, stormwater, fire protection, and other public services; and (c) complying with all additional applicable standards (siting, landscaping, lighting, noise).

Meets the Variance criteria (BCC § 53.410) for off-street parking (BCC § 91.605) because:

- strict application would cause significant hardship and conflict with rural character;*
- the hardship is unique to the site and use;*
- it is not self-imposed;*
- the requested relief will not alter neighborhood character or impair adjacent properties; and*
- the relief is the minimum necessary, with 269 total stalls (98 in Phase 1; 171 in Phase 2) providing a comfortable operational margin over the 135-stall demonstrated peak demand, supported by TDM measures to prevent spillover.*

Therefore, the Applicant respectfully requests approval of:

- 1. A Conditional Use Permit to establish a religious institution in the RR-2 zone; and*
- 2. A Variance from BCC § 91.605 (Off-Street Parking) consistent with the phasing plan (98 stalls in Phase 1; total 269 stalls at buildout) and ongoing implementation of the TDM Plan.*

Staff Findings:

The off-street parking requirement for the proposed 54,709-square-foot sanctuary and 18,902-square-foot gymnasium is 736 spaces pursuant to BCC 91.605. The requested variance would allow 269 parking spaces at full buildout, a reduction of 467 spaces from the Code requirement.

Criterion 5 requires that any approved variance represents the smallest possible deviation from the Code necessary to alleviate a demonstrated hardship. In this case, the requested reduction constitutes a substantial departure from the adopted parking standard. The magnitude of the reduction—approximately 63 percent below the required number of spaces—cannot be identified as minimal.

While the record includes a traffic and parking demand analysis estimating lower typical peak demand, the Code-required parking ratio is intended to address the full occupancy potential of places of public assembly and the range of reasonably foreseeable events associated with such uses. The requested parking supply is not proportionate to the maximum intensity permitted within the proposed structures.

Additionally, the requested variance is not structured as a limited or narrowly tailored modification tied to enforceable occupancy caps or permanent operational restrictions. The proposal would authorize a permanent reduction in required parking regardless of future changes in attendance, programming, concurrent activities or future ownership. Without binding land use limitations that run with the property, the requested reduction cannot be considered the least modification possible.

The record does not demonstrate that a smaller reduction, alternative site design, building size adjustment, phased compliance strategy, or other modification would be insufficient to provide relief. Instead, the request seeks approval of a significantly reduced parking standard based on projected operational demand rather than the Code-established intensity of use.

Because the variance would substantially reduce the required parking supply and permanently modify the application of BCC 91.605 to the site, staff finds that the request does not represent the minimum variance necessary to afford relief.

Conclusion: Conclusion: Criterion 5 of BCC 53.410 is not satisfied, and the variance request should be denied.

V. CONCLUSION

Based on staff research into the subject property, analysis of the proposal, findings contained in this report, and information contained in the record, staff have prepared the following options for Planning Commission:

LU-25-067 – Conditional Use Permit (Northside Christian Church Construction)

Option 1) Preliminary Approval with Conditions

Staff recommends that the Planning Commission grant **PRELIMINARY APPROVAL** of LU-25-067 for construction of a church in two phases, subject to the modified conditions of approval contained in this report.

Phase I – Gymnasium (Temporary Worship Facility)

Approval is granted for construction of the proposed 18,902-square-foot gymnasium building, which will temporarily serve as the primary worship space for up to 500 attendees. Development and operation of Phase I shall comply with all conditions of approval identified in the following section, VI Conditions of approval.

Phase II – Sanctuary Construction

Approval of Phase II (construction of the primary sanctuary) is contingent upon:

1. Subject to review of the department: The applicant demonstrates that the site provides the full number of parking stalls required under BCC 91.605 for the completed development; or
2. The applicant obtains approval of a parking variance and provides further documentation supported by a parking demand analysis or updated transportation study demonstrating that a reduced parking supply satisfies the applicable criteria; and
3. Demonstrated compliance with all applicable Phase I conditions of approval.

Option 2) Phase I – Gymnasium (Temporary Worship Facility)

Planning Commission grants approval for construction of the proposed 18,902-square-foot gymnasium building, which will temporarily serve as the primary worship space for up to 500 attendees. Development and operation of Phase I shall comply with all conditions of approval identified in the following section, VI Conditions of approval.

Option 3) Denial of LU-25-067 CUP for Northside Church

LU-25-066 – Variance to Parking Standards

Staff recommend that the Planning Commission **DENY LU-25-066**, the request to reduce the required off-street parking from 736 spaces to 269 spaces, as the application does not satisfy the approval criteria of BCC 53.410.

VI. CONDITIONS OF APPROVAL FOR LU-25-067 CUP Conditional Use Permit (Northside Christian Church)

The applicant shall maintain all conditions of operating approval in perpetuity. The Community Development Department shall be responsible for objectively assessing compliance with those conditions. Physical development of the property shall be limited to that which is necessary to satisfy the approved conditions.

Prior to approval, all conditions will be verified as having been met.

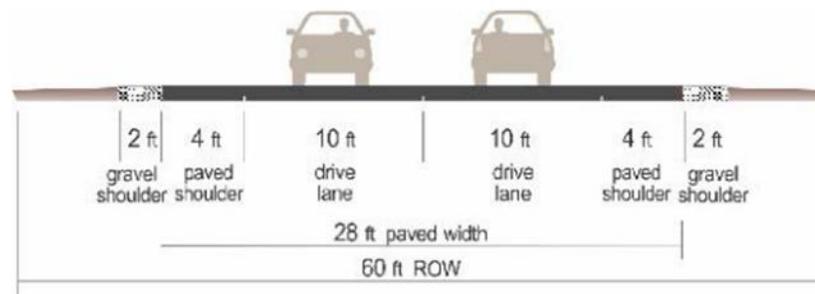
1. **Conformance with Approved Plans:** Development shall be substantially consistent with the approved site plan, phasing plan, and supporting materials, except as modified by these conditions of approval.
2. **Deed Consolidation:** Prior to issuance of any building permit, the applicant shall record a deed consolidating Parcel 1 and Parcel 2 identified in Deed 2023-640923 into a single legal parcel. Proof of recordation shall be provided to the Community Development Department.
3. **Phased Development Authorization:** This approval authorizes phased development as follows:
 - a. **Phase I:** Construction of the 18,902-square-foot gymnasium, associated parking, storage structure, and site improvements.
 - b. **Phase II:** Construction of the 54,709-square-foot sanctuary and associated site improvements. Phase II construction shall not commence until the Parking requirements for Phase II are satisfied. Site design and buildout shall be reviewed by the department.
4. **Parking Requirements:**

- a. **Phase I Parking Minimum:** Prior to issuance of a Certificate of Occupancy for Phase I, the applicant shall construct a minimum of 189 parking spaces consistent with BCC 91.605.
- b. **Phase II Parking Requirement:** Prior to issuance of any building permit for Phase II (Main Sanctuary), the applicant shall:
 - 1. Subject to review of the department: The applicant demonstrates that the site provides the full number of parking stalls required under BCC 91.605 for the completed development; or
 - 2. The applicant obtains approval of a parking variance and provides documentation supported by a parking demand analysis or updated transportation study demonstrating that a reduced parking supply satisfies the applicable criteria; and
 - 3. Demonstrate compliance with all applicable Phase I conditions of approval.

No Phase II construction shall occur until the above requirements are satisfied.

- 5. **Road Improvements:** The applicant shall construct road improvements to Powers Avenue NW to bring the facility to a hybrid standard, between NW Scenic Drive and NW Oak Grove Drive. The standard shall provide a 2-foot crushed aggregate shoulder on the north side of Powers Avenue, two 10-foot travel lanes, and a four-foot paved shoulder supported by a 2-foot crushed aggregate shoulder on the south side of Powers Avenue NW.

Figure 17. Minor Collector Standard Cross-Section



Note: The 4-foot paved section only applies to the south side of Powers Avenue NW

- a. The structure of the modified portion of Powers Avenue NW shall follow the standard for a Minor Arterial (Exhibit A): 4 inches of hot mix asphalt concrete (HMAC) over a minimum 10 inches of crushed aggregate base.
 - b. Standards for construction shall follow the ODOT/APWA Oregon Standard Specifications for Construction, most recent edition.
 - c. The applicant shall retain an engineer licensed in the State of Oregon to provide drawings and specifications for improvements to Powers Avenue NW to the County for review and approval. Public Works staff will work cooperatively with the applicants and their representatives to establish the extent of the required improvements, address design constrictions, and provide feedback during the design process.
 - d. The applicant shall apply, pay fees, and provide supporting documentation for a Benton County Permit to Perform Work on the County Right of Way.
- 6. **Road improvements or Security:** Prior to final approval of this land use action, the applicant shall fulfill **ONE** of the following **TWO** options to meet the conditions of improvement noted above:

- a. The applicant shall construct the improvements as required. **OR**
 - b. The applicant shall enter into an Agreement for Improvements (AFI) with the County. The AFI will require security for the full amount of the work to be performed plus a 20% contingency. Security may take the form of a bond, a conditional, irrevocable line of credit, or a cash deposit. The security serves to ensure faithful performance of the required improvements, as outlined above, within 18 months of the execution of the AFI.
7. **Frontage Improvements and Road Dedication:** The applicant shall dedicate right-of-way along Powers Avenue NW sufficient to meet the minimum 50-foot right-of-way standard. Any frontage improvements required by the County Engineer shall be constructed prior to final approval for Phase I.
 8. **Road Approach:** The existing field approaches shall be removed at the time the new entrance is established. The new entrance location shall serve as the construction entrance to the site. Other construction entrances will not be permitted.
 - a. The existing residential approach shall be modified to accommodate two-way traffic.
 - b. Knock-down bollards, a chain gate, or a Knox-box gate shall be placed in the throat of the connecting road between the existing residence and the main parking lot to prevent cut-through traffic for access and egress.
 - c. The applicant shall apply, pay fees and obtain approval for Road Approach Permits for all new approaches and/or modifications to existing approaches to the property.
 9. **Water Service:** Water service shall be provided in coordination with the City of Albany. Any on-site storage tank and pumping infrastructure shall be installed prior to occupancy.
 10. **Fire Protection:** All fire suppression, hydrant spacing, fire flow, and emergency vehicle access requirements shall be approved by the Albany Fire Department prior to issuance of building permits.
 11. **DEQ WPCF Permit:** Prior to issuance of building permits, the applicant shall obtain a Water Pollution Control Facility (WPCF) permit from the Oregon Department of Environmental Quality (DEQ), if required based on design flow.
 12. **Septic Area Protection:** Approved primary and reserve drainfield areas shall be protected from grading, compaction, or disturbance during construction. No development shall occur within approved septic areas without authorization from Environmental Health.
 13. **DEQ 1200-C Permit:** The proposed construction activity and common plan of development will result in land disturbance of one acre (1.00 ac) or more. The applicant shall apply, pay fees, and obtain approval for an Oregon Department of Environmental Quality (DEQ) 1200-C Construction Stormwater Quality Permit.
 14. **Erosion and Sediment Control Permit:** Upon issuance of the DEQ 1200-C Permit, the applicant shall then apply for a Benton County ESC Permit. These permits must be obtained prior to start of ground disturbing activities.
 15. **Stormwater Management Permit:** The total impervious area for the project in the post construction condition will exceed one-quarter acre (0.25 ac). The applicant shall apply, pay fees, and obtain approval for a Benton County Stormwater Management (SWM) permit. The SWM permit shall be approved and a Long-Term Maintenance Agreement signed and recorded prior to building permit issuance and before work begins on the proposed drainage system.
 - a. Construction and post-construction stormwater discharge shall conform to the standards and tenets established by Oregon Drainage Law.
 - b. Construction stormwater discharge shall conform to all current Oregon Department of Environmental Quality (DEQ) and Benton County erosion and sediment control standards using

Oregon Department of Transportation erosion and sediment control details and best management practices.

- c. Post-construction stormwater quantity and quality standards shall conform to all current Oregon Department of Environmental Quality and Benton County stormwater requirements and the most recent edition of the Benton County's Stormwater Support Documents.

16. **Taxes:** The applicant shall provide for payment of all prior year outstanding property taxes, current year-to-date property taxes, and any applicable interest and penalties. Contact the County Assessor (541-766-6855) to determine the amount due. (The applicant does not need to bring proof of payment to the Community Development Department; payment is checked by other means.) [BCC 95.125(4)]

Conditions of Operating Approval

1. **Western Access:** Western access shall be restricted from church-related activity. A knock-box gate shall be placed in the throat of the connecting road between the existing residence and the main parking lot to prevent cut-through traffic for ingress and egress.
2. **Stormwater Management Longterm Contract:** The applicant shall maintain onsite stormwater management in compliance with Public works form.
3. **Daycare:** *The applicant shall comply with Oregon Department of Early Learning and Care (DELIC) for the operation of a daycare.*
 - **Advisory-** *The applicant shall verify with DELIC if they are identified as a certified childcare center.*

Attachments:

Attachment A – Public Works Memo

Attachment B – Site Map

Attachment C- Public Comment

Attachment A: Public Works Memo



DATE: March 5, 2026

TO: James Wright – Associate Planner
Benton County Community Development

FROM: Gordon Kurtz – Associate Engineer
Benton County Public Works

RE: LU-25-067 – Conditional Use Permit

Owner: Northside Christian Church

Applicant: Northside Christian Church

Current Address: 4500 Powers Avenue NW

County Road: # 25300 – MP 0.34 – 0.58

T10S – R4W – Section 26B – Tax Lot 600

Public Works staff have reviewed the application noted above and have comments and conditions as follows.

FINDINGS OF FACT

This land use action requests a Conditional Use Permit to establish a church campus on the subject property. The applicant proposes development of the property in two phases, with an additional variance request for reduction of parking spaces required by the County Code. The subject property falls within the Rural Residential 2-Acre (RR-2) zone and is surrounded by RR-2 zoned properties.

Average daily traffic (ADT) on Powers Avenue varies at either end of the facility. Counts taken in 2019 to the east of the Oak Grove intersection indicated 246 vehicles per day (VPD). Counts taken in 2019 to the west of the Scenic Drive intersection indicated 436 VPD. The posted speed limit for the facility is 45 miles per hour.

Powers Avenue is currently classified as a Primary Local Access Road in the 2019 Benton County Transportation System Plan (TSP). Roads of this type are classified to serve residential neighborhoods. The facility falls within Benton County right of way and is maintained by Benton County. The minimum right of way width for this functional classification is 50 feet. The existing right of way varies between 40 and 50 feet through the corridor. The right of way on the frontage of the subject property is 40 feet wide and does not meet the minimum standard.

Powers Avenue is a paved facility that varies between 18 and 19 feet in width along the frontage of the property. This results in travel lanes measuring less than 10 feet. Aggregate shoulders on both sides of the road vary from zero to one foot in width. The depth of pavement was established during a City of Albany water line retrofit performed in 2014. Photos from that project indicate a depth of pavement that varies between 3"- 4" with a base that varies between 4" – 8". This facility does not meet the minimum standards for its road classification and will not support on-street parking without restricting two-way traffic.

A City of Albany fire hydrant is located at ~MP 0.48. The hydrant is offset from the pavement edge by approximately two feet. In this location, the hydrant constitutes a roadside hazard.

There is a two-inch NW Natural gas line that follows the south edge of pavement across the frontage of the property.

The property is served by a single residential approach (R1 – MP 0.36) and two field approaches (F1 & F2 – MP 0.45 and MP 0.59, respectively). The County can find no record of approach permits for the existing approaches to the property. See Exhibit B for an illustration of the existing approach locations.

TRAFFIC ANALYSIS

Staff have reviewed the Transportation Analysis (TA – Sandow Engineering) and the Transportation Demand Management Plan (TDMP – source uncited) and have several issues regarding analyses provided and the conclusions drawn from them. It is important to note that if this property were used for residential housing, assuming the maximum density based on the zoning, the maximum daily trip generation would be in the 80 to 100 VPD range.

The most recent traffic counts performed by the County for Powers Avenue were conducted in 2019. Staff believe that counts should be performed that reflect current traffic volumes. This will establish a baseline from which we can establish current area road use which can then be compared with local roadway capacities. Further, the TSP states that a Primary Local Access Road has an ADT of less than 700 VPD and Design Hourly Volume (DHV) of less than 100/vehicles per hour (VPH) (for Minor Collectors ADT must be less than 1000 VPD and DHV less than 100 VPH). The analysis provided by the applicant does not offer a value for DHV. It is standard practice for counts to be taken during the school year, while school is in session in full 7-day increments. Vacation periods and weeks containing in-service days are not acceptable counting windows. Counts performed outside these time periods will not reflect normal traffic patterns and should not be accepted as valid counts. Any modified TA must correlate the time windows of counts with local school district scheduling.

Staff does not disagree with the use of ITE methodologies to arrive at traffic prediction conclusions, but we request that the applicant provide a detailed analysis illustrating the methodologies used and the calculations performed. Further, the churches used as comparisons to the proposed facility are located inside an urban area (Eugene, OR). Parking estimates are based on observed use within the study period, and not on the actual parking *required* by the City of Eugene at the time of construction. There is some evidence that the First Baptist Church Campus has *expanded* its parking area after initial construction. In addition, the three example sites are located in urban settings where alternative forms of transportation are more available to the public.

Staff conclude that it would be more appropriate to analyze traffic generated by near-urban facilities in communities of similar sizes (Albany and Corvallis), where the development is proposed and the population densities more closely match the subject site. Local examples would be Suburban Christian Church (SW 53rd Street & SW Plymouth Drive, Corvallis), Calvary Chapel (NW Lester Avenue, Corvallis), or North Albany Community Church (NW West Thornton Lake Drive, North Albany).

The applicant must conduct 7-day counts at these facilities (or similar facilities approved by the County Engineer) on at least three separate occasions to make a statistical analysis of the data meaningful. These results should be provided with a final traffic analysis. The final TA may be combined with the information contained in the TDMP.

Staff estimate that the churches used as examples provide more parking per square foot than the parking density proposed by the applicant. The ratio of existing parking to example facility square footage varies widely between 3.89 stalls per thousand square foot (spksf) and 7.95 spksf.

Another concern for staff is that if the parking variance is granted, and demand exceeds available spaces, Powers Avenue, even with widening improvements, will not support overflow parking. The primary connecting roads (NW Oak Grove Drive and NW Scenic Drive) will not support overflow parking either. The applicant offers to *monitor* the parking needs, but monitoring is not *mitigation*. Overflow parking on Powers Avenue would be a hazard to the driving public, and to residents accustomed to walking and biking in the corridor. This would degrade the livability of the neighborhood and present a safety risk for the surrounding residents.

The following is a list of the items that must be addressed to clarify the issues raised above and to better inform the analysis of local road capacities and traffic patterns in the area:

- Provide a modified Transportation Analysis (TA) based on current classified counts taken on Powers Avenue and the intersections of Oak Grove and Scenic Drives.
- Provide a detailed ITE analysis illustrating the methodologies used and the calculations performed
- Provide a modified Transportation Demand Management Plan (TDMP) and parking analysis based on counts performed at the facilities noted above (or similar facilities approved by the County Engineer) – the TA and TDMP may be combined
- The TDMP shall take into account the square footage of the facilities used as examples
- Provide 7-day traffic counts for the example facilities with data taken on at least three separate occasions – provide these results with the modified TDMP or incorporate them into the TA.

ROAD IMPROVEMENT ASSESSMENT

Road improvements will be required as part of this land use action. As noted above, Powers Avenue does not meet current minimum roadway or right of way standards. The current functional classification of the road is intended to support residential uses, not institutional uses. There is strong anecdotal evidence (to which I can personally attest) that the corridor is used frequently and consistently by residents walking their dogs, walking/running for exercise, and bicycling. These activities intensify on weekends when the use of the road will peak due to church traffic. As a result, widening the facility is warranted to preserve the character and function of the corridor, maintain existing uses by surrounding neighborhoods, and to improve safety. The adjacent neighborhoods on NW Terra Lynda Drive, NW Terrace Drive, and NW Knollwood Drive and the

residents that take access directly to Powers are somewhat “hemmed in” by the busier, higher classification Major Collector of NW Scenic Drive and Minor Collector NW Oak Grove Drive. Powers Avenue NW is a facility that buffers these neighborhoods from the adjacent high-traffic, higher speed facilities to the west and east.

Improvement to the current functional classification standard will not offer protection to pedestrians and bicyclists during peak weekend use windows. As a result, the County stipulates that a hybrid solution be implemented for Powers. This solution merges the functional classifications of the Primary Residential and Minor Collector functional classifications (see Exhibit A).

Improvements shall be made to Powers from NW Scenic Drive to NW Oak Grove Drive. The improvements shall provide a facility with a 2-foot crushed aggregate shoulder on the north side, two 10-foot travel lanes, and a 4-foot paved shoulder supported by a 2-foot crushed aggregate shoulder on the south side of the road. The south side 6-foot shoulder will provide a buffer from increased traffic and increase safety for pedestrians and cyclists.

On March 17, 2026, the Benton County Board of Commissioners will approve the Benton County Transportation Safety Action Plan (TSAP), the culmination of a two-year, multi-agency effort to meet the guidelines of the Federal Highway Administration (FHA) Safe Streets and Roads for All (SS4A) and the 2021 Oregon Transportation Safety Action Plan. The plan’s primary concern is a trending increase in serious and fatal injury crashes since 2020 (see Exhibit C). Benton County’s goal is to eliminate serious and fatal injuries on County roads by 2040 with a 50% reduction by 2035. Vision Zero is the national strategy to eliminate deaths and serious injuries from traffic crashes and pedestrian/bicycle-vehicle collisions. Vision Zero is to be accomplished using the Safe System Approach (SSA – see Exhibit C). Exhibit D provides a summary of both the Principles and Objectives of the SSA. The improvement requirement stipulated above is supported by the specific goals of the SS4A, Vision Zero, the Oregon TSAP, and the Benton County TSAP.

The frontage of Powers Avenue shall be improved to the hybrid standard described above. The existing road structure may remain in place, but shoulders must be widened, and new base and pavement placed according to the hybrid standard. These improvements are warranted to accommodate safe pedestrian and bicycle use of the facility under traffic. Right of way dedication beyond the frontage of the subject property may be necessary to accomplish this improvement. Preliminary engineering and road design work will determine this need and its possible extent.

Any and all improvements to Powers must be completed *or* financially secured with a bond or cash deposit under an Agreement for Improvements (AFI) with Benton County prior to building permit issuance.

ROAD APPROACH ASSESSMENT

As noted above, the property is currently served by three approaches, a residential approach on the westerly property line (R1) and two field approaches, one at the approximate mid-point of the frontage (F1) and one on the easterly property line (F2). The site plan provided with the application addresses the proposed central entrance to the property (Powers Avenue ~MP 0.51) but does not address the existing approaches. Further, the site plan illustrates a connection between the proposed parking lot and the residential approach.

Staff have no objection to a connection between the parking lot and the residential approach, but the connection may not be used for regular church traffic. The connection must be restricted by a gate, chain, or Fire Department approved knock-down bollards. The reason for this is to restrict primary access and egress to a single approach. Both existing field approaches shall be removed and abandoned.

Because the residential approach at the west property line will be used as an emergency services connection, the residential approach shall be widened to accommodate two-way access and egress. The existing approach shall be brought to current standards with a throat width to accommodate vehicles exiting and entering the property at the same time. Fire Department standards will govern throat width. The county will require 10-foot aprons for the driveway approach. The internal looped circulation system will be of great value to fire and emergency responders.

UTILITIES

As noted above, there is a City of Albany fire hydrant on the south side of Powers at ~MP 0.48. The hydrant is currently placed in a location where it constitutes a roadside hazard based on the posted speed limit. This hydrant must be relocated at the time of road improvements. Placement of the hydrant shall follow the guidelines provided by the AASHTO Roadside Design Guide. The design and location of the hydrant shall be subject to the approval of the County Engineer. In addition to the hydrant, there are at least two water meter boxes and one air release valve that must also be relocated/adjusted.

In addition, there are mailbox posts/standards, utility pedestals, and a power pole on the frontage that will need to be relocated in association with road improvements.

STORMWATER

The project's common plan of development will disturb more than one-acre of the site. As a result, a Department of Environmental Quality 1200-C Stormwater Permit will be required. In addition, because the proposed development will exceed the 0.25 acre threshold for disturbance during construction and 0.25 acres for post-construction impervious area, Benton County Erosion and Sediment Control (ESC) and Stormwater Management (SWM) permits will be required prior to start of land disturbing activities at the site. Both the DEQ 1200-C permit and the Benton County ESC permit shall be approved and ESC measures in-place and inspected prior to any site disturbance related to construction or development.

RECOMMENDED CONDITIONS OF APPROVAL

Public Works recommends the applicant meet the following conditions of approval:

- 1) The applicant shall construct road improvements to Powers Avenue NW to bring the facility to a hybrid standard, between NW Scenic Drive and NW Oak Grove Drive. The standard shall provide a 2-foot crushed aggregate shoulder on the north side of Powers, two 10-foot travel lanes, and a four-foot paved shoulder supported by a 2-foot crushed aggregate shoulder on the south side of Powers Avenue.
- 2) The structure of the modified portion of Powers Avenue NW shall follow the standard for a Minor Arterial (Exhibit A): 4 inches of hot mix asphalt concrete (HMAC) over a minimum 10 inches of crushed aggregate base.

- 3) Standards for construction shall follow the ODOT/APWA Oregon Standard Specifications for Construction, most recent edition.
- 4) Prior to final approval of this land use action, the applicant shall fulfill **ONE** of the following **TWO** options to meet the conditions of improvement noted above:
 - c. The applicant shall construct the improvements as required. **OR**
 - d. The applicant shall enter into an Agreement for Improvements (AFI) with the County. The AFI will require security for the full amount of the work to be performed plus a 20% contingency. Security may take the form of a bond, a conditional, irrevocable line of credit, or a cash deposit. The security serves to ensure faithful performance of the required improvements, as outlined above, within 18 months of the execution of the AFI.
- 5) The applicant shall retain an engineer licensed in the State of Oregon to provide drawings and specifications for improvements to Powers Avenue NW to the County for review and approval. Public Works staff will work cooperatively with the applicants and their representatives to establish the extent of the required improvements, address design constrictions, and provide feedback during the design process.
- 6) The applicant shall apply, pay fees, and provide supporting documentation for a Benton County Permit to Perform Work on the County Right of Way.
- 7) The applicant shall dedicate five (5) feet of right of way along the entire frontage of the subject property.
- 8) The existing field approaches shall be removed at the time the new entrance is established. The new entrance location shall serve as the construction entrance to the site. Other construction entrances will not be permitted.
- 9) The existing residential approach shall be modified to accommodate two-way traffic.
- 10) Knock-down bollards, a chain gate, or a knox-box gate shall be placed in the throat of the connecting road between the existing residence and the main parking lot to prevent cut-through traffic for access and egress.
- 11) The applicant shall apply, pay fees and obtain approval for Road Approach Permits for all new approaches and/or modifications to existing approaches to the property.
- 12) The proposed construction activity and common plan of development will result in land disturbance of one acre (1.00 ac) or more. The applicant shall apply, pay fees, and obtain approval for an Oregon Department of Environmental Quality (DEQ) 1200-C Construction Stormwater Quality Permit. Upon issuance of the DEQ 1200-C Permit, the applicant shall then apply for a Benton County ESC Permit. **These permits must be obtained prior to start of ground disturbing activities.**
- 13) The total impervious area for the project in the post construction condition will exceed one-quarter acre (0.25 ac). The applicant shall apply, pay fees, and obtain approval for a Benton County Stormwater Management (SWM) permit. The SWM permit shall be approved and a Long-Term Maintenance Agreement signed and recorded prior to building permit issuance and before work begins on the proposed drainage system.
- 14) Construction and post-construction stormwater discharge shall conform to the standards and tenets established by Oregon Drainage Law.

- 15) Construction stormwater discharge shall conform to all current Oregon Department of Environmental Quality and Benton County erosion and sediment control standards using Oregon Department of Transportation erosion and sediment control details and best management practices.
- 16) Post-construction stormwater quantity and quality standards shall conform to all current Oregon Department of Environmental Quality and Benton County stormwater requirements and the most recent edition of the Benton County's Stormwater Support Documents.

Please contact me if you have questions.

EXHIBIT A

Table 7. Typical Roadway Cross-Section Standards

	Residential Local	Primary Local	Minor Collector Standard	Major Collector Standard	Arterial Standard
Functional Classification	Local	Local	Minor Collector	Major Collector	Minor Arterial
Projected ADT	< 200	< 700	< 1000	< 2000	> 1000
Projected DHV	<30/Hour	<100/Hour	<100/Hour	<300/Hour	>300/Hour
Min ROW	50'	50'	60'	60'	80'
Surface Width	24'	20'	28'	32'	36'-72'
Lane Widths	10'	10'	10'	11'	12'
Surface Material	Gravel	Asphalt, Concrete, Oil Mat	Asphalt, Concrete	Asphalt, Concrete	Asphalt, Concrete
Example Structure	10" CAB	3" AC, 12" Aggregate	4" AC over 10" CAB	4" AC over 12" CAB	6" AC over 15" CAB
Crushed Base Equivalent	10"	18"	18"	20"	27"
Shoulder	2' Gravel	2' Gravel	4' Paved + 2' Gravel	5' paved + 2' gravel	6' paved + 2' gravel
Max Grade	15% Paved	15%	12%	10%	8%
Min Curve Radius	200'	250'	500'	760'	800'
Design Speed	20 mph	30mph	45 mph	45 mph	50 mph

Figure 17. Minor Collector Standard Cross-Section

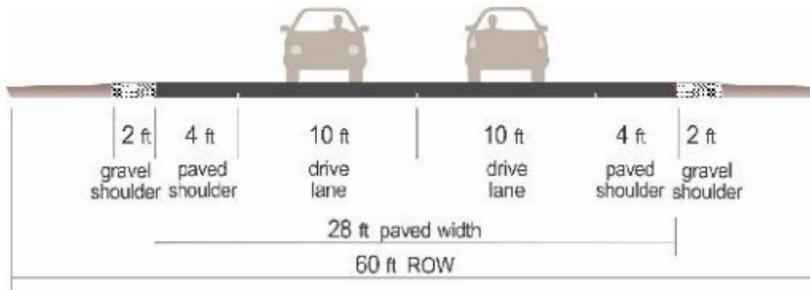
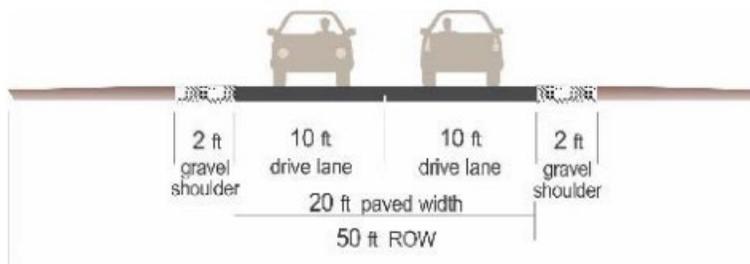


Figure 18. Primary Local Cross-Section



NOT TO SCALE

SOURCE: 2019 BENTON COUNTY TRANSPORTATION SYSTEM PLAN – PGS 51-53

EXHIBIT B



EXHIBIT C

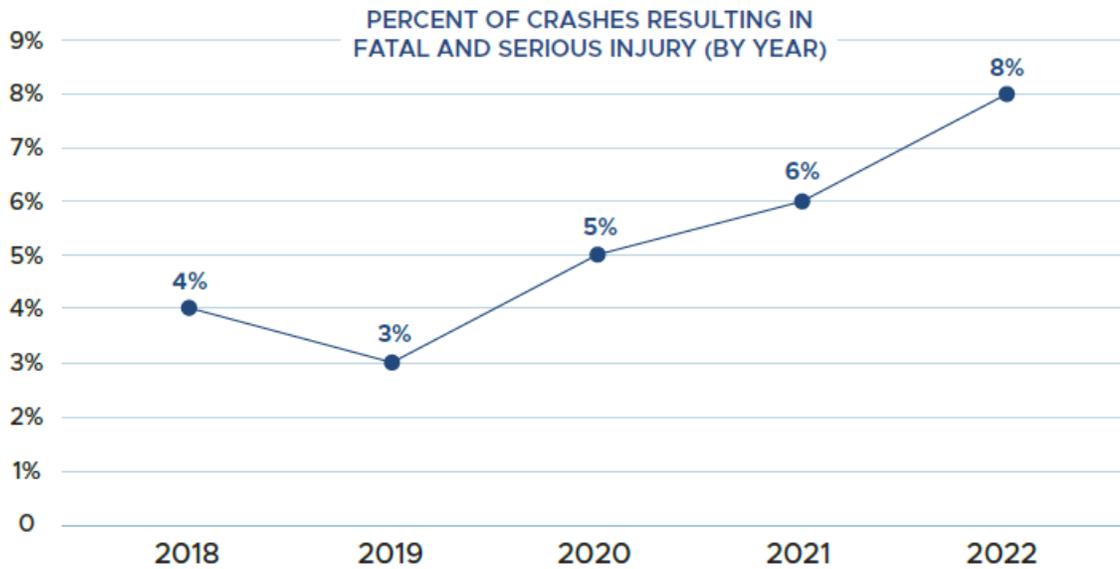


FIGURE 2. PERCENT OF CRASHES RESULTING IN FATAL OR SERIOUS INJURY BY YEAR (2018-2022)

SOURCE: BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN – CHAPTER 1

The Safe System Approach, shown in **FIGURE 3**, is the framework for achieving Vision Zero. While traditional road safety practices focused on preventing crashes by modifying human behavior, the Safe System Approach shifts from this philosophy by acknowledging a shared responsibility for creating and maintaining a transportation system designed with built-in redundancy. This holistic, multi-faceted approach recognizes the vulnerability of road users as humans who make mistakes, focusing on anticipating error and minimizing harmful crash forces. Above all, the Safe System Approach prioritizes the protection of human life, with the ultimate goal to eliminate death and serious injury.

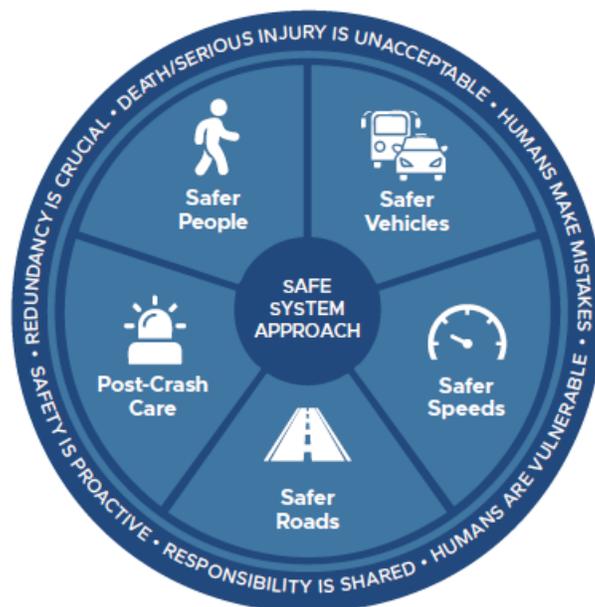


FIGURE 3. SAFE SYSTEM APPROACH

SOURCE: **DRAFT** BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN – CHAPTER 2

EXHIBIT D

SAFE SYSTEM APPROACH PRINCIPLES

DEATH AND SERIOUS INJURY ARE UNACCEPTABLE – A Safe System Approach prioritizes eliminating crashes that result in death and serious injuries.

HUMANS MAKE MISTAKES – People will inevitably make mistakes; the transportation system should be designed to accommodate certain types and levels of human errors.

HUMANS ARE VULNERABLE – Humans can only tolerate a certain level of forces before serious injury or death occurs; the transportation system should be designed to reflect the physical limits of the human body.

RESPONSIBILITY IS SHARED – Every individual plays an important role in preventing fatalities and serious injuries.

SAFETY IS PROACTIVE – Utilize proactive tools to identify and address safety issues in the transportation system, instead of waiting for crashes to occur.

REDUNDANCY IS CRUCIAL – If one element fails, the other elements should be robust enough to protect people.

SAFE SYSTEM APPROACH OBJECTIVES

SAFER PEOPLE – Encourage safe and responsible behaviors.

SAFER VEHICLES – Expand the deployment of vehicle technologies and safety features that prevent crashes and reduce crash severity for both vehicle occupants and other road users

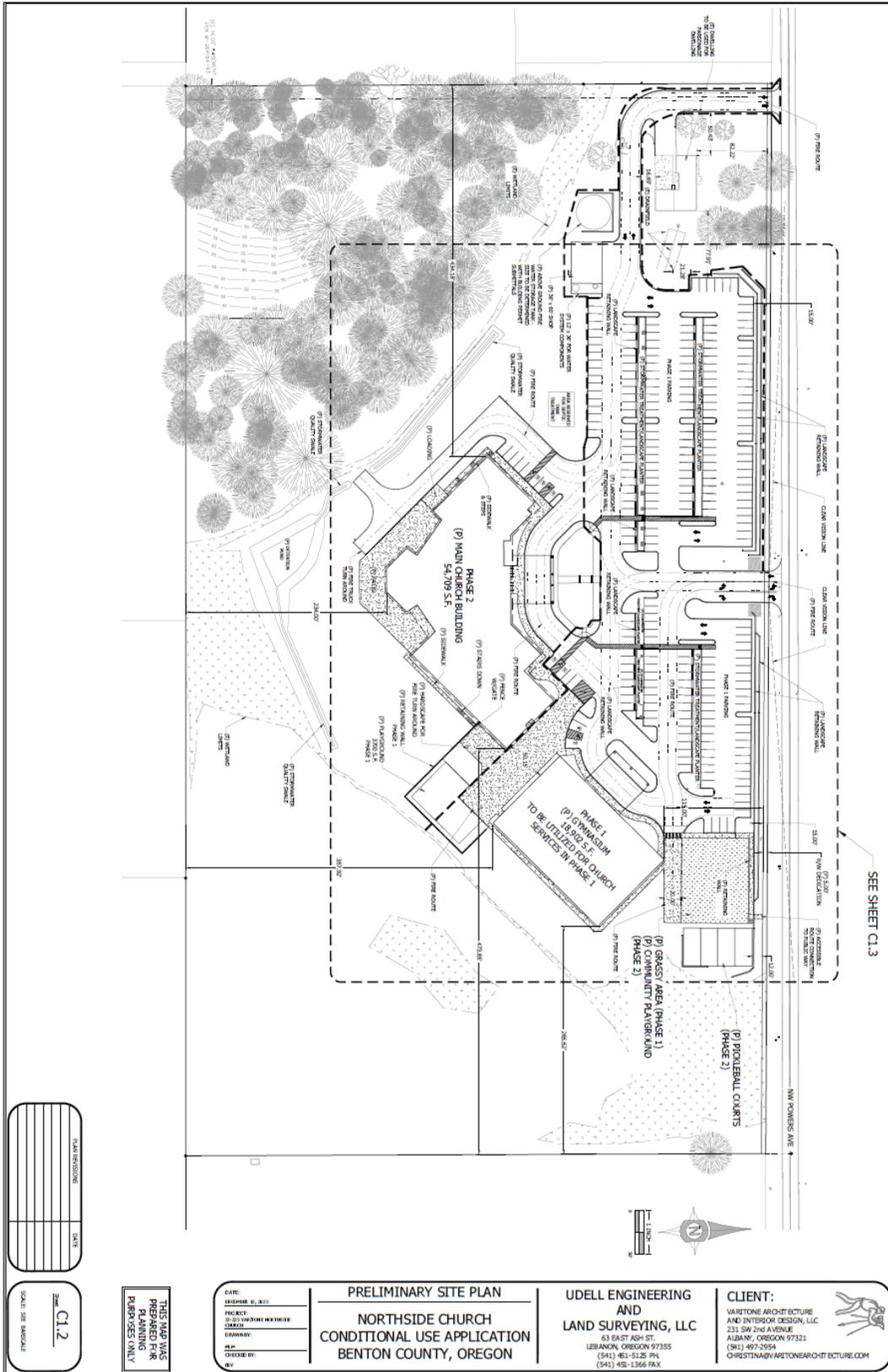
SAFER SPEEDS – Promote safer speeds in all roadway environments through design, speed limit setting, education, outreach, and enforcement.

SAFER ROADS – Design the transportation system to mitigate human mistakes, account for injury intolerances, and facilitate safe travel of vulnerable road users.

POST-CRASH CARE – Enhance the quality and timeliness of emergency services, create a safe working environment for first responders, and prevent secondary crashes.

SOURCE: **DRAFT BENTON COUNTY TRANSPORTATION SAFETY ACTION PLAN – CHAPTER 2**

Attachment B- Site Plan



DATE	DESCRIPTION

Scale: 1" = 20'
 SHEET C1.2
 SCALE: SEE INDICATOR

THIS MAP WAS PREPARED FOR PURPOSES ONLY

DATE: 08/08/2023
 PROJECT: 23-21 VARIOUS WAREHOUSES
 DRAWN BY: [Redacted]
 CHECKED BY: [Redacted]
 IN CHARGE: [Redacted]

PRELIMINARY SITE PLAN
NORTHSIDE CHURCH
CONDITIONAL USE APPLICATION
BENTON COUNTY, OREGON

UDELL ENGINEERING AND SURVEYING, LLC
 63 EAST 78th ST.
 LEBANON, OREGON 97355
 (541) 461-5125 PHL
 (541) 465-1366 PAX

CLIENT:
 VARTSTONE ARCHITECTURE AND INTERIOR DESIGN, LLC
 231 SW 2nd AVENUE
 ALBANY, OREGON 97321
 (541) 497-2954
 CHRISTINA@VARTSTONEARCHITECTURE.COM



Attachment C- Public Comments

From: [Michelle Roberts](#)
To: [WRIGHT James](#)
Subject: Subject: (LU-25-067)
Date: Monday, March 9, 2026 1:18:18 PM

You don't often get email from mmnroberts@gmail.com. [Learn why this is important](#)

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 Mr. Wright and the committee for the conditional use permit hearing on March 17th, 2026 regarding the property on Powers currently owned by Northside Church,

My name is Michelle Roberts, I am a resident at 2790 NW Countryman Place in North Albany. I live within walking distance of the property in question and have enjoyed walking by on many occasions. We have lived in North Albany for more than 2 years now and love this part of Benton County. I am in favor of Northside Church building their permanent facility on the property. I feel that it will provide a place of welcome and community to North Albany residents. The plans they have for a facility that will be open to the community for gatherings, meetings, youth, as well as a place for church on Sundays would be a welcome and much needed service for our community. The plans for a daycare during the week are sorely needed in this community. I am currently an empty nester myself but I have been a preschool teacher for a very long time and I know how important the early learning environment is for young kiddos as well as a safe and appropriate facility that makes it so convenient for parents in this area to feel good about where their kiddos are receiving care. I know some of my neighbors are not as in favor of this change in land use but I also know that many people have a hard time with change in general. I don't see this change as a negative but a positive change for North Albany. Let's face it, the area is growing, change is coming. This is a great addition to our community.

Thank you for your time,
Michelle Roberts

From: [Quinton Hamel](#)
To: [WRIGHT James](#)
Subject: Development on Powers Ave
Date: Tuesday, March 10, 2026 9:23:37 AM

You don't often get email from hamel@protonmail.com. [Learn why this is important](#)

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.

Hi James,

As a new resident on Powers Ave., in Albany I wanted to voice my support for the Northside Church building project located at 4500 NW Powers Ave.

My wife and I recently completed building a home on 4101 NW Powers Ave, in anticipation of being close to the Northside church where we attend.

While I understand a new building project will bring some negative changes to the neighborhood I believe there will be many more positive changes. I know the church building committee has tried to incorporate a well designed, tasteful building that has adequate off street parking.

I meant to send last night but time got away from me.

Respectfully,

Quinton and Danita Hamel
4101 NW Powers Ave
Albany, OR 97321

March 9, 2026

Benton County Community Development Department
James Wright
4500 SW Research Way
Corvallis, OR 97333

From:

Karen & Tony Smith
4930 NW Dumbeck Ave
Albany, Oregon 97321

Subject: (LU-25-067) Cup – Church

We submit this letter as a formal opposition and appeal of the conditional use permit for Northside Christian Church to build on this 19.43 acre parcel. We will include some of our concerns with the building of this 54,709 square foot building along with gym of 18,902 square feet, storage buildings and outdoor recreational areas.

Transportation/Roadway impact:

The road that the church is to be located on is on Powers Ave. We consider Powers Ave. to be a rural road. With NW Oak Grove Dr. on one side and NW Scenic Dr on the other side.

Powers Ave. is not a major thoroughfare road way. This road has no sidewalk, curbing or bike lane. There is just the white painted fog line on the road and just a few inches of dirt and then it drops off to the drainage ditches on both sides of the road.

There is a slight rise, hill on Powers Ave that is in front of the proposed building site and if there is any one walking or riding a bicycle they need to walk in the roadway and cars then need to drive over into the other oncoming lane but it is hard to see over that hill to see if oncoming cars are coming up the hill.

With more cars using the roadway and not knowing that there are walkers in the other lane that there is more chances for accidents to happen and people getting hit by oncoming cars.

Also is this road able to handle all the wide and heavy loads of construction machinery that will need to be going up and down Powers Ave. for the ten plus years that is proposed for building the church? Is the Church going to be required to maintain and upkeep of the roadway? Is Powers Ave needing to be made wider? Will the county be taking property from property owners on both sides of the roadway to put in proper bike /pedestrian lanes on both sides of Power Ave?

There are many walkers and bicycle riders that use this road. It is barely wide enough for two vehicles pass each other. On garbage pickup days residents on Power Ave put their cans out for pickup, they are right on the edge of the roadway and if a truck or car is on the other side of the roadway there is barely any room for your car to pass by.

Wildlife/Animal Impact:

Where this proposed property is, is home to many types of wildlife.

The sited property is used by many different wildlife with the current use as grassland and all the natural green tree stands. Deer reside on this property. This is a RURAL Area and the local deer population reside in this parcel of property and use Powers Ave. to cross the roadway to get to the other side of the road. And they use this property and the other rural areas for use as their grazing area. With personal experience our family has come in contact with having deer and multiple deer popping up and running onto the roadway as we were traveling down Powers Ave. Have you ever had an incident with a deer running into your car and having it totaled and making sure the deer was not injured too?

With many more cars using this small county road daily just puts more people in danger of having these interactions with the wildlife in this area.

The other major road to get to this property is by driving on Scenic Road and turning left onto Powers Ave.

The section of road way on Scenic Rd again dips down and is the area that the deer population use. They pop out one side of the road and go across Scenic to the other side. Again with more traffic going down this road to get to Powers Ave to the church property puts the danger of people running into deer and other wild life in the area.

One example is on June 13, 2025 there was a single vehicle crash/accident on Scenic Road. The driver of the car crashed and went into the ditch and died at the scene. There was no one that saw the accident and no known cause. It was never reported what happened. And again our family has had run in with the deer jumping out in front of our car as we were traveling on Scenic Dr. in this exact area. This is the area that deer have been seen to cross the roadway and it is assumed that the person swerved to avoid a collision with a deer and lost his life. Again with many more cars traveling on this roadway how many more incidents will there be with deer and other wildlife and how many more accidents and possible loss of someone's life because of using this roadway to get to Powers Ave.? Powers Ave. as a roadway is not built and set up to handle this amount of traffic in this rural setting

Another point is the Wildlife in the area that use this almost 20 acre parcel of property. With the natural growth of trees on the property and that surround it, also has grassland and a seasonal creek running through the property. Many different type of animals live and this property and would be displaced with the construction on this RURAL property and turning it into a commercial use of daycare and other activities. With seeing birds, eagles, rabbits, squirrels, skunks, opossums, raccoons, deer, bucks and fawns and then we have the more predatory foxes and coyotes on this property. What precaution is the church going to take to make sure that if this does get built how are they going to keep the people safe and not have the wildlife in the area interact with the people being on church property? High fences to keep deer and foxes and coyotes

away from people using church property. Because there will be interaction with wildlife in this RURAL area.

The proposed use of the property will NOT complement the surrounding area. It will be a Major Detrimental impact on this rural area.

Environmental Impact Concern:

There is a seasonal creek, drainage ditch running through the property. I am concerned that this property is in a wetland type of location. And where this property is located is in a low land area with a hill ridge line behind it. So we want to make sure that proper drainage is going to be addressed. And with the large church being built for a large amount of people being able to attend this very large church that they have the capable abilities for providing enough water and sewer drainage for this property. Have they had a environmental impact study done on this property? What steps are being taken to make sure that there will be not be any detrimental runoffs or contamination of water, that will affect the surrounding property owners and wildlife with their changing of the use of this rural property?

Having that large of area for parking and having all the parking lot covered in blacktop or asphalt will change the current environment of the area. And studies have been made shown that these area do add to the warming of the surrounding area.

With the guise of saying that they will build this for the community, a 18,902 sq. ft. gym, play area, pickle ball court and soccer field in this rural area. This is a Rural Area with being at least five miles from downtown Albany and eight to ten miles out for someone in south Albany to use. This is not a walkable distant for most people to get to and they would need to drive to this location to use the church. The nearest city bus drop off is located about 2 miles away and would take about 50 minute walk to this location going up hill on Scenic Drive. So again more traffic going to be using Powers Ave to get to this property.

Another concern is if the church gets built, what laws do they have to follow if any if they want to have more activities going on at their property? If they want to start serving meals to the community during the day and evening, they will have to have to bus in people to get out to their rural church property, again more traffic coming into this rural area.

What laws and notifications do they need if any if they want to build some housing shelters on their property to help people out? And again since this area is rural property and out of city limits, most people would have to be bussed or driven into this area, which leads to more traffic on Powers Ave.

What if the church wants to have some sports competitions being used on their almost 20 acre property, have a large church convention, meetings on this property. All bringing in more traffic onto the rural road of Powers Ave.

This property is just not going to be used on Sunday for church services and be vacant the rest of the week. They plan on using the facilities every day, with daycare and using it and for sports activities. The Church will NOT complement the surrounding area. It will be a MAJOR detrimental impact on this rural area.

After doing some research the proposed church building size of 54,709 square feet and having a 18,902 square foot gymnasium building is considered as a "Large" size building and is approaching the size of a "Mega Church". A national average size church in the US is 17,000 sq ft, this proposed size church is more than three times the size of a typical church. This puts this church at the upper tier of large churches just below the size of a megachurch. Only about 2% of church buildings are larger. Again, this church will not complement the rural surrounding area. It Will be a MAJOR DETRIMENTAL impact on this rural area.

We oppose and are appealing this conditional use permit.
(LU-25-0670)

Sincerely,

Tony Smith & Karen Smith

Dear Commissioners,

I am writing to express my strong opposition to the proposed conditional use permit for a large church development at **4500 Powers Ave NW, Albany, OR 97321**. This proposal is fundamentally incompatible with the existing **RR-2 Rural Residential zoning** (2-acre minimum) and would significantly alter the character, safety, and environmental integrity of our rural community. I would like to give a few reasons why I feel this way.

1. Scale of Proposed Development Is Incompatible With Rural Residential Zoning

The scope of the multi-phase construction is far beyond what the RR-2 zone anticipates:

- **Phase 1:** An 18,902 sq. ft. gymnasium serving as a temporary worship center for up to 500 people, plus a large storage building. Additional weekday uses include youth programs and a daycare for up to 58 children.
- **Phase 2:** A 54,709 sq. ft. sanctuary, nearly double the size of a typical supermarket (e.g., the former West Albany Safeway was just over 30,000 sq. ft.).
- **Parking:** 269 spaces planned—*already below the required 520*—suggesting inevitable overflow onto Powers Ave NW.

Such large-scale development is entirely out of character with the surrounding 2-acre single-family rural properties.

One of the key criteria for a conditional use permit is that the proposed development “**does not seriously interfere with uses on adjacent property, with the character of the area, or with the purpose of the zone.**” This project clearly violates that principle.

2. Traffic, Safety, Roadway Limitations, and Daily Disruption

Powers Avenue NW and the connecting roads (Scenic, Oak Grove) are narrow, rural, two-lane roads heavily used by residents for walking, biking, running, and recreation. Introducing large weekend gatherings, weekday daycare traffic, weekly youth events, year-round church activities, and hundreds of vehicles entering and exiting during peak times would drastically increase congestion, noise, and safety risks for residents, pedestrians, and cyclists.

Approving a parking variance—despite code requirements—would all but ensure vehicles overflow onto Powers Ave NW, which has no pedestrian or bike lane, creating serious hazards.

To accommodate traffic generated by a development of this magnitude, the county would need to consider road widening, bike lanes, and turn lanes on several rural roads—changes that would further disrupt the rural nature of the ar

3. Significant Environmental and Wildlife Impacts

This property includes seasonal wetlands and marshland, providing habitat for bald eagles, deer, foxes, bobcats, coyotes, numerous bird species and small mammals

The RR-2 designation exists in part to protect wildlife habitat and minimize environmental contaminants.

A development including massive buildings, parking lots, sports fields (including soccer and pickleball, as described in the church's community meeting), and high daily traffic would not only destroy habitat but would increase runoff and pollution, including microplastics from tires which would heavily impact wetlands and the lake near NW Dumbeck and Lakeview Estates.

Additionally, replacing a small residential septic system with a large-capacity septic system introduces contamination risks that demand constant monitoring and could threaten downstream ecosystems.

These environmental impacts must be fully addressed *before* any approval is considered.

4. Existing Vacant Buildings Offer Far Better Alternatives

There are already empty commercial buildings in the Albany/Corvallis area—such as the 15,000 sq. ft. former Peaceful Valley Gardening Center (350 NW Hickory St., Albany), the old Fir Grove school building, the old I5 sports building in Albany, etc. —that could be repurposed for church use. Churches, schools, garden centers, and other large buildings already exist and sit vacant elsewhere in the community.

Using an existing building would reduce environmental impact, preserve rural land, address local concerns about oversupply of commercial buildings, and avoid a decade-long construction project in a rural neighborhood

There is no compelling reason to build an entirely new facility in an established rural residential area when viable alternatives already exist.

5. Subdivision Into RR-2 Lots Would Be Far Less Disruptive

If the current owners wish to sell, subdividing into **2-acre parcels** would result in approximately 9 (likely fewer) new homes—development consistent with zoning, rural character, and community expectations.

This would result in far less traffic, noise, light pollution and environmental disruption than a decade of construction and intensification proposed by the church.

6. Current Church Activities Already Demonstrate Parking and Overflow Problems

Northside Church currently uses a public elementary school (1500 Oak Grove NW) for worship. On Sundays, cars already overflow into bike/pedestrian lanes on Oak Grove Road. Powers Ave NW does not have the capacity, shoulder space, or bike/pedestrian lanes to safely absorb similar overflow.

This raises clear concerns for safety, emergency response, and access.

7. Public Comment Process Concerns

In the notice, it said written comments are due March 9, 2026, yet the draft staff report will not be available until March 10, 2026—the day after the deadline. This undermines community participation, as residents cannot respond to findings they have not been allowed to review. Transparency requires that the draft be released *before* public comment closes.

Conclusion

This proposed development would permanently and irreversibly alter the quiet, rural, low-density character of our neighborhood. It would bring extreme traffic increases, environmental degradation, light, noise, and safety impacts, a 10-year construction timeline, and a land use precedent that undermines RR-2 zoning>

The current home owners in this neighborhood moved here—and invested in—this area specifically because of its rural zoning and character. Granting an exception for a project of this magnitude would erode the very qualities the zoning was designed to protect.

For these reasons, I respectfully urge the Planning Commission and County Commissioners to deny this application.

Thank you for your consideration,


Holly Mitchell
North Albany Resident

From: [Shane Lyon](#)
To: [WRIGHT James](#)
Subject: LU-25-067, 4500 Powers North Albany
Date: Monday, March 9, 2026 11:16:09 AM

You don't often get email from slyon1976@gmail.com. [Learn why this is important](#)

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.

Good morning,

I am writing to voice my opposition to this project. My property and life are directly affected by this decision. This is in my backyard. It would change my view to that of a mega-church that is in reality just a commercial building/ country club in disguise that will have daily traffic. They have not even tried to hide the fact that this is going to be a 7-day a week venture. Child care for 60 kids, pickleball, walking trails, gym, etc, etc.. Powers has no shoulders, no bike lane, no sidewalks. The water line isn't sufficient for such a facility. No sewer. Most of all, this is a giant facility! Bigger than a supermarket. Sunday mornings are nice quiet mornings out here. I bought out here to avoid having exactly this happen! I always knew there could eventually be houses, I am okay with 8 or 9 houses, but not a commercial building that pays no taxes! As Hasso Hering has pointed out in his article Based on this alone, it absolutely should be denied- . . One of the criteria for granting a conditional use permit is that "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."

Does a supermarket-size parking lot and assembly complex interfere with the "character" of this semi-rural area? "Seriously?"

Thank you,

Shane Lyon

3590 NW Scenic Dr

Albany, OR 97321

Date: March 4, 2026

To: Benton County Planning Division

Regarding: LU-25-066 – Opposition to Variance Request (Parking)

From: Scott Alexander

Address: 245 NW Picardy Ln, Albany Oregon 97321

RE: Formal Opposition to Parking Variance – LU-25-066

To the Benton County Planning Department,

This letter serves as a formal objection to the Variance requested by Northside Church regarding the minimum parking requirements set forth in the Benton County Development Code. The applicant seeks to provide only 269 parking stalls where 520 are required—a 48% reduction.

Under **BCC 53.405** and **53.410**, a variance is not a "convenience" for the developer; it is a remedy for a hardship caused by the **unique physical characteristics** of the land. The applicant has failed to meet this burden for the following reasons:

1. The Hardship is Self-Created (BCC 53.410 Section 3)

The Code is clear: a hardship cannot result from the "actions of the applicant." The need for a variance here is entirely driven by the applicant's desire to build a facility of this specific scale on RR-2 land.

- The "hardship" of being forced to pave over rural land is a direct result of proposing an urban-scale use in a rural zone.
- If the applicant reduced the size of the sanctuary or the number of buildings, they could comply with the code. The conflict is not between the Code and the Land; it is between the Code and the **Applicant's Plan**.

2. Lack of Unique Property Characteristics (BCC 53.405)

The applicant argues that literal application of the Code would "urbanize" the property. However, this is true for *any* RR-2 property in the county. A variance requires showing that this specific piece of dirt has a unique cliff, wetland, or shape that makes 520 spots impossible. The applicant has admitted that the "hardship" is simply that their project doesn't fit the zone. This is a matter for a Rezone, not a Variance.

3. Arbitrary and Unsupported Parking Figures

The applicant has designated "269" as the maximum number of stalls that preserves rural character, yet offers no evidence for why 270 or 300 would "destroy" it. This number appears arbitrary. Furthermore, the applicant's current meeting location (Oak Grove Ln) consistently sees illegal overflow parking in bike lanes. Without the ability for on-street parking at the new site, a 48% deficit in parking is a guaranteed recipe for traffic hazards and emergency vehicle obstruction on narrow rural roads.

4. Technical Invalidation of the Traffic/Parking Study

The study provided by the applicant lacks the engineering rigor required for a permanent land-use decision:

- **No Temporal Context:** There are no dates for the measurements. We do not know if these counts represent a "peak use" (Christmas/Easter) or a low-attendance Sunday.
- **Lack of Correlation:** The study measures vehicles but fails to correlate them to actual attendance numbers on those days. If the surveyed facility was only 30% full during the count, the data cannot be used to project needs for a 650-seat sanctuary.
- **Non-Comparable Sites:** The study uses urban church sites (including the former Manahouse in Eugene, which changed ownership in February 2026). Urban churches benefit from pedestrian traffic and public transit; a rural church in Benton County is 100% vehicle-dependent. Applying urban "trip-generation" rates to a rural site is a fundamental engineering error.

5. Failure to Provide Relevant Evidence and Data

The applicant argues that 'Literal application of the Code results in a requirement far beyond the project's demonstrated need.' However, they have provided no data on actual 'need.' Their traffic study is a calculation of square footage—the very metric they claim is obsolete. To prove a 'demonstrated need,' the applicant must provide actual attendance figures correlated to vehicle counts. By failing to do so, they are asking the Commission to grant a 48% reduction in safety standards based on a study of empty space, not an analysis of active use.

6. Statistical Invalidity of the Applicant's Study

As I was reading the traffic study, I noticed the R2 value of 0.02 for the trip generation rate and .01 on the parked cars. I had to look up what that meant and the finding is deeply concerning. In the field of transportation engineering and the standards set by the ITE, an R2 or R Squared number indicates the correlation between the variables being studied. R Squared of 0.02 indicates a near-zero correlation between the variables being studied. Statistically, this means that 98% of the parking demand and 99% of the traffic demand is left unexplained by the applicant's chosen metric (Square Footage). Relying on an 'Average Rate' derived from a dataset with a 1% or 2% correlation is not just technically flawed—it is reckless. It fails to meet the 'Substantial Evidence' standard required for a Variance, as the study provides no reliable prediction of actual parking needs for a 650-seat facility."

Conclusion

The applicant is asking the County to ignore its own safety and development standards to accommodate a project that is too large for the chosen site. Because the hardship is self-created and the supporting data is technically flawed, the Variance must be denied.

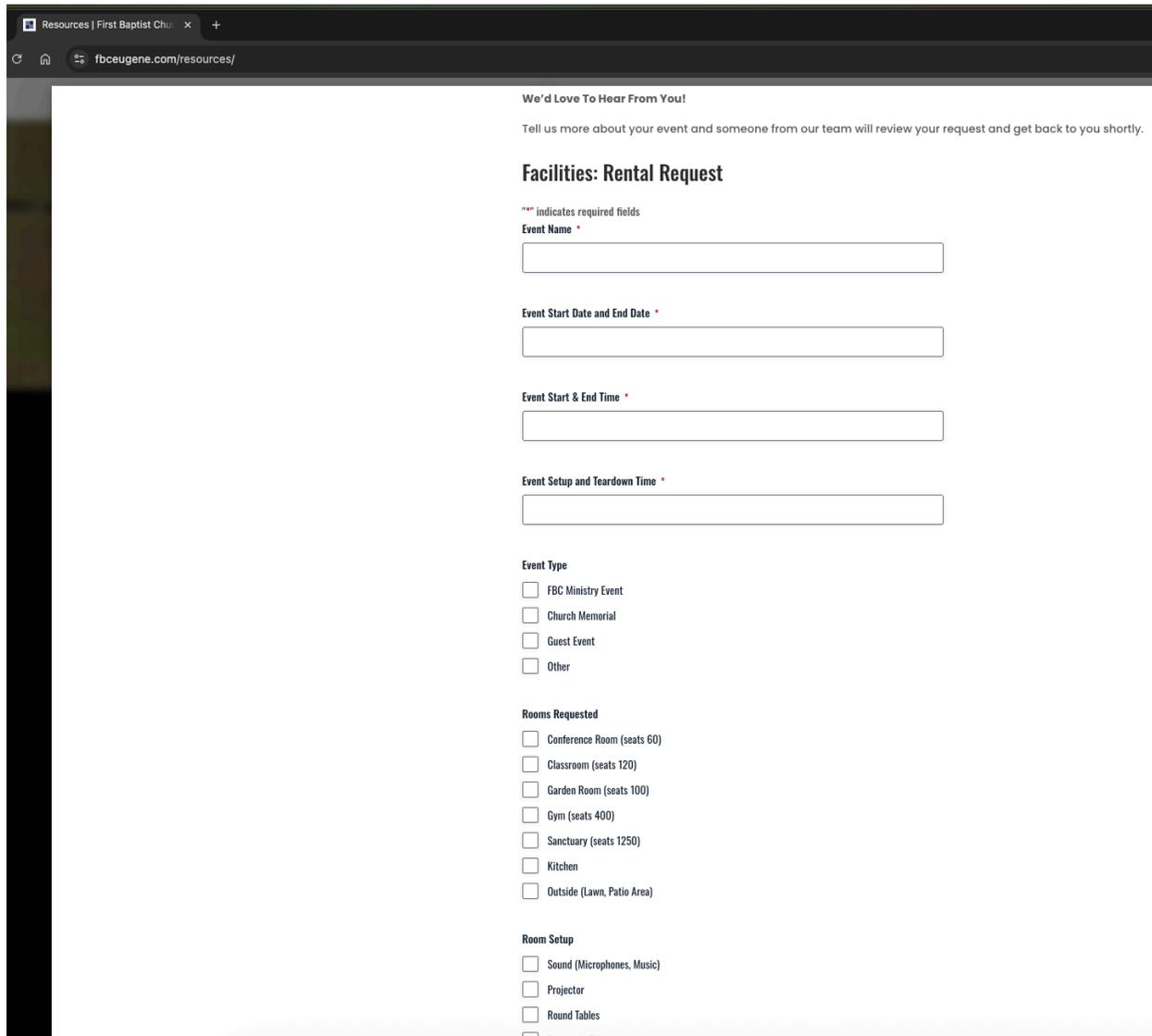
Sincerely,

Scott Alexander

Attachments

Sanctuary Capacity

First Baptist Church of Eugene seats 1250 in their Sanctuary, how many people were in it on an unknown Sunday?



Resources | First Baptist Church of Eugene

fbceugene.com/resources/

We'd Love To Hear From You!

Tell us more about your event and someone from our team will review your request and get back to you shortly.

Facilities: Rental Request

** indicates required fields

Event Name *

Event Start Date and End Date *

Event Start & End Time *

Event Setup and Teardown Time *

Event Type

FBC Ministry Event

Church Memorial

Guest Event

Other

Rooms Requested

Conference Room (seats 60)

Classroom (seats 120)

Garden Room (seats 100)

Gym (seats 400)

Sanctuary (seats 1250)

Kitchen

Outside (Lawn, Patio Area)

Room Setup

Sound (Microphones, Music)

Projector

Round Tables

Banquet Tables

Joy Church takes over Mannahouse Location

<https://joyeugene.com/move/#>

Question: If the Joy church was able to join the Mannahouse Church at their current location, how likely was it to be full on some unknown date in the year preceding?

The screenshot shows a web browser window with the URL joyeugene.com/move/#. The page title is "Common Questions" and the subtitle is "Questions, Answers, and What to Expect". The page is authored by "Pastor Jake Schmeizer, Senior Pastor of Joy Church".

This guide has been created to help our church family walk through this season of transition with clarity, peace, and unity.

As Mannahouse Eugene fully joins Joy Church and Joy Church moves into a new facility, we recognize that change naturally brings questions, emotions, and uncertainty. Inside this guide you'll find clear answers to common questions, an explanation of how decisions were made, and what you can expect in the months ahead.

Our heart is to walk through this time together with honesty and care, shepherd faithfully, and create space for prayerful discernment as we follow God's leading as one church family.

What is happening? -

The Mannahouse Eugene campus is fully joining Joy Church Eugene and coming under Joy Church's existing vision, leadership, and ministry model. This decision was made prayerfully by the eldership of both churches.

God is leading us into a powerful new season as one Joy Church family with a shared mission to love God, love people, and make disciples.

Joy Church will move from its current facility (Gateway Loop) to the current Mannahouse Eugene campus on Game Farm Road on February 15, 2026. From that date forward, this location will become Joy Church Eugene.

When is this happening? +

What times and where will Sunday services be? +

What if I'm struggling with this decision or don't agree? +

What if I have questions and need to process? +

What will happen with Joy Church's current facility? +

What will happen at the Game Farm Road facility? +

How do I become a member of Joy Church? +

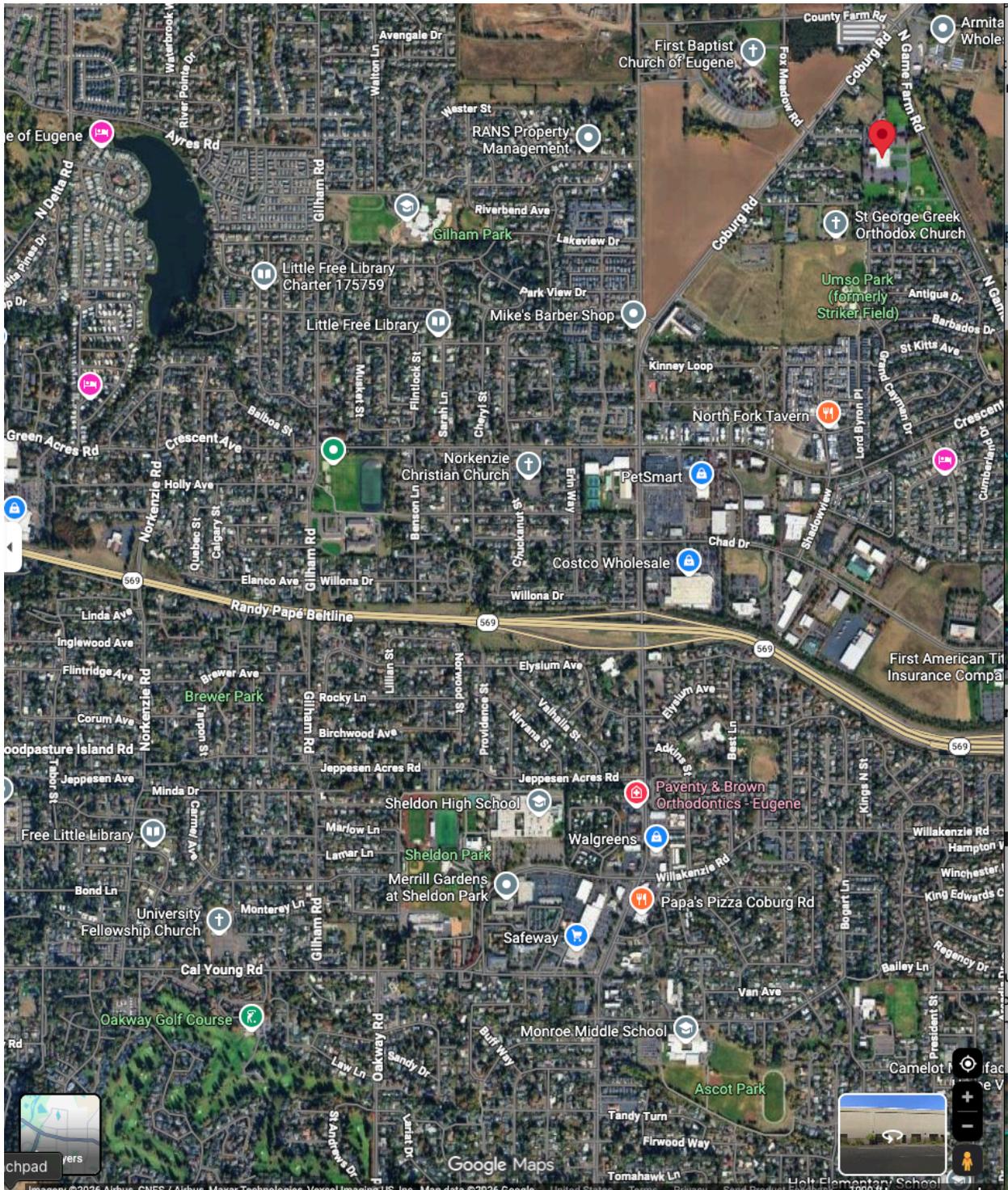
What about Pastors Bryan and Amy and +

Notes

Rural Vs Urban

Mannahouse (now Joy Church) and First Baptist Church locations with significant residential space surrounding them

How many people walk or bike to these churches?



Date: March 4, 2026

To: Benton County Planning Division

Attn: Planning Official / Case Manager

Regarding: File No. LU-25-067 CUP – Northside Church Conditional Use Permit

From: Scott Alexander

Address: 245 NW Picardy Ln, Albany, Oregon 97321

RE: Formal Opposition to Conditional Use Permit LU-25-067

To the Benton County Planning Department,

Please accept this letter as my formal opposition to the Conditional Use Permit (CUP) application submitted by Northside Church (LU-25-067). As a resident of Benton County, I believe the applicant has failed to meet the burden of proof required under Benton County Code (BCC), specifically regarding the impact on the rural character of the zone and the safety of our infrastructure.

1. Failure to Meet Criterion 1: Serious Interference with Adjacent Uses and Character

The applicant's proposal represents a massive deviation from the established Rural Residential (RR) zoning, which requires a 2-acre minimum per lot to preserve a specific lifestyle.

- **Traffic and Infrastructure Safety:** The proposed use will generate a volume of traffic that the current infrastructure cannot safely support. The subject property is isolated from major thoroughfares, sitting approximately 1.1 miles from Springhill Drive and 1.5 miles from NW Gibson Hill Road. All resulting traffic will be funneled onto narrow, two-lane rural roads.
- **Childcare Intensity:** The inclusion of a childcare facility introduces a "high-frequency" traffic pattern—essentially four trips per family per day. This is a commercial-level traffic burden placed on a residential rural road system.
- **Seasonal and Event Overflows:** The applicant cites "larger seasonal events" including weddings and holiday gatherings. Based on observed patterns at North Albany Community Church, these events frequently result in overflow parking across open fields and traffic congestion. Our local roads do not have the capacity for this intermittent but extreme "piling on" of vehicles.

2. Incompatibility with Rural Residential Lifestyle (Criterion 1.2)

The applicant's own filings demonstrate a fundamental contradiction that proves the proposed use is incompatible with the Rural Residential (RR-2) zone. Throughout their variance application, the applicant repeatedly admits that complying with Benton County's development standards (specifically the 520 required parking stalls) would "urbanize the property" and "conflict with RR-2 zoning intent."

- **Admission of Incompatibility:** By their own testimony, the applicant admits that a facility of this scale cannot exist on this property without "eroding the rural residential character." They are effectively arguing that the project is so large that following the law would destroy the neighborhood.
- **The Circular Logic Trap:** The applicant is attempting to use the "Rural Character" of the area as a shield to avoid parking safety requirements, while simultaneously proposing an urban-scale campus (amphitheater, pickleball courts, and a 650-seat sanctuary) that generates the very traffic and density that necessitates those requirements.
- **Intensity of Use vs. Zoning Intent:** A rural lifestyle is defined by quiet, privacy, and low density. The applicant's proposal includes an amphitheater, pickleball courts, and a playground. These are high-decibel, high-density activities. The "larger seasonal events" and "youth gatherings" will transform this property into a regional destination. If a project requires a 48% reduction in infrastructure standards just to "fit in" visually, it is, by definition, an incompatible use.

Irretractable Impact: There is no comparable facility in this RR-2 area. The applicant is asking the County to ignore the reality that this facility will function as an urban hub, while only providing the infrastructure of a rural outpost. This is not a "rural church"; it is an urban campus being shoehorned into a protected rural sanctuary. The applicant asserts compatibility with a zone "where rural residential lifestyles can occur." This is demonstrably false.

3. Impact of Lighting (BCC § 61.635)

In response to BCC § 61.635, the applicant proposes pole-mounted parking lot lighting. At night, the area is currently very dark, lit with limited outdoor lights. Many are motion activated.

- **Continuous Negative Impact:** Constant illumination of a large parking lot will result in significant light pollution, disrupting the privacy of neighboring homes and the behavior of local wildlife. This is a permanent, negative alteration to the environment that cannot be mitigated.

Personally, as someone who spent 18 years living on a 2 acre rural residential property, I can say that my rural lifestyle would have been massively impacted by the building of this type of megachurch nearby. I believe that the churches that the conditional use process was intended to permit on rural residential properties were ones that were barely distinguishable from the house that sat amongst. This church will scar the landscape, disrupt the neighborhood on a daily basis, illuminate the night sky and hurt animals who call this area home.

Based on all the above legal reasons and my personal lived experience, I ask you to deny this conditional use permit

Scott Alexander

From: [TERRY WICHERT](#)
To: [WRIGHT James](#)
Subject: Feedback on LU-25-067 & LU-25-068
Date: Sunday, March 8, 2026 6:44:02 PM

You don't often get email from oregonwichert@comcast.net. [Learn why this is important](#)

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 James,

We oppose the Conditional Use Permit and Variance Application for Northside Christian Church. The amount of traffic that would increase in the area on a daily basis, as well as on Sunday, is not reasonable for the existing community. The area is zoned for 2 acre lots primarily to keep the overall saturation of housing and traffic to a reasonable amount. The size of the Church and the proposed daycare would increase traffic on Scenic and Powers to an amount that would become a nuisance to those in the area. We chose to live in the a more rural area to minimize the exposure to volumes of traffic. As an aside, I would be concerned about the amount of traffic on Powers as it is not in a condition to handle the level of traffic that would be accommodated with up to 500 parishioners.

Thank you,

Terry & Suzanne Wichert
3539 NW Scenic Dr.
Albany, OR. 97321

From: [Jeff Obert](#)
To: [WRIGHT James](#)
Subject: Objection to Powers Ave Church in North Albany
Date: Saturday, March 7, 2026 9:39:39 AM

[You don't often get email from jeff.o@comcast.net. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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Hello Mr Wright

My wife and I live close to this project and were notified in the mail about the hearing. We object as follows:

1. Parking overflows onto the road when the church currently holds services at the school. They are unable to manage the issue now. Fewer spaces than required by code is not justified.
2. Footprint: The size of the project is ridiculous and not in keeping with the 2acre residential zoning in the area. 70,000 ft2? Ludicrously huge! Having a structure significantly larger than a supermarket is totally unnecessary for religious purposes and would make our rural neighborhood more like downtown.
3. Traffic: Powers, scenic and Oak Grove will all potentially need widening, sidewalks, turn lanes, etc. it is unfair for local taxpayers to foot this burden while the Church, as a non profit may not pay anything in taxes or otherwise.
4. Noise from Pickleball or other activities: With that much square footage gatherings and activities indoor or outdoor could be huge and associated noise would ruin the peaceful rural residential area we all have chosen to live in and invested our life's savings.

Best Regards,
Jeff Obert and Kim McBryde
4880 NW Dumbeck
Albany, OR 97321
(541)760-2798

Sent from my iPhone

From: [John Norris](#)
To: [WRIGHT James](#)
Subject: Concerning 4500 Powers Ave.
Date: Saturday, March 7, 2026 12:37:23 AM

You don't often get email from john@john-norris.net. [Learn why this is important](#)

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,

I would like to voice my concern about the proposed development by Northside Church of 4500 Powers Ave in North Albany. I live nearby and walk Powers at least once a week.

The Northside Church proposal is out of character for the area. Besides open fields, the area is mostly residences on largeish lots. There are no similarly developed areas nearby to what is being proposed - several large buildings and an even bigger parking lot. That all does not go away during times the facilities are not being used.

There is also the matter of the nearby roads - Powers having no shoulder and barely two lanes as well as Oak Grove road. Scenic is only a bit better, but may also be overwhelmed by the traffic that occurs during events at the church. Powers itself is a patchwork of asphalt in a few places and the road crown has long ago subsided into a variety of lumps and shallows.

A further concern of mine is the grade of the land into the stream that leads to the pond below Dumbeck and Camala. I am worried the rain runoff from these large structures could cause problems such as flooding, harm to wildlife, and issues with local wells downstream. (We even have a nesting pair of bald eagles in the area that frequent the field and pond.)

The Northside Church purchased the land knowing its zoning and the character of the area. Trying to push these changes through is a risk they thought they could overcome. However, I think they are going too far. While that parcel may be developed in the future, the Northside Church's proposal does not make sense for the area.

Sincerely,
John Norris
3370 NW Sparks Ave
Albany, OR 97321

<http://john-norris.net>

From: [Carolyn Lepman](#)
To: [WRIGHT James](#)
Subject: LU-25-067 & LU-25-066
Date: Friday, March 6, 2026 1:35:07 PM

[You don't often get email from clepman@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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.

My name is Carolyn Lepman I live at 3383 Nw Southview Dr, Albany OR 97321. I am writing to let you know that I don't want the development of the Northside Christian church. The increase of traffic is a concern and the overall size of the development.

I have nothing against the church it's the location. It takes away the country feel of living out here.

There is land for sale next to Oak Grove Elementary maybe they could arrange a property exchange.

Thank you for your time.

Carolyn Lepman

Sent from my iPhone

Proposed Action: LU-25-067: CUP – Church

March 5, 2026

To Whom It May Concern:

We are writing to express our strong opposition to the proposed purchase of 4500 Powers Ave NW, Albany, OR 97321 for the purpose of building a church. We have several concerns about proposed use of this property to create two large structures and parking facilities on the 19.43-acre parcel.

First, this parcel is surrounded by single-family homes that are 2-acre properties or larger. The area is rural. As such, the connecting roads (including Powers Avenue NW) are two-lane narrow roads. Powers Avenue is used extensively by local residents to walk, run, bike, or otherwise recreate in our neighborhood. The church's plan for 269 parking spaces (though the code requirement is 520 spaces), Sunday and additional services, a M-F daycare, youth events and other activities, will increase traffic daily on Powers NW Ave. This would cause serious traffic issues for the residents who reside and recreate in the area. Additionally, the increased traffic, noise and light would drastically change the nature of the area.

The applicants have requested a variance for the parking standards, yet under the Variance Criteria, it states, "A variance will be approved only if all of the following criteria are met," but the sixth criteria states, "Describe the character of the neighborhood. Describe how the proposed variance would not change the essential character of the neighborhood." In fact, the project will completely change the essential character of the neighborhood, changing it from its low traffic, quiet and rural characteristics. Further, ironically, having fewer parking spots than required means that additional parking will most likely overflow onto Powers Avenue NW, or on whatever remaining grass, gravel, etc. exists on the property. This is problematic on a two-lane rural road. If this variance is allowed, then it would, at minimum, require widening of the road, providing a center turning lane, and bike lanes in order to mitigate the increased traffic to walkers, bikers, runners, and other neighborhood traffic. This also holds true for Scenic Road, and Oak Grove Road that would be likely travel routes to the proposed church. These roads are also rural, two-lane roads with little room to navigate. It is important that any transportation study includes the access roads as well.

Second, our area is prime habitat for bald eagles and other birds, deer, foxes, skunks, possums, bobcats, coyote, and other native wildlife (see photograph 3). Part of the rural residency area criteria for 2-acre properties (minimum) is to maintain available wildlife habitat and reduce water contaminants. Traffic, specifically tires, are a contributor to microplastic pollution of our natural wetlands and waterways. The property in question has a seasonal stream and marshland that supplies water and habitat for species in the area. A church of this magnitude, with parking, the initial gymnasium and subsequent sanctuary will create vital habitat loss. Further habitat loss would occur from the soccer field and pickle ball courts that were presented to the community by the church leadership at an evening informational meeting held on the property on August 23, 2026.

The existing property currently has a rural residential septic system for a small home. How will the proposed development address sanitation while maintaining the integrity of the area both as wildlife habitat and as a seasonal marsh? Installing a large-capacity septic system (LCSS) requires a leach field, which can contaminate surrounding areas. This will need to be routinely monitored (by the owner) for any possible environmental contaminants, particularly as it pertains to wetlands and to the lake situated at the end of NW Dumbeck (east side) and Lakeview Estates. This needs serious consideration, and to be sufficiently addressed before any building happens. Again, any mitigation is the responsibility of the developers and should not impact the residents in the neighborhood.

Third, there are already existing, and empty, facilities that would be ideal for redevelopment. There is a vacant 15,000 square foot building (formerly Peaceful Valley Gardening Center) at 350 NW Hickory St., Albany, OR 97321 (<https://www.loopnet.com/Listing/350-Hickory-St-NW-Albany-OR/33082554/>). It has sat empty for some time, making it an ideal spot to utilize. On this point, we already have empty buildings in both downtown Albany and around Corvallis. Why would we think to build yet another structure, when there are empty facilities available? Making an exception so that a church, or anything, can be built on a 20-acre rural property (with only has a small house and barn), entirely changes the area away from the rural nature that we all wanted when we bought our homes here.

Fourth, if the owners of 4500 Powers Ave NW (Albany, OR) want to sell their property by first subdividing that property to 2-acre minimum parcels, this would result in approximately 9-lots (and homes). (In actuality, it would be less than 9, as part of the property is not buildable.) This would still be a much less impactful development as it would not pave substantial parts of the property for a parking lot, would have significantly less traffic, less noise, and less light pollution. Again, when many of us purchased our homes in the area, we bought explicitly because it was low-density, rural living. The church's plans include a paved parking lot (for up to 269 spaces), two structures of 18,902- square feet and 54,709- square feet, and sports facilities (not mentioned in the proposal but presented to the community as part of their future plan). This is far beyond any house or property in the area. The development of this church is going to take about 10 years. That is 10 years of construction vehicles, noise, pollution, and disruption to traffic patterns. Collectively, this impact is far more substantial than any residential plan.

Along this line, research has found that church attendance is declining and that there is already "overbuilt real estate" of churches in the U.S.¹ While the Northside Church may currently have a robust membership, there is no guarantee of continued maximum capacity use. Evidence of this is Fir Grove Elementary School and other empty buildings that were initially built due to demand and now sit vacant. Repurposing one of these already-built buildings for a church is not only a better use of existing resources, but better for the environment, for residents, and addresses the problem of vacant buildings sitting idly by while we continue to build more facilities on undeveloped land.

Finally, the Northside Church currently worships at 1500 Oak Grove NW (Albany, OR), which is primarily a public elementary school. While we understand that a church may want its own

¹ Reinhard, R. (2021). Surplus sacred space: Reflections on the impending glut of US church property. *Journal of Urban Regeneration & Renewal*, 14(3), 247-254.

“space,” why does that need to come at the loss of rural life, relative quiet, light traffic, habitat and scenery that those of us who have lived in the area for many years enjoy. On Sundays, parking overflows the school parking lot, with people parking on Oak Grove, blocking the pedestrian/bike lane (see Photograph 1 below). We do not have the capacity for parking on Powers Ave NW, as there is no bike/pedestrian lane. This could pose a significant obstacle to other traffic, pedestrians, bikers, etc. on the road (see Photograph 2 below).

Of note, the deadline for written comments is March 9, 2026, yet the draft staff report will be available after that date (March 10, 2026). This deadline makes it impossible to draft written comments explicitly referencing the draft report. It seems that in the spirit of public participation and comment, the draft should be made available prior to the required deadline for written comments. This would provide an opportunity for those impacted to properly weigh the proposal and respond.

We are in a time where everything gets approved, even after express opposition from those who are the most impacted. The approval of the Northside Church (as opposed to homes) will irrevocably change the rural nature of the area. We all purchased our homes in the area because of the rural nature and zoning of the area. It is unfair to change those parking/traffic/building codes now and provide an “exception.” This is how we lose the rural area that we have come to love. Please do not approve of this plan. Thank you.

Sincerely,

Erika and Kenneth Wolters
4859 NW Dumbeck Ave
Albany, OR 97321

Josanna Biddle-Croco, Andrew Biddle
Matthew Croco, Jamie Harper
4853 NW Dumbeck Ave
Albany, OR 97321

Dave and Jayne DeWilde
5106 NW Dumbeck Ave
Albany, OR 97321

Cary and Lee Hoffer
5218 NW Dumbeck Ave
Albany, OR 97321

Ron and Michelle Keller
4848 NW Dumbeck
Albany, OR 97321

Sally Clark, Wendy Clark, Seoun Ong
3203 NW Terrace Dr.
Albany, OR 97321

Greg and Jen Renyer
4851 NW Dumbeck Ave
Albany, OR 97321

Robert and Mendy Gayler
3904 NW Scenic Drive
Albany, OR 97321

Gunner Martyr
4305 NW Powers Ave
Albany, OR 97321

Stacey and Lance Chart
4654 NW Powers Ave
Albany, OR 97321

Ken and Sandie Radford
3536 NW Scenic Dr
Albany, OR 97321

Hasso Herring
3668 NW Terrace Dr
Albany, OR 97321

Cathy and Jerry Weekly
3621 NW Terrace Dr
Albany, OR 97321

Lora and Shand Dill
3589 NW Terrace Dr
Albany, OR 97321

Pam Barrett
3557 NW Terrace Dr
Albany, OR 97321

Eric and Jennifer Hayes
3457 NW Terrace Dr
Albany, OR 97321

Jeanne Czernowski
3470 NW Terrace Dr
Albany, OR 97321

Judy Kozisek
3297 NW Terrace Dr
Albany, OR 97321

Diana Keith
3310 NW Terrace Dr
Albany, OR 97321

Carol Floyd
2725 NW 17th Ave
Albany, OR 97321



Photograph 1. Sunday traffic Oak Grove Elementary School



Photograph 2. Powers NW Ave Site of Proposed Church – Narrow Country Road



Photograph 3. Bald Eagle on Proposed Build Site by Seasonal Stream

From: [Mary Hood](#)
To: [WRIGHT James](#)
Subject: LU-25-067 - 4500 Power Ave NW
Date: Wednesday, March 4, 2026 9:16:26 AM

You don't often get email from mtmhood@gmail.com. [Learn why this is important](#)

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.

I am writing today to express my opposition to a Conditional Use Permit and Variance Application to establish a church on 19.43 acres at 4500 Powers Ave NW, Albany, OR 97321 - which is located VERY CLOSE to where I live on Scenic Drive.

My name is Mary Hood and I have lived at 3484 NW Scenic Dr, Albany, OR 97321 since 2007.

My primary concerns are as follows:

First, this parcel is surrounded by single-family houses that are 2-acre properties or larger. The feel of the area is therefore rural. As such, the connecting roads (including Powers Avenue NW) are two-lane narrow roads. Over the years, additional traffic has already impacted the area making it more difficult to walk, run, bike, or otherwise recreate in our neighborhood. The plan for the church is 269 parking spaces, though the code requirement is 520 spaces. In addition, running a M-F daycare (and other youth events), will increase traffic daily on Powers NW Ave. This would cause additional traffic issues for the residents who reside in the area. It would also change the nature of the area by further light, noise, and traffic. The applicants have requested a variance for the parking standards, yet under the Variance Criteria, it states, "A variance will be approved only if all of the following criteria are met," but the sixth criteria states, "Describe the character of the neighborhood. Describe how the proposed variance would not change the essential character of the neighborhood." In fact, the project will completely change the essential character of the neighborhood, changing it from its low traffic, quiet and rural characteristics. Further, ironically, having fewer parking spots than required means that additional parking will most likely overflow onto Powers Avenue NW, or on whatever remaining grass, gravel, etc. exists on the property. This is problematic on a two-lane rural road. If this is allowed a variance, then there would, at minimum, require widening of the road, providing a center turning lane, and bike lanes in order to mitigate the increased traffic to walkers, bikers, runners, and other neighborhood traffic. This also holds true for Scenic Road, or Oak Grove Road that would be likely travel routes to the proposed church. These roads are also rural, two-lane roads with little room to navigate. It is important that any transportation study includes the access roads as well.

Second, our area is prime habitat for deer, foxes, skunks, possums, birds, bobcats, coyotes, etc. Part of the rural residency area criteria for 2-acre properties (minimum) is to maintain available wildlife habitat, and reduce water contaminants (especially from traffic, tires are especially polluting of microplastics to water). The property in question has a seasonal stream (marsh) that supplies water and habitat for species in the area as well. A church of this magnitude, with parking, and the initial gymnasium will create additional habitat loss. Many of us enjoy seeing the wildlife, as it adds to our quality of life and it overall benefits our environment. In addition, the existing property currently has a rural residential septic

system for a small home. How will the proposed development address this issue while maintaining the integrity of the area both as wildlife habitat and as a seasonal marsh? Installing a large-capacity septic system (LCSS) requires a leach field, which can contaminate surrounding areas. This will need to be routinely monitored (by the owner) for any possible environmental contaminants, particularly as it pertains to the lake and wetlands situated at the end of NW Dumbeck (east side) and Lakeview Estates. This needs serious consideration, and to be sufficiently addressed before any building happens. Again, any mitigation is the responsibility of the developers and should not impact the residents in the neighborhood.

Third, there are already existing, and empty facilities that would be ideal for redevelopment. There is a vacant 15,000 square foot building (formerly Peaceful Valley Gardening Center) at 350 NW Hickory St., Albany, OR 97321. It has sat empty for some time, making it an ideal spot to utilize. On this point, we already have empty buildings in both downtown Albany and around Corvallis. Why would we think to build yet another structure when there are empty facilities available? Making an exception so that a church, or anything, can be built on an almost 20-acre rural property (that only has a small house and barn on the property currently), changes the area away from the rural feel that we all wanted when we bought our homes here.

Fourth, if the owners of 4500 Powers Ave NW (Albany, OR) want to sell their property by first subdividing that property to 2-acre minimum parcels, this would result in approximately 9-10 lots (and homes). This would still be a much less impactful development as it would not pave substantial parts of the property for a parking lot, would have significantly less traffic, less noise, and less light pollution. Again, when many of us purchased our homes in the area, we bought explicitly because it was low-density, rural living. The church's plans include a paved parking lot (for up to 269 spaces), and two structures of 18,902- square feet and 54,709- square feet. This is far beyond any house or property in the area. The development of this church is going to take about 10 years. That is 10 years of construction vehicles, noise, pollution, and disruption to traffic patterns. Collectively, this impact is far more substantial than any residential plan of 8-9 houses.

Along this line, research has found that church attendance is declining and that there is already "overbuilt real estate" of churches in the U.S.[1] While the Northside Church may currently have a robust membership, there is no guarantee of continued maximum capacity use. Evidence of this is Fir Grove Elementary School and other empty buildings that were initially built due to demand and now sit vacant. Repurposing one of these already-built buildings for a church is not only a better use of existing resources, but better for the environment, for residents, and addresses the problem of vacant buildings sitting idly by while we continue to build more facilities on undeveloped land.

Finally, the Northside Church currently worships at 1500 Oak Grove NW (Albany, OR), which is primarily a public elementary school. While we understand that a church may want its own "space," why does that need to come at the loss of rural life, relative quiet, light traffic, habitat and scenery that those of us who have lived in the area for many years enjoy. On Sundays, parking overflows the school parking lot, with people parking on Oak Grove, blocking the pedestrian/bike lane. We do not have the capacity for parking on Powers Ave NW, as there is no bike/pedestrian lane. This could pose a significant threat to other traffic, walkers, bikers, etc. on the road.

Of note, the deadline for written comments is March 9, 2026, yet the draft staff report will be available after that date (March 10, 2026). This deadline makes it impossible to draft

written comments explicitly referencing the draft report. It seems that in the spirit of public participation and comment, the draft should be made available prior to the required deadline for written comments. This would provide an opportunity for those impacted to properly weigh the proposal and respond.

I have raised a family at my home on Scenic Drive and everyday enjoy the wildlife, the views of the night sky, the rural feel of the area. Scenic Drive has become a more traveled route and is frequented by walkers, runners and bicyclists. With additional traffic, the popular walking/running/biking routes become less safe. Just with the traffic we currently have, there are dead animals weekly, I can only imagine what the increased traffic tied to the proposed church would do to our animal populations out here, let alone making it less safe for walkers/runners/bikers.

I strongly encourage you to decline this conditional use permit and variance application. Thank you.

Mary Hood

3484 NW Scenic Drive, Albany, OR 97321

541-979-2199

[1] Reinhard, R. (2021). Surplus sacred space: Reflections on the impending glut of US church property. *Journal of Urban Regeneration & Renewal*, 14(3), 247-254.

Concerns Regarding Proposed Zoning Change

Objection to Zoning Change

We strongly oppose the proposed zoning change that would alter the character and appearance of our quiet neighborhood. Over 40 years ago, we purchased our home specifically because of the peaceful environment and residential nature of this area.

Impact of Proposed Developments

The current proposal includes the construction of a large church, gymnasium, pickleball court, outdoor recreation area, playground, daycare facility, and a sizable parking lot. Such developments would fundamentally change the landscape and atmosphere that residents have cherished for decades.

Traffic and Infrastructure Concerns

Powers Road is a small, narrow street that is already challenged by existing traffic levels. The added vehicles associated with these new facilities—especially on weekends, such as Sundays—would overwhelm the road's capacity and create significant congestion.

Previous Traffic Issues as Example

A few years ago, residents faced a similar situation with a traffic change on Terrace Drive. Despite assurances from Benton County that traffic would not increase and that vehicles would be redirected to Dumbeck, this did not occur. Instead, not only did vehicle traffic rise, but there was also a noticeable increase in lumber trucks, gravel trucks, and moving trucks on Terrace Drive. This experience has left us cautious about similar promises regarding traffic management.

Desire to Preserve Neighborhood Character

Our neighborhood is a large, quiet residential area, and we are committed to maintaining its current character. We respectfully request that the proposed zoning change be reconsidered to preserve the peace and safety of our community.

Benton County Community Development.

4500 SW Research Way Corvallis, Or

Attn: James Wright

File # LU-25-067 & LU-25-066

James.Wright@bentoncountyor.gov

Jerry and Cathy Weekly Nancy Whitley

3621 NW Terrace Dr

Pam Barrett
+ 2 points

Ty & Kimberly Edwards
Donna Pope

Karin K Heluy

March 1, 2026

Benton County Community Development Department
4500 SW Research Way, Corvallis, OR 97333

Submitted via email to: James.Wright@bentocountyor.gov

File number: LU-25-067 and LU-25-066

We, Rod Povis and Audrey Povis, live at 3710 NW Eagle View Drive, Albany OR 97321. The below comments constitute our Written Testimony and we request that our testimony be included in the record for the Public Hearing on this topic.

North Albany, with its Rural Residential-2 zoning, has provided the increasingly rare opportunity to live in a semi-rural location; one that is quickly disappearing as more and more developments have been approved in the area. We pay, what feels like, a premium price in property taxes to continue to live here.

We STRENUOUSLY object to this proposal for essentially COMMERCIAL (non-residential) structures, bringing an unprecedented amount of traffic. The back of our 1 acre property is almost kitty-corner to the proposed location. Where Powers Ave. starts at Scenic Dr. is NOT an intersection prepared to manage up to 520 cars/attendees and daily daycare traffic. Rather, it is a rural, two-lane road meant to manage local residential traffic.

Powers Ave. is a two-lane road with no shoulder to speak of. Local residents walk and bike along these roads daily. This results in passing cars moving to the center of the road to allow safe space for pedestrians and bikers. The addition of hundreds of cars to this scenario is completely unacceptable and it's reasonable to state it can be expected to result in accidents.

Phase 2 of the project also proposes outdoor pickleball courts. You are likely aware, but if you are not, pickleball courts have led to lawsuits and tearing apart of communities over the noise. These courts carry the possibility of absolutely destroying the livability of all homes adjacent to this structure.

Allowing commercial/non-residential structures so near our property is not acceptable. The noise and traffic will absolutely negatively affect not only the quiet enjoyment of our home and property, but also the value of our home.

Zoning inquiries we've made in the past resulted in our being told we cannot subdivide our one acre lot and build a second home; but this giant, commercial enterprise is being requested, with the same zoning, and negatively affecting a huge number of neighbors in the area.

This conditional use permit request for a church campus runs completely against the zoning, the rural residential lifestyle, and the intent for the two-lane rural roads.

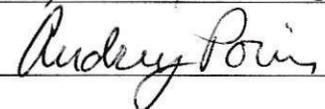
We therefore register our absolute objection to this proposal and ask that you fully reject it. We further ask you to support and protect the rural residential area that currently exists.

Thank you,

Rod Povis



Audrey Povis



February 26, 2026

Benton County Oregon
Community Development Department
4500 SW Research Way
Corvallis, OR 97333



RE: Notice of Planning Commission Public Hearing, LU-25-067: CUP – Church

Dear Sir or Madam,

We received a Notice of Planning Commission Public Hearing for the Planning Commission to consider a Conditional Use permit to establish a church on a 19.43-acre parcel zoned Rural Residential.

My wife and I are adamantly opposed to this permit being issued.

For the 19.43-acre parcel, please reference the map on the next page titled: **Outline of Subject Site – Location of creek that feeds Lakeview Lake.**

We are home owners in Lakeview Estates, and the 19.43-acre parcel in question has the water supply running through it that directly feeds our neighborhood's lake. We are very concerned about the environmental impact the construction would have on the water supply, the lake, wetlands, and the fish, plant, and animal species currently thriving in the lake and wetlands, along with any damage or obstruction that would occur to the water supply as a result of the permit being issued.

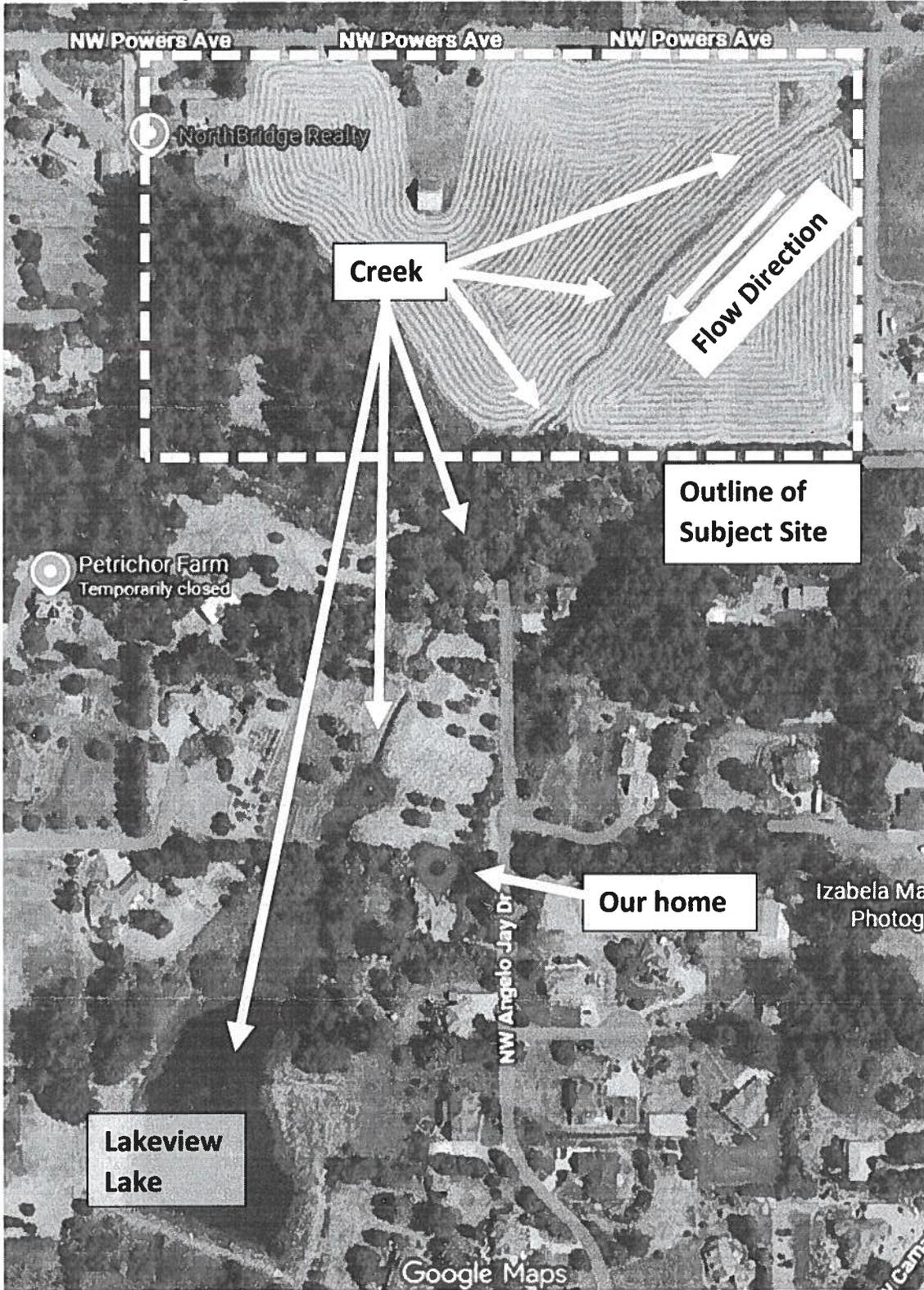
In addition, adding a church of this size to that residential area is going significantly increase traffic on the existing roads. Increased traffic on residential roads severely degrades quality of life, raising risks of accidents, noise pollution, and harmful emissions. It reduces community cohesion, lowers property values by up to 10%, and creates safety anxieties, particularly for children playing outdoors. Key issues include faster traffic speeds, cut-through traffic, and reduced neighborhood walkability

Considering these issues, **we strongly urge the Benton County Oregon Community Development Department to decline issuing this Conditional Use permit to establish a church.**

Kind Regards,

David & Traci Hanson
3140 NW Angelo Jay Drive
Albany, OR 97321
Home (land-line): 707-766-8579
Mobile: 707-790-7660

Outline of Subject Site – Location of creek that feeds Lakeview Lake:



February 17, 2026

Benton County Community Development Department
Attn: James Wright
4500 SW Research Way
Corvallis, OR 97333

Re: LU-25-067

Dear Mr. Wright,

I adamantly oppose the proposed building of Northside Church at 4500 Powers Avenue NW in North Albany. As a nearby neighbor, we walk and drive that road regularly. There is a reason this area, which is outside of city limits, is zoned rural residential. Powers Avenue is very narrow, no shoulder and has ditches on either side. It does not have a bike lane or sidewalk. It definitely cannot handle additional traffic and the inevitable parking issues that the church + daycare + gym would bring. This would also bring more traffic to Oak Grove Drive and Scenic Drive, as those are the only 2 roads leading to Powers. Oak Grove is also narrow, with no bike lane or sidewalk, yet people are constantly walking, jogging and biking along that road every single day. The church and increased traffic would make their lives more dangerous. Would the church be willing to add bike lanes and/or sidewalks to the roads that would be impacted by their move into our neighborhood? Doubtful.

Currently Northside Church uses Oak Grove Elementary as their Sunday home. The school has 2 designated parking lots with a total of 98 parking spots. Yet every Sunday cars are lined up and down the road, parked in the bike lanes and parking (and destroying) the school playground soccer field. If a brand new school cannot handle the parking and traffic of this church, how is moving all these people to little narrow Powers Avenue going to help? Their proposed plan as written says they wish to accommodate up to 500 people, and that is just phase 1. This rural area cannot handle that.

I also have questions about funding the road improvement that would be needed and the upkeep with the increase in traffic. As churches aren't required to pay property taxes like residential households, would we as homeowners actually be paying the bill? If that road needs to be expanded and sidewalks added, why can't all the residential roads be paved in North Albany? There are several residential roads that are dirt or gravel that the county refuses to pave. Is a church more important than the 20+ households who live on dirt roads, who all pay extremely high property taxes.

Please do not allow this property to be re-zoned. A massive church at this location would most definitely negatively impact our roads, our water system, the wildlife, and our rural community as a whole. The church should find a more suitable location that can accommodate them better, that is already zoned for their intended use.

Sincerely,

A concerned North Albany resident
(who wishes to remain anonymous)