

August 4, 2026

Benton County Commissioners.

Our comments are in reference to LU-25-067 RR2 53.215B

I'm W. Shand Dill along with my family, we purchased our NW Terrace home six years past for it's unique location and Rural life style. This home was most likely to be our last home & neighborhood. We left the hectic daily life of a large population and found Shangri-La. However now faced along with our community, living within a thousand feet of an Event Center. A prominent member of Northside referred BUILDING as "24 hour access place we have never had". The potential 500-1000 people coming and going due to their sponsored events / activities.

Over a three day period, I knocked on Power Estates resident doors. Asking the question; are you in favor or opposed to the Northside Church project on NW Powers Ave? Overwhelming response! NO! NO!...way 95% of the residents responded NO! Clearly the residents are opposed to this campus.

Northside's draw of hundreds of Albany, Corvallis citizens to their services or functions, an upon the 260 parking spaces filled, the shoulders of NW Powers Ave will not accommodate major events. Parking on either side of the Rural roadway or any side streets. We all have the responsibility to maintain our roads. We all have witnessed, the parking methods on NW Oak Grove. The potential of emergency First Responders on a vary narrow roadway as is NW Powers, could be disastrous.

The proposed Campus of Northside is not in anyway a Rural sized build, along with all of the required supporting infrastructure. This project should be built in an area that is free of all of the natural issues, IE. wetlands, flooding, Wildlife. roadway that is too small for everyone's safety. As per the planning commission statement, the entire NW Powers ave required to be upgraded for everyones safety due to the increased traffic volume. Septic system is vulnerable to failure within two back to back functions, as stated per planning commission; May 5, 2026. If this campus project is approved, your actions will dramatically change the character of our community without a doubt forever with the loss of wildlife. the addition of Lights, noise, buildings, parking lot.

Commissioner's, you have the right to deny this application. Our attorney Sean Malone as well as many of members of our neighbor are very willing to prepare findings for this denial. You have plenty of supporting evidence for RR2 53.215B. Letters from the residents, Albany and Corvallis. Benton County tax payers. Please listen to your constituents.

We respectfully request, The Commission reject and Deny LU-25-067

Thank you...W. Shand Dill

My name is Pam Barrett, and I live at 3557 NW Terrace Drive Albany, OR 97321. My home was the first house built on Terrace Drive, and I have resided here at this address for 55 years. One might say I have a vested interest in what happens here in this neighborhood and its surrounding area. We raised our two children here in this wonderful rural residential country setting, enjoying the quiet serene beauty of the countryside, the surrounding farm fields as well as the beautiful barn on Powers property. I would stop many times to take photographs of it as the sun or even the snow displayed such a breathtaking, magnificent view. The dark nights allow us to view the stars, absent of excessive building lights. It also made the drive to and from work every day so peaceful. I still enjoy the view driving by the property on a daily basis, as do my neighbors. This country setting is why many of us chose to live and raise our families here. The children could always play, ride their bikes, etc. and we knew they were safe because we knew WHO our neighbors were. We have always had wonderful neighbors that help each other and support one another. Through the years, neighbors have changed, and new families have moved into this Rural Residential country location with small children and the same expectation to raise their children in a safe, calm and quiet rural environment. The area was not even on maps for so many years because we are COUNTRY, Rural Residential. We want to maintain the peaceful, serene country setting as it is now.

I am appalled that this establishment is even considering to ruin and disrupt so many families' lives and lifestyles with such an invasive massive campus disguised as a religious facility. To my knowledge, worship facilities do not consist of Gymnasiums, Amphitheaters, Pickle Ball Courts, Day care centers and all-night parties that would clearly disrupt the residents' lives.

I am further appalled that Benton County Commissioners would even, for a moment, think this is the right place for such a campus. There is plenty of commercial property available that is already zoned appropriately for such a facility. It is not uncommon to find walkers, dog walkers, bikers, joggers, runners, parents and grandparents with strollers along Powers Ave taking in the beauty of nature and wildlife this area offers. Any establishment of this sort would inhibit this experience and damage the opportunities for the children learning about the love of nature. The surrounding roads are not equipped or conducive for the abundant influx of vehicle traffic this establishment would bring to the area. The main road in question, Powers Ave., is a very narrow two-lane road with steep drop-offs into drainage ditches and hills that hinder your view of on-coming traffic. Making it very unsafe for all of those pedestrians. Powers Ave is used daily by the residents from neighborhoods on Terrace Drive, Oak Grove, Terra Lynda, Knollwood, Scenic, Palestine, Dumbeck Ave, including but not limited to the extended neighborhoods far beyond. This is just not the appropriate site for this campus.

You say you care about the neighbors - - "ACTIONS speak louder than words."

Please WITHDRAW!

RE: Appeal of the Planning Commission Denying Northside Christian Church Conditional Use Permit (CUP) application (File #LU-25-067)

Hello and thank you for the opportunity to speak today,

I am here to respectfully request that you deny the appeal and uphold the denial of the conditional use permit for the proposed Northside Christian Church at 4500 NW Powers Avenue in Albany.

First, I would like to address the basis of the appeal. The appeal argues that the original denial was not supported by "adequate findings." However, there were several significant concerns identified during the review process that the applicant has been unwilling to address. One of the most important issues is the condition of NW Powers Avenue and the need for roadway improvements.

NW Powers Avenue is best described as a rural country road. It has limited width, lacks adequate shoulders, and contains several areas with limited visibility. Residents who regularly use the road understand these constraints and typically drive cautiously, often moving into the opposite lane when safe to provide additional space for pedestrians, cyclists, dog walkers, and other recreational users. Because most drivers are local residents, they have a direct interest in maintaining the safety of the road.

The proposed church would substantially increase traffic, particularly on Sundays, with hundreds of vehicles traveling to and from services within a relatively short period of time. This increase in traffic would significantly reduce the ability of neighborhood residents to safely walk, run, bike, or recreate along NW Powers Avenue. Given the lack of shoulders and the presence of blind spots, the additional traffic would create legitimate safety concerns for those who live nearby.

Despite these concerns, Northside Christian Church has indicated that it is unwilling to fund the roadway improvements necessary to make the increased traffic safer for residents. As a result, the road would become less safe while the costs associated with mitigating those impacts could be shifted onto Benton County taxpayers.

This raises an additional concern. The applicant has suggested that the County should bear the cost of improving the roadway infrastructure needed to accommodate the church's development. Doing so would set a troubling precedent in which taxpayers are asked to subsidize transportation improvements primarily required by a private development. It would also create pressure for similar large-scale developments in rural residential zones, potentially undermining the purpose and character of those zoning districts.

The scale of the proposal is also unprecedented for this area. Northside Christian Church is proposing an 18,902-square-foot facility designed to accommodate up to 500 attendees, and that

figure reflects only regular worship services, not special events or other gatherings. To my knowledge, there are no churches of comparable size located within Benton County's RR-2 zones.

The closest comparison is St. Anne Orthodox Church, which is approximately 4,000 square feet, less than one-quarter the size of the proposed Northside facility. Even during St. Anne's annual Greek Food Festival, parking demands frequently exceed available on-site capacity, requiring the use of Mount View Elementary School and resulting in roadside parking that can effectively limit two-way traffic. It is difficult to believe that a church more than four times larger would require less parking or have fewer impacts on traffic, road safety, and neighborhood use of NW Powers Avenue. Furthermore, special events, conferences, holidays, and community gatherings would likely generate attendance beyond typical Sunday services, increasing parking and traffic demands even further. This is not speculation; it is a reasonable conclusion based on the church's own projected attendance.

I would also like to address the issue of rural character within the RR-2 zone. While "rural character" can be difficult to define and is often interpreted broadly, it is the residents who live in these communities who are best positioned to understand what contributes to that character and what threatens it.

My family has lived in this area for 20 years. We chose to make our home here because of its quiet rural setting and the opportunities it provided to raise our children in a natural environment. Over the years, the area has changed, but those changes have not fundamentally altered its rural character. We continue to see wildlife such as deer, bald eagles, rabbits, foxes, and coyotes on a regular basis. The roads remain places where people walk, run, bike, and enjoy the landscape. Residents generally drive carefully, understanding that they share these roads with neighbors and wildlife.

The revised proposal does not adequately address concerns about preserving that rural character. Weekly services would bring hundreds of vehicles into the area, along with additional traffic generated by special events, meetings, and other activities. These periods often coincide with the times when residents recreate outdoors and when wildlife is most active. The cumulative impact would be a significant and permanent change to the nature of the area.

Rural character is not simply a box to be checked. It is defined by the lived experiences of the people who call this area home. It reflects the sense of place, the pace of life, the quiet environment, and the relationship residents have with the surrounding landscape. Those are precisely the qualities that rural zoning regulations are intended to protect.

This proposal is not a rural-scale development. It is a large institutional project that would be more appropriately located in an urban area with transportation infrastructure capable of supporting its size and intensity. If approved, it would permanently alter the character of the area

in ways that many neighboring residents have consistently and repeatedly expressed concern about throughout this process.

For these reasons, I respectfully ask that you deny this appeal. Approval of the permit would erode the rural character of the community, create substantial traffic and safety concerns, place pressure on Benton County taxpayers to fund roadway improvements necessitated by the development, and undermine the purpose of rural residential zoning protections. I urge you to uphold the original decision and preserve the character and safety of this rural community.

Thank you for your time and consideration.

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



August 3, 2026

Benton County Board of County Commissioners
4500 SW Research Way
Corvallis, Oregon 97333

**RE: Appeal of Northside Christian Church Conditional Use Permit (File #LU-25-067)–
Transportation Impact Review**

Commissioners:

I have been retained by Cary Hoffer to review the transportation-related materials submitted in support of the Northside Christian Church Conditional Use Permit (LU-25-067) for the property located at 4500 Powers Avenue NW in Benton County, Oregon.

Based on my review, the transportation materials submitted by the applicant do not provide sufficient technical evidence demonstrating that the proposed Northside Christian Church development can be approved consistent with Benton County transportation standards.

Benton County Code (BCC) 53.215 requires that a conditional use not impose an undue burden on public improvements, facilities, utilities, or services available to the area. The current transportation record does not establish whether the proposed development satisfies this criterion because the applicant has not provided the operational, safety, and access analyses necessary to determine whether the existing transportation system can accommodate the proposed use. However, the available information indicates that the proposed development would generate traffic volumes exceeding the levels anticipated for a local road classification.

A central transportation issue is whether NW Powers Avenue, as currently classified and designed, is intended to accommodate the traffic generated by the proposed church. Based on the County's review, the proposed development would generate traffic volumes exceeding the adopted assumptions for the roadway classification of NW Powers Avenue, including both the roadway's daily traffic volume cap and Design Hour Volume (DHV) threshold.

The appropriate transportation resolution is not to approve the development subject to roadway improvements that would effectively upgrade NW Powers Avenue beyond its adopted classification. Based on the current transportation record, the proposed development should not be approved unless and until the necessary transportation improvements and roadway classification issues are addressed through the appropriate planning process. If the roadway requires a higher classification and associated improvements to serve the proposed development, those changes should occur through the Benton County Transportation System

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Plan (TSP) update process rather than through a condition of approval for a single development. Accordingly, denial of the application is appropriate based on the applicant's failure to demonstrate that the proposed use can be accommodated consistent within the existing adopted TSP.

Executive Summary

The primary findings of this review are summarized below:

- The proposed development requires transportation improvements beyond the adopted function of NW Powers Avenue. NW Powers Avenue is classified as a local road under the Benton County TSP, with an adopted roadway cross section consisting of two 10-foot travel lanes and two-foot shoulders. The County has identified that accommodating the proposed church traffic would require a wider roadway section consisting of 24 feet of paved width and two-foot shoulders. A 24-foot paved roadway section is more consistent with a higher-function roadway, such as a minor collector, rather than the existing local road classification. If a higher roadway classification is needed, that change should occur through the TSP planning process rather than through a condition of approval for a single development.
- The appropriate transportation solution is denial of the application rather than conditioning approval on roadway improvements that have not been demonstrated to be feasible or consistent with the adopted transportation system. The applicant has argued that required off-site roadway improvements are not roughly proportional to the impacts of the proposed development. In addition, both the applicant and Benton County have questioned whether the identified improvements are feasible. The County should not approve a development based on a condition requiring improvements that would effectively implement a roadway upgrade beyond the adopted transportation plan.
- The proposed church exceeds the adopted transportation assumptions for NW Powers Avenue. In the June 17, 2026 Public Works memorandum, Benton County concluded that the daily volume cap of 700 vehicles per day would be exceeded, with projected traffic volumes reaching approximately 990 vehicles per day on the east end of NW Powers Avenue. This finding demonstrates that the proposed development would generate traffic volumes beyond the level anticipated for the roadway based on its adopted functional classification.
- The record contains potentially inconsistent information regarding the size of the proposed building. The applicant's traffic engineer based trip generation on 18,902 square feet gross floor area, but there are comments in the record that suggest the size of the building is much larger. Because trip generation forms the basis for evaluating transportation impacts, roadway adequacy, and parking requirements, the applicant should update the Traffic Impact Study to resolve this discrepancy and clearly identify the appropriate trip generation assumptions.
- The proposed church traffic alone exceeds the roadway's Design Hour Volume (DHV) threshold. Based on the trip generation estimates prepared by DKS Associates, the proposed church is expected to generate approximately 270 Sunday peak hour vehicle

trips. This exceeds the 100 vehicles/hour DHV threshold associated with the local road classification of NW Powers Avenue.

- Benton County Code (BCC) 53.215 requires that the proposed use not impose an undue burden on public improvements, facilities, utilities, or services available to the area. The current transportation record does not demonstrate that this criterion has been satisfied.
- The applicant concludes that NW Powers Avenue will continue to operate within its functional capacity and that no operational or safety issues will result. The record does not include the engineering analyses typically relied upon to support those conclusions and determine that the proposed development will not place an undue burden on the transportation system, including:
 - intersection operational analysis;
 - queue analysis;
 - left-turn lane analysis;
 - crash analysis; or
 - a comprehensive safety evaluation.
- The applicant does not demonstrate compliance with Benton County access management standards. The proposed main driveway would be located within the required access spacing distance of an existing residential access point on the north side of NW Powers Avenue. This issue has not previously been addressed.
- The applicant does not evaluate potential safety issues at the NW Powers Avenue/NW Oak Grove Drive intersection despite possible sight distance constraints. Because this intersection is expected to serve a substantial portion of church-related traffic, adequate intersection sight distance should be verified.
- The applicant does not evaluate whether a left-turn lane or other operational improvements may be warranted at Scenic Ridge Drive/NW Powers Avenue. A substantial portion of church traffic is expected to use this route, yet the applicant provides no analysis of potential turning conflicts, delay, queuing, or operational impacts.

Roadway Functional Classification, Transportation System Plan Consistency, and Appropriate Resolution

A central transportation issue associated with the proposed Northside Christian Church development is whether NW Powers Avenue, as currently classified and designed, is appropriate to serve the traffic generated by the proposed use.

The Benton County TSP establishes roadway classifications and associated design expectations based on the intended function of each facility. These classifications are intended to guide both transportation investment decisions and land use decisions. A roadway classification should not be modified on a project-by-project basis solely to accommodate a single development that generates traffic beyond the assumptions established for the roadway.

The available record indicates that the proposed church exceeds the transportation assumptions established for NW Powers Avenue.

The County's own review has identified that the proposed development exceeds the applicable daily traffic threshold for NW Powers Avenue. In the June 17, 2026 Public Works memorandum, Benton County concluded that the daily volume cap of 700 vehicles per day would be exceeded, with projected traffic volumes reaching approximately 990 vehicles per day on the east end of NW Powers Avenue.

This finding is significant because the daily volume cap represents the level of traffic anticipated for the roadway based on its existing classification and intended function. A development that causes the roadway to exceed this threshold requires evaluation of whether the proposed use is consistent with the planned transportation system.

The proposed church also exceeds the roadway's DHV threshold per Benton County's analysis. Based on the trip generation estimates prepared by DKS Associates, the proposed church is expected to generate approximately 270 vehicle trips during the Sunday peak hour alone. This exceeds the 100 vehicles/hour DHV threshold associated with the local road classification of NW Powers Avenue.

The applicant's traffic engineer contends that "The Design Hourly Volumes (DHV) are typically the peak volume of the day and generally occur during the commuter time periods." The Oregon Department of Transportation's Analysis Procedures Manual identifies DHV as the 30th highest hourly traffic volume occurring during the entire year.

The proposed church represents a unique land use because its traffic generation is highly concentrated and occurs on a recurring weekly basis.

The applicant acknowledges this concentrated traffic pattern, stating:

"The church anticipates two Sunday morning services, currently scheduled for 8:30 a.m. and 10:15 a.m., with Sunday traffic generally spread between approximately 7:00 a.m. and 11:40 a.m....and occasional weddings or memorials limited to the capacity of the building."

This statement demonstrates that the proposed use will generate recurring peak periods throughout the year. With two Sunday services each week, the church is expected to create multiple Sunday morning periods annually when traffic volumes exceed typical conditions on NW Powers Avenue. Additional events identified in written comments, including weddings and memorial services and other events, will further contribute to concentrated traffic conditions.

Because the proposed church will generate recurring high-volume periods throughout the year, Sunday morning church traffic would reasonably be expected to represent the controlling DHV condition for NW Powers Avenue.

The significance of these traffic impacts is that roadway adequacy is not evaluated solely by the number of vehicles traveling on a roadway over an entire day. A roadway must also function during the periods when traffic demand is greatest. Church traffic is inherently concentrated, with a substantial number of vehicles arriving within a relatively short period before services and departing within a relatively short period afterward. These conditions are materially different from average weekday traffic patterns and are the conditions most relevant when evaluating whether the roadway can safely and adequately serve the proposed use.

The Benton County TSP identifies both average daily traffic and Design Hour Volume as important considerations when evaluating roadway function. The proposed development exceeds both measures.

The appropriate solution to these impacts is not to widen NW Powers Avenue through a condition of approval for this development. The purpose of the Benton County TSP is to establish roadway classifications and associated design standards based on the intended function of each facility. Those classifications guide land use decisions and transportation investments; they are not intended to be modified on a project-by-project basis solely to accommodate a single development that exceeds the planned capacity or function of the roadway.

NW Powers Avenue is currently classified as a local road. The County's adopted local road cross section consists of two 10-foot travel lanes and two-foot shoulders. This roadway standard reflects the intended function of a local road, including serving local access needs and accommodating traffic volumes consistent with that classification.

However, the County has identified that accommodating the traffic generated by the proposed church would require a wider roadway section consisting of 24 feet of paved width and two-foot shoulders. A 24-foot paved roadway width is more consistent with a higher-function roadway, such as a minor collector, rather than the existing local road classification.

If the traffic generated by the proposed development requires a roadway cross section beyond the standard applicable to a local road, the issue is not simply whether the roadway can physically be widened. The issue is whether NW Powers Avenue should be reclassified through the County's transportation planning process.

A change from a local road to a minor collector would occur through an update to the Benton County TSP supported by a broader evaluation of transportation needs, connectivity, funding, system impacts, and consistency with County transportation objectives. Such a change should not occur indirectly through a single conditional use permit approval.

The applicant has argued that required off-site roadway improvements are not roughly proportional to the impacts of the proposed development. At the same time, both the applicant and Benton County have questioned whether the identified improvements are feasible. These issues create a fundamental concern with relying on roadway widening as the solution to address the transportation impacts of the proposed use. The County should not approve an application

based on a condition of approval requiring improvements that have not been demonstrated to be feasible.

A condition of approval should address impacts created by a development within the context of the adopted transportation system. It should not be used to implement a roadway upgrade beyond the adopted classification of the facility. If the County determines that NW Powers Avenue should function as a higher classification roadway, that decision should be made through the appropriate TSP planning process before approving development that depends on that upgraded transportation system.

Therefore, based on the available record, the appropriate transportation resolution is not to condition approval on widening NW Powers Avenue. The proposed development exceeds the roadway's adopted functional assumptions, and the necessary transportation changes should occur through the County's transportation planning process. Until that process occurs, the proposed use is not consistent with the existing transportation system and the definition of the road classification. As a result, the application should be denied on this basis and not conditioned for improvements that may not be feasible and are not consistent with the TSP.

Applicant's Traffic Analysis Does Not Demonstrate That the Transportation Network Can Adequately Accommodate the Proposed Use

The applicant's transportation analysis largely consists of trip generation estimates and comparisons of average daily traffic volumes. While these are important components of transportation review, they do not by themselves demonstrate that a roadway or intersection will operate safely or adequately, particularly for a land use that generates concentrated traffic during short periods of time. This is very unique given the significance of the development proposed and despite Benton County's requirement that "The proposed use does not impose an undue burden on any public improvements, facilities, utilities, or services available to the area."

The applicant concludes that NW Powers Avenue will continue to operate within its functional capacity and that the proposed development will not create operational or safety concerns. However, the applicant provides little supporting analysis for these conclusions.

The traffic analysis does not include several evaluations typically relied upon to demonstrate that a proposed development can be adequately accommodated, including:

- intersection level of service or volume-to-capacity analysis;
- queue analysis;
- access spacing analysis;
- safety analysis of existing and future conditions; and
- left-turn evaluation.

These omissions are also significant because ORS 215.441(2)(b) expressly authorizes a county to deny an application for a place of worship if it finds that "the level of service of public facilities,

including transportation, water supply, sewer and storm drain systems is not adequate to serve the place of worship." The applicant has not provided any roadway or intersection level of service analysis, nor any operational analysis demonstrating the level of service at affected intersections. Without these analyses, the record does not demonstrate that the transportation system provides an adequate level of service for the proposed development.

These analyses are particularly important for this application because the proposed church will generate concentrated traffic during recurring Sunday arrival and departure periods. Evaluating average daily traffic alone does not demonstrate whether the transportation system can safely accommodate short-duration traffic surges associated with scheduled church services.

Despite the absence of these analyses, the applicant's transportation consultant reaches several conclusions regarding roadway operation, safety and the need for mitigation. The applicant states:

- "Traffic will disperse efficiently within the existing roadway network." However, there is not substantial evidence supporting this conclusion. The applicant does not provide an operational analysis demonstrating how traffic will disperse during the concentrated Sunday arrival and departure periods associated with church services.
- "The proposed development does not introduce a level of pedestrian or bicycle activity requiring dedicated facilities, a continuous widened shoulder is not warranted." However, there is not substantial evidence supporting this conclusion.
- "The projected traffic volumes do not result in sustained congestion, unsafe queuing conditions, or degradation of roadway operations." However, there is not substantial evidence supporting this conclusion. The applicant does not provide intersection operational analysis, or queue analysis demonstrating that the proposed church traffic can be accommodated without operational impacts.
- "No capacity, operational, or safety deficiency has been identified that would warrant roadway improvements associated with this development." However, this conclusion is not supported by the analyses necessary to identify whether such deficiencies exist or not.
- "Based on the projected volumes and roadway characteristics, extended queuing is not expected." However, there is not substantial evidence supporting this conclusion. The applicant does not provide any queuing analysis.
- "At low traffic volumes, vehicles departing the site will disperse quickly along the roadway network. While brief delays may occur during peak departure periods, these conditions are temporary and do not result in sustained congestion." However, there is not substantial evidence supporting this conclusion. This statement acknowledges that concentrated departure periods will occur but does not evaluate whether those conditions would exist or not.
- "While higher speeds increase gap requirements, traffic volumes on these facilities remain low. These low volumes result in sufficient gaps for vehicles entering and exiting onto these roadways. The addition of site-generated traffic will not materially affect gap availability or create unsafe turning conditions." However, there is not substantial

evidence supporting this conclusion. The applicant does not provide a gap analysis, offsite intersection sight distance evaluation, or operational analysis.

- “There is no evidence of a documented crash pattern or safety deficiency along the roadway that would warrant reconstruction or capacity improvements. The proposed development does not introduce traffic volumes or operational characteristics associated with increased crash risk, such as high traffic volumes, continuous turning conflicts, or substantial increases in pedestrian activity.” However, there is not substantial evidence supporting this conclusion. The applicant provides no crash history or analysis of crashes.

Benton County Mobility Standards Not Addressed

The Benton County TSP identifies mobility standards that are required to be considered when evaluating transportation impacts associated with development.

The TSP states:

“Prior to this TSP update, Benton County had no mobility standards for County facilities. These tools provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed to sustain the transportation system as growth and development occur...All roadways and intersections owned by Benton County must operate at or below the following mobility targets.”

The TSP adopted the following standard:

“**Two-way Stop and Yield Controlled Intersections:** All intersection approaches serving more than 20 vehicles during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall) shall operate with a v/c ratio not higher than 0.90. Mobility targets do not apply to approaches at intersections serving 20 vehicles or fewer during the peak hour.”

For a significant development, the applicant’s TIA is very unique in that it does not provide evidence demonstrating that the applicable Benton County mobility standards are met at affected intersections. Specifically, the applicant does not provide intersection operational analysis or volume-to-capacity calculations demonstrating that affected intersections will operate within the adopted mobility targets.

Despite this lack of analysis, the applicant concludes that the proposed development will not create congestion or operational deficiencies.

The applicant’s conclusions regarding transportation adequacy are therefore unsupported by substantial technical evidence. The transportation record does not demonstrate that NW Powers Avenue and the surrounding roadway network can adequately accommodate the proposed use consistent with Benton County’s adopted transportation standards and a requirement that “The

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

Trip Generation Methodology and Concentrated Church Traffic

The applicant’s trip generation methodology has changed throughout the review process. This issue is significant because the trip generation estimate forms the foundation for evaluating the transportation impacts of the proposed development.

Initially, Sandow Engineering prepared an independent local trip generation study using selected comparison churches to estimate the anticipated traffic impacts of the proposed development. Benton County reviewed that analysis and determined that the selected comparison sites were not sufficiently comparable to provide a reliable basis for estimating the traffic generated by the proposed church.

As a result, Benton County retained DKS Associates to independently evaluate trip generation for the proposed development. Following that review, Sandow appears to have abandoned its original local trip generation study and instead relied on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Land Use Code 560 (Church).

However, unlike DKS Associates, which estimated trip generation using the proposed seating capacity, the applicant’s analysis relies on the building’s gross floor area as the independent variable.

The current record also contains a possible inconsistency regarding the building size used in the applicant's trip generation calculations and the building plans. The applicant's traffic analysis relies on a smaller gross floor area of 18,902 square feet of gross floor area, while comments in the record indicate that the building size may be much larger. Because the applicant selected gross floor area as the basis for estimating trip generation, this discrepancy could materially affect the estimated number of trips generated by the development and the resulting conclusions regarding transportation impacts. In contrast, both DKS Associates and Benton County based their trip generation estimates on the proposed seating capacity, meaning their estimates may not be affected by the revised building area. At a minimum, the discrepancy should be resolved through an updated traffic impact analysis that clearly identifies the correct building area, trip generation methodology, and resulting transportation impacts. The revised building area may also affect the minimum parking requirement applicable to the development.

ITE provides trip generation relationships for churches using multiple independent variables, including seating capacity and gross floor area. The selected independent variable should represent the characteristics of the proposed use that most directly influence traffic generation.

For a church use, seating capacity is a particularly relevant variable because traffic generation is primarily associated with the number of attendees arriving and departing during scheduled services. The number of available seats directly reflects the maximum number of attendees the

facility is designed to accommodate during worship services and therefore provides a direct relationship to the number of vehicle trips generated during concentrated church events.

The applicant's transportation materials do not appear to provide a technical justification explaining why gross floor area was selected over seating capacity, particularly after Benton County's independent consultant estimated trip generation using the proposed seating capacity. Without such justification, the applicant has not demonstrated that the selected methodology provides the most representative estimate of traffic generated by the proposed church.

This issue is important because the trip generation estimate affects all subsequent transportation conclusions, including the evaluation of roadway adequacy, operational impacts, safety conditions, and the need for mitigation. The accuracy of the trip generation estimate is therefore critical to determining whether the proposed use can be appropriately evaluated under the County's transportation standards.

Driveway Spacing Requirement Not Met

The Benton County TSP identifies access management as an important component of maintaining safe and efficient transportation operations. Proper driveway spacing reduces conflicts between vehicles entering and exiting properties, improves sight distance, and helps maintain the intended function of County roadways.

The TSP states:

"The spacing of street and driveway and intersections on a roadway is a key element of access management... Minimum public roadway intersection and private access spacing standards for County-owned roadways outside of an UGB are identified in Table 8 below. New roadways or redeveloping properties must comply with these standards to the extent practical, as determined by County staff."

Table 8 of the TSP establishes a minimum access spacing standard of 100 feet for private accesses on applicable County roadways.

The applicant's transportation materials do not evaluate whether the proposed main driveway complies with this access spacing standard. However, based on the submitted site plan, the proposed driveway appears to be located within the required spacing distance of an existing residential access point on the north side of NW Powers Avenue.

As shown on the site plan, the distance between the proposed church driveway and the existing residential driveway is approximately 30 feet when measured from edge to edge. When measured from driveway centerline to driveway centerline, the separation is approximately 65 feet. Both measurements are less than the 100 foot minimum access spacing standard identified in the Benton County TSP.

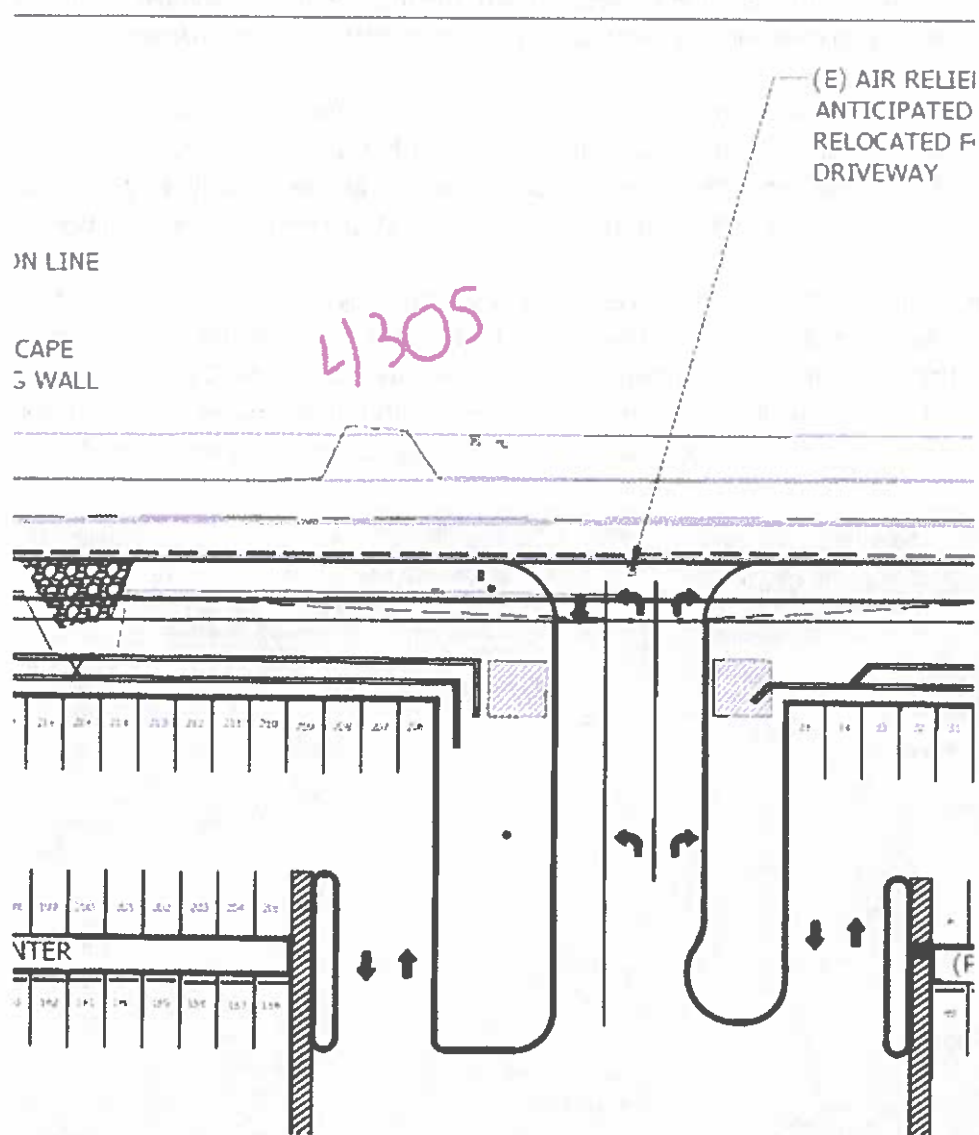


Figure 1: Excerpt of Site Plan Illustrating Distance between Main Driveway and 4305 NW Powers Avenue

The applicant has not provided an access management analysis demonstrating that the proposed driveway location satisfies the TSP standard or explaining why the standard cannot be met. The applicant also does not evaluate the operational and safety implications of placing two closely spaced driveways opposite each other, including potential conflicts between vehicles entering and exiting the church and vehicles accessing the existing residential property.

Powers Avenue/Oak Grove Drive Intersection Safety

The applicant's transportation analysis does not evaluate the safety characteristics of the NW Powers Avenue/NW Oak Grove Drive intersection, despite the likelihood that this intersection will serve as a primary route for a substantial portion of church-related traffic.

Based on a preliminary review (without a field investigation), the intersection may have potential sight distance constraints associated with the vertical curvature of NW Oak Grove Drive.

NW Oak Grove Drive does not have a posted speed limit. Under Oregon's basic rule, a roadway without a posted speed limit may operate at speeds up to 55 mph. Using a conservative design approach, an assumed 55 mph operating speed would require approximately 610 feet of intersection sight distance consistent with AASHTO guidance for a stop-controlled intersection.

A preliminary review indicates that the required sight distance may not be available at this location due to the vertical curvature of NW Oak Grove Drive. This issue should be confirmed through a field evaluation and appropriate engineering analysis. Given that NW Oak Grove Drive is expected to serve as a primary route for church traffic, verification of adequate sight distance is an important component of demonstrating that the proposed use can be safely accommodated.

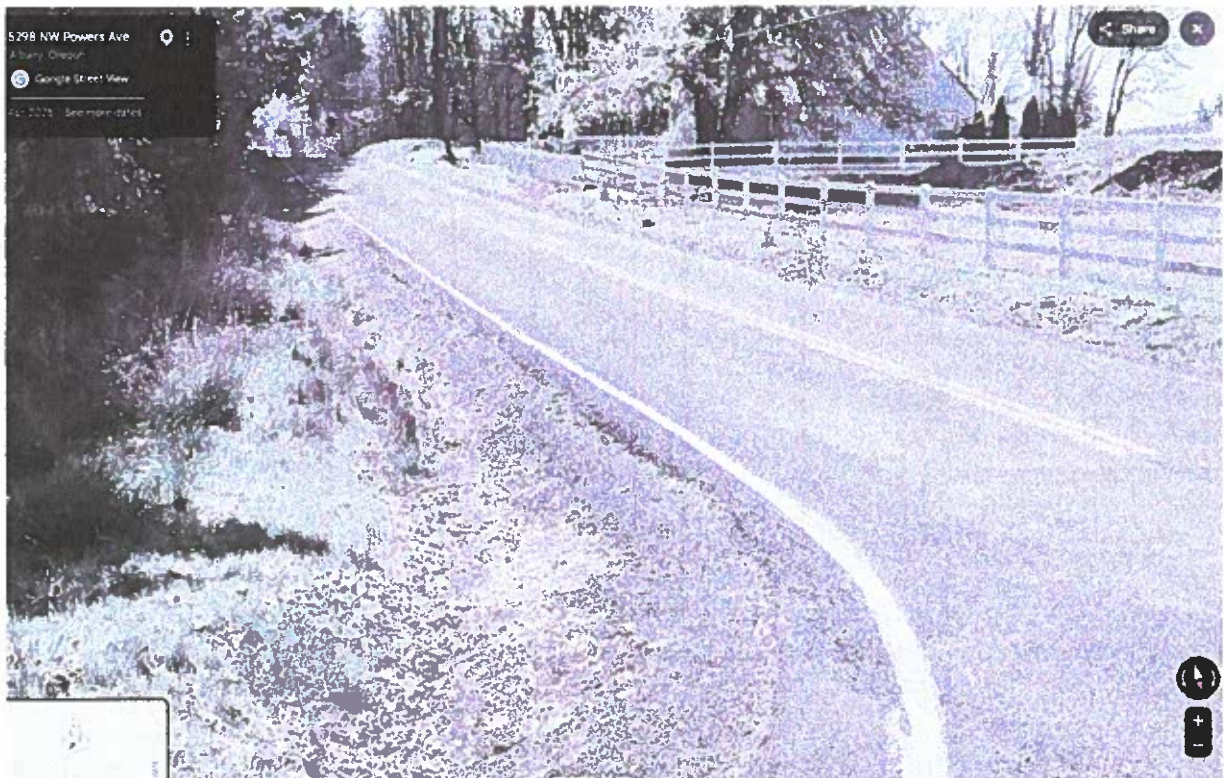


Figure 2: Google Street View Image of the NW Powers Avenue/NW Oak Grove Drive Intersection Looking South. The Background Illustrates the Vertical Curve on NW Oak Grove Drive That May Affect Available Intersection Sight Distance

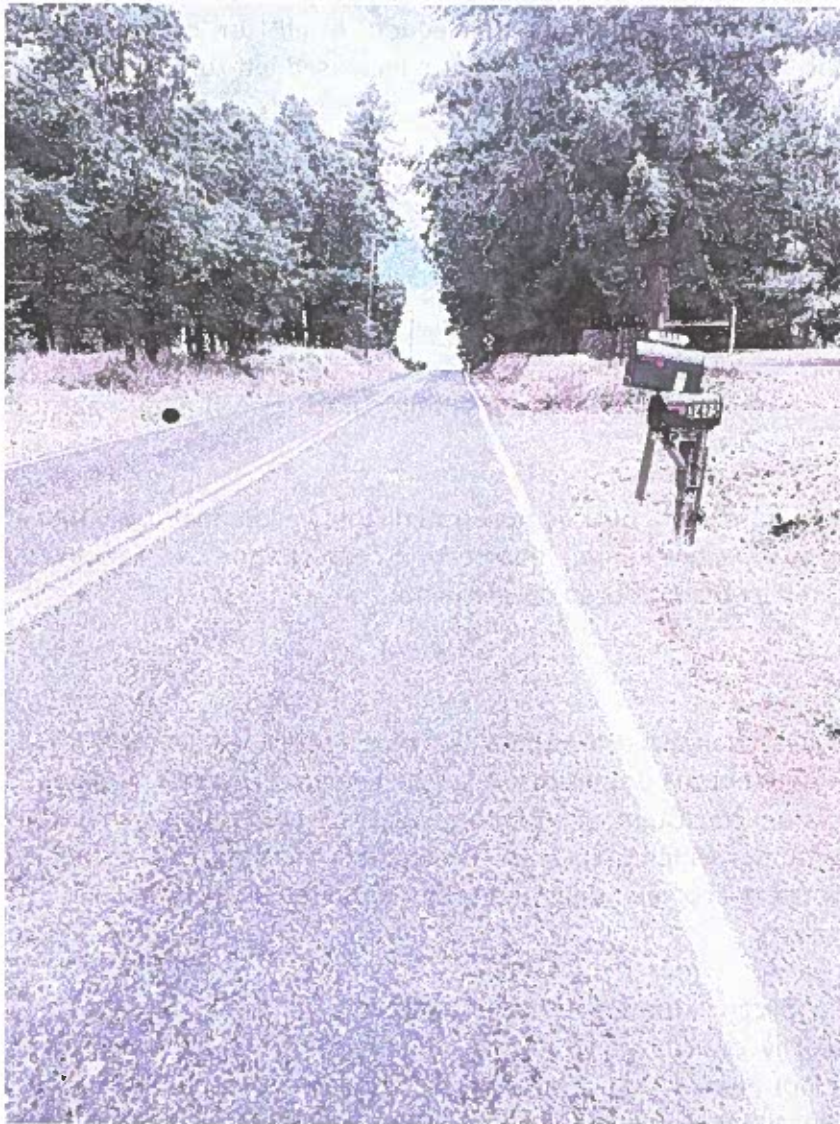


Figure 3: View from NW Oak Grove Drive Approximately 600 feet South of NW Powers Avenue. NW Powers Avenue is Not Visible.

Scenic Ridge/Powers Avenue Left-Turn Evaluation

The applicant did not evaluate whether operational improvements may be warranted at the NW Scenic Ridge Drive/NW Powers Avenue intersection, despite the expectation that a substantial portion of church-related traffic will travel through this intersection.

Based on the applicant's assumed trip distribution, NW Scenic Ridge Drive is expected to serve as a primary access route for vehicles traveling to and from the proposed church. Because church traffic will be concentrated during scheduled arrival and departure periods, the operational effects of turning movements at this intersection should be evaluated based on the peak conditions created by the proposed use, rather than average daily traffic conditions.

The applicant does not provide an evaluation of whether a northbound left-turn lane or other operational improvements may be warranted at the intersection. A left-turn evaluation is a standard component of transportation impact analysis because increased left-turn demand can create conflicts between turning vehicles and through traffic, increase delay, and create the potential for vehicle queues.

The applicant's analysis does not include:

- an evaluation of projected left-turn volumes;
- an assessment of left-turn lane warrants or need;
- a queue analysis for vehicles waiting to turn; or
- an operational analysis of intersection conditions during church arrival and departure periods.

Without this analysis, the applicant has not demonstrated that additional operational improvements are unnecessary or that the existing intersection configuration can adequately accommodate the traffic generated by the proposed development.

Conclusion

Based on my review of the transportation materials submitted for the proposed development, the applicant has not demonstrated that the proposed use can be adequately accommodated by the existing transportation system consistent with Benton County transportation standards. The transportation analysis does not provide the technical evaluations necessary to determine that the existing roadway network can accommodate the traffic generated by the proposed church without additional mitigation.

The primary deficiencies in the applicant's transportation analysis are:

1. The applicant relies heavily on trip generation estimates and average daily traffic comparisons but does not provide the operational analyses necessary to support conclusions regarding capacity, delay, queuing, intersection performance, roadway level of service, or the ability of the transportation system to accommodate concentrated church traffic conditions. The Benton County TSP identifies intersection operational analysis and mobility evaluation as necessary components of evaluating transportation impacts, yet the applicant provides no intersection operational analyses or volume-to-capacity calculations demonstrating compliance with the County's adopted mobility standards. Likewise, the applicant has not demonstrated that the transportation system provides an adequate level of service as contemplated by ORS 215.441(2)(b).
2. The applicant does not demonstrate compliance with Benton County TSP access spacing standards for the proposed driveway configuration.
3. The applicant does not adequately evaluate safety conditions at the NW Powers Avenue/NW Oak Grove Drive intersection, including potential sight distance limitations associated with the existing roadway geometry.

4. The applicant does not evaluate whether operational improvements may be warranted at the NW Scenic Ridge Drive/NW Powers Avenue intersection to accommodate concentrated turning movements associated with church traffic.

Benton County Code (BCC) 53.215 requires that the proposed use not impose an undue burden on public improvements, facilities, utilities, or services available to the area. In addition, ORS 215.441(2)(b) authorizes the County to deny a place of worship if the level of service of public facilities, including transportation facilities, is not adequate to serve the proposed use. Because the applicant has not performed roadway or intersection level of service analyses or other operational analyses demonstrating transportation adequacy, the current record does not provide substantial evidence that either standard has been satisfied.

The transportation impacts associated with the proposed development require improvements beyond the existing function and adopted design assumptions of NW Powers Avenue. However, the roadway improvements necessary to serve the proposed development cannot simply be imposed as conditions of approval because they would effectively upgrade NW Powers Avenue beyond its adopted local road classification and exceed the transportation function and volume thresholds established for that facility. Such changes should occur through the Benton County TSP planning process rather than through approval of an individual development.

Therefore, based on the current record, the proposed development should be denied because the applicant has not demonstrated that the existing transportation system can accommodate the proposed use, and the roadway improvements necessary to serve the development are not consistent with the adopted classification and intended function of NW Powers Avenue.

Sincerely,

Rick Nys, P.E.
Principal Traffic Engineer



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August 3, 2025

Via Email

Benton County Board of Commissioners
c/o Bob Richardson,
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Re: Testimony on behalf of Cary Hoffer Testimony before the Board of Commissioners on Appeal of a Denial of a Conditional Use Application for a Church, Daycare Center, Gymnasium, Offices, Storage Area, Playground, *etc.* in the RR Zone (File # LU-25-067, Northside Christian Church)

Dear Board of Commissioners,

Please accept this testimony on behalf of Cary Hoffer in support of the Planning Commission's denial and in opposition to the application (File # LU-25-067, Northside Christian Church). I respectfully request that the Board of Commissioners affirm the Planning Commission's denial¹ for the reasons set forth below, in the testimony of affected constituents, and the Greenlight Engineering Report. I am available to prepare or assist County staff in preparing findings in support of a denial of the application.

¹ During their deliberation, the Planning Commission commented that the proposed development would introduce an institutional use with a building footprint, parking area, and level of activity that differs from the current surrounding pattern of residential and agricultural development, and discussed whether this introduction would be compatible with the established character of the surrounding rural residential neighborhood. In addition, they spoke to the burden of the proposal on Powers Road from the influx of traffic and other issues.

The Applicant Submitted Inconsistent Factual Information in Support of the Requested Uses

The applicant has submitted inconsistent factual information in support of its revised application. Inconsistent factual information fundamentally undermines the analysis performed by staff and frustrates review by opponents and the Board of Commissioners. The Board of Commissioners should not accept these glaring contradictions in basic factual information from an applicant, and the Board of Commissioners is well within its authority to deny the application based upon the inconsistent factual information because it undermines satisfaction of the applicable criteria.

Significant discrepancy in square footage

The applicant alleged to have scaled back its proposal from an 18,902 square foot gymnasium/temporary sanctuary/ multi-use facility (phase 1) and approximately 54,000 square foot sanctuary (phase 2) (as well as daycare center, amphitheater, pickleball courts, recreational fields, *etc.*) to just the alleged 18,902 square foot church/gymnasium/daycare center/offices/playground and roughly 2,000 square foot storage building.² The applicant has repeatedly emphasized this reduction and its alleged oversized parking lot to accommodate for overflow parking. The problem, however, is that the plans submitted and relied upon by the applicant show that the square footage will exceed the alleged 18,902 square feet by as much as approximately 10,000 square feet.³ That is a significant change in the building's size and capacity that, in and of itself, should require a revision in the application, resulting in an approximately 28,536 square foot multi-use building, including a sanctuary/gymnasium/day care center/offices/flex rooms/*etc.*

One may simply add up the square footage of each room in the applicant's submitted plans, though even those plans omit the square footage for certain rooms. Doing so leads to a figure well in excess of the alleged square footage. One may also use the applicable Benton County Code and Oregon Structural Specialty Code provisions. *See* BCC 11.155 (adopting the Oregon Structural Specialty Code); Oregon Structural Specialty Code (2025 ed), Chapter 2, § 202 ("FLOOR AREA, GROSS. The floor area within the inside perimeter of the exterior walls of the building under consideration,

² A gymnasium is not an activity that is "customarily associated with the practices of the religious activity." ORS 215.441(1).

³ The reason for these inconsistent figures is not known, but it is certain that they are inconsistent.

exclusive of vent shafts and courts, without deduction for corridors, stairways, ramps, closets, the thickness of interior walls, columns or other features. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the roof or floor above."). See Josanna Biddle-Croco and Andrew Biddle submission, dated July 23, 2026: "Using the definitions in the code, the gross floor area includes the first floor (110'-3" by 171'-7" = 18,917 square feet) and the second floor (110'-3" by 87'-3" = 9,619 square feet). $18,917 + 9,619 = 28,536$ square feet gross floor area." Regardless of what method is used, the conclusion is the same: the applicant has not been candid with the public or the Board of Commissioners, and the Board of Commissioner should reject an application that has repeatedly miscalculated basic figures that are central to the application.

Aside from getting a basic understanding of the proposal's size and scope, the problem with dramatically underestimating the square footage is that it undermines compliance with the approval criteria. See BCC 91.605(5) ("A place of public assembly including church, stadium, arena, club, lodge, auditorium, meeting room, and undertaking establishment shall provide 1 space for each 100 square feet of gross floor area or 1 space for each 8 seats, whichever is greater."). As it stands now, the applicant is out of compliance with BCC 91.605 now that the inconsistent figures have been identified. Instead of lauding itself for providing extra parking (for what will be major events that cause overflow parking), the applicant has actually undersized its parking lot, contrary to the Benton County Code. In addition, the underestimating the square footage can underestimate the number and frequency of daily automobile trips to and from the site, an important issue for the public and neighbors. See BCC 53.215(2); ORS 215.441(2)(b).

Significant discrepancy in the number of "attendees"

In addition to the square footage inconsistencies, the applicant's site plans demonstrate that the multi-use building has a much greater capacity than the applicant is presenting (which is 500 seats⁴) to the Commissioners. This makes sense when understanding that the multi-use building has a far greater square footage than has been disclosed. When accounting for the capacity identified in the applicant's site plans and architectural renderings, the number of attendees for the church and its many rooms and uses is far greater than what has been proposed. First, adding up the seating and capacity that is disclosed (and many rooms do not disclose a capacity), the result is 829, which is

⁴ Again, the applicant has not been clear. While at times the applicant alleges 500 seats, the figure in the initial architectural drawings lists 478 seats. See Staff Attachment at K.61.

far greater than the 500 presented to the Board of Commissioners. *See* Staff's Attachment K.61-62. However, the most recent architectural renderings at Staff's Attachment B.122-123 rarely disclose capacity, which further obfuscates the Board of Commissioner's review of the application. Second, accounting for the number of toilets proposed for the structure, the building can accommodate 1,300-2,250 persons and likely more.⁵ Third, just looking at the day care center's capacity, the number is far greater than what has been disclosed. The applicant alleges that the maximum number of enrollees at the daycare center is 35, yet the capacity is for, at least, 81 persons.⁶ *See* Staff Attachment K.61. If the applicant wants a 500-person building or a day care center for 35 enrollees, then the applicant should do so, instead of an oversized building that will undercount attendees and traffic impacts, which results in inadequate levels of service, undue burdens on the facilities, inadequate septic system capacity, and impacts to neighbors. *See* BCC 53.215(2); ORS 215.441(2)(b).

As with the case above, some figures related to traffic counts can be estimated based upon the square footage of the church or the number of seats or capacity of the church. However, this is no ordinary church because it includes a day care center, flex spaces, offices, a playground, a gymnasium, and so forth. There is more to this proposal than a modest church. The DKS traffic report based its traffic count on 500 people, but the reality is closer to 829 people (or even thousands of people based on how many people can be accommodated by the number of toilets), not counting the many rooms that were unaccounted for in terms of capacity. Again, the applicant has not set forth realistic estimates for this project when compared to the site plans and architectural renderings that the applicant is relying upon.

⁵ Depending on how the space is used under the Oregon Structural Specialty Code, 30 toilets can support roughly 1,300 to 1,500 people in a business office, about 2,250 people in a restaurant or assembly space, or 1,500 students in a school. This proposal contains 37 toilets. Again, there is no apparent reason to oversize the proposal and present inconsistent figures.

⁶ This assumes the day care center is consistent with the initial architectural renderings, which showed a nursery room, toddler room, preschool room, and elementary room, with a collective occupancy for 81 people. In the revised renderings, there is only a nursery with a host of other "flex rooms" and "offices," yet the applicant alleges that it will accommodate 35 enrollees. The "nursery" room is not big enough to accommodate 35 enrollees, as indicated in the architectural drawings. Again, the applicant is not providing candid information in its submissions. This serves to further obfuscate a clear picture of what the applicant is requesting, and it is yet another reason why the code requires new applications after revisions.

The applicant champions its own “oversized” parking lot, but, when accounting for the increased square footage and capacity, the number of parking spaces is inadequate to satisfy the standard. *See* BCC 91.605(5) (“A place of public assembly including church, stadium, arena, club, lodge, auditorium, meeting room, and undertaking establishment shall provide 1 space for each 100 square feet of gross floor area or 1 space for each 8 seats, whichever is greater.”); BCC 91.605(6) (“A day care center, residential facility, residential home, preschool nursery or kindergarten shall provide 2 spaces for each teacher or supervisor.”). The applicant alleges that it “proposes approximately 261 parking stalls for the proposed capacity of up to 500 attendees, exceeding the minimum parking requirement of 189 parking stalls.” 261 parking spots, however, is only an exceedance based upon 18,902 square feet, but that is not what the evidence submitted by the applicant demonstrates. To the contrary, the applicant would be required to have 285 parking spaces and then disclose the number of teachers or supervisors⁷ so that two spaces could be provided for each teacher or supervisor. The number of parking spaces required, therefore, would be closer to 300 than 261. The applicant also alleges that “[b]ecause the proposed Phase I parking supply satisfies the applicable minimum parking requirement, no parking variance is requested or required for the revised proposal.” In fact, it appears that the applicant is implementing its own parking variance by dramatically underestimating the square footage of the building and the number of attendees.

Next, the skewed figures also affect the necessary septic capacity. The applicant received septic feasibility permit approval from the Benton County Environmental Health Division for a 650-seat church, but, again, this is more than a church – in fact, a lot more than a church. The applicant alleges that their proposed septic is “oversized,” but that ignores the inconsistent numbers and oversized church and related requests (including day care center, gymnasium, playground, offices, flex spaces, vestibule, *etc.*). The applicant’s contradictory information undermines the sufficiency of the septic feasibility permit. Condition of Approval P-7 requires approval “to support the authorized structure(s) proposed for construction.” Here, the oversized structure will require much more than that which is sufficient for a 650-seat church. Instead, it will require enough for closer to 850-900 people or even thousands, depending on which figures are used.

⁷ This raises another issue for the applicant because in the first site plans/architectural renderings, for the day care center, the applicant includes the nursery room, toddler room, pre-school room, elementary room, but, in the revised submission, the applicant includes only a “nursery” but many “flex rooms” and offices” while alleging 35 enrollees.

Regardless of the reason for these inconsistent figures, the errors undermine the evidence purporting to satisfy approval standards, including the number of vehicle trips, the number of parking spaces, the adequacy of septic capacity, right-of-way improvements, and so forth. If the Board of Commissioners and the public cannot be given accurate information, then the Board of Commissioners should deny this application.

The Applicant's Request is Inconsistent, Unclear, and Omits Applications for Additional Conditional Uses and Uses not Clearly Permitted as Conditional Uses

Not only is the factual information for the applicant's request inconsistent but the requests themselves are inconsistent and unclear. Obviously, this frustrates the Commissioners and the public in evaluating and reviewing the proposal.

Inconsistent request regarding the playground

The applicant is presenting conflicting information on the proposed uses. On one hand, the applicant alleges that it is not seeking a variety of uses that it previously sought, yet some of those are still listed on the site plan and architectural renderings. For example, the applicant alleges that it is not seeking a playground, but a 3700 square foot playground is still included on their site plan. See Staff's Attachment B 119-120 (showing playground adjacent to the southwest of the main building); compare Staff's Attachment K.145 (showing playground to be 3700 square feet). It is not clear what other outdoor activities the applicant could anticipate putting into the "playground," such as recreational fields or even pickleball courts that it alleges it is no longer pursuing, but it is beyond dispute that the applicant is taking contradictory positions regarding the playground. For example, the applicant alleges in their revised materials that

"[r]eferences in the original application materials to the Phase II sanctuary, full campus buildout, amphitheater, pickleball courts, playground, expanded outdoor recreational amenities, or parking variance should be treated as background only. Those elements are not included in the approval request now before the Board."

Staff's Attachment B.3. Here, however, the applicant continues to include a 3,700 square foot playground in its site plans for its revised request. The applicant has also retained the same general footprint for the sanctuary/gymnasium building and it is not clear whether other amenities that were allegedly excluded are, in fact, excluded from the revised application. Again, the applicant is not setting forth a consistent story, which

deprives both the County and applicant of a full and fair opportunity to present their case.⁸ Finally, if the applicant is not presenting consistent information with regard to the playground, then it remains to be seen what other information and requests are inconsistent.

Multiple Sunday services and other activities that are unaccounted for in terms of effects

The applicant alleges that there will be “two Sunday morning services, currently scheduled for 8:30 a.m. and 10:15 a.m., with Sunday traffic generally spread between approximately 7:00 a.m. and 11:40 a.m.”⁹ Without evidence in support, the applicant alleges that there will 390 attendees at a service, without any further information as to the number of staff, day care enrollees, and so forth. That number, however, will be doubled with two services. The applicant alleges that “Sunday evening activities may include middle school youth group at approximately 4:00 p.m. and high school youth group at approximately 6:00 p.m.” Again, this just means more traffic, not even based upon the services. The applicant includes other actions that will occur at the church:

“Other anticipated activities include occasional adult meetings, four to five staff members on site Monday through Thursday from approximately 9:00 a.m. to 5:00 p.m., occasional evening classes or meetings two to three times per week with approximately 6 to 20 people, limited leadership meetings, men’s and women’s events, classes or seminars, and occasional weddings or memorials limited to the capacity of the building. Weekday daycare may be pursued in the future and would operate during normal business hours.”

This does not include weddings and funerals and “major events” referenced by the application but creates additional “attendees,” additional automobile trips, the necessity for additional parking spaces. As has been the tradition of the applicant at its current location, numerous high-volume major events, including ast events held at the existing

⁸ The Board of Commissioners actually anticipated such problems when promulgating the Benton County Code because once a land use application changes, BCC 51.525 requires the applicant to withdraw the application and submit a new application. The applicant has violated that particular provision, and, had it complied with the provisions, much of the inconsistencies could have been resolved.

⁹ Greenlight Engineering Report at 4 (“This statement demonstrates that the proposed use will generate recurring peak periods throughout the year.”); *id.* (“Additional events identified in written comments, including weddings and memorial services and other events, will further contribute to concentrated traffic conditions.”).

location, such as Holiday Bazaar, Trunk or Treat, and so forth. The applicant is also omitting the many non-Sunday masses that will also occur, including Christmas (and even midnight mass), Ash Wednesday, All Saints Day, and so on. Also, conspicuously, the applicant has not identified any uses for the gymnasium, which would draw crowds and athletes in numbers similar to Sunday services.¹⁰ If the applicant is requesting a gymnasium (which has no apparent connection to the religious activities), then the applicant will use that gymnasium, but the applicant is not candid about the use. The applicant is simply not being candid about what it proposes, which skews the impacts to the area and the requirement of the applicant.

Unaccounted for major events

At various times in its revised application, the application references “major events,” but it is not clear what these “major events” entail. For example, the applicant also alleges “operational and parking management measures” to address: “peak parking demand, including on-site parking management, volunteer parking coordination during peak services or major events,”¹¹ The applicant must disclose these “major events.” Past major events that the church has held, which drew overflow crowds and parking, include various holiday events, such Trunk or Treat, Holiday Bazaar, and so forth. If the traffic and attendee counts are not addressed, then the full effects to the transportation facilities and level of service¹² are then not accounted for. Indeed, “[t]he applicant has not provided any roadway or intersection level of service analysis, nor any operational analysis demonstrating the level of service at affected intersections.” Greenlight Report at 7 (“Without these analyses, the record does not demonstrate that the transportation system provides an adequate level of service for the proposed development.”). Simply put, the applicant has not disclosed the number and type of “major events,” which will have a major impact on traffic numbers and the number of attendees. This application creates more questions than answers.

¹⁰ A gymnasium is not a use customarily associated with the practices of the religious activity, and the applicant did not submit a request for a conditional use application.

¹¹ The applicant also references “major events” at staff’s Attachment B.4, K.41, and K.42. Despite these references to “major events,” it is altogether unclear what “major events” constitutes.

¹² ORS 215.441(2)(b) (a local government may “[p]rohibit or restrict the use of real property by a place of worship described in subsection (1) of this section if the county finds that the level of service of public facilities, including transportation, water supply, sewer and storm drain systems is not adequate to serve the place of worship described in subsection (1) of this section.”).

Unaccounted for Use: Gymnasium

In addition to a church, the applicant is requesting a gymnasium, as demonstrated by the outlined basketball hoops and basketball court within the area serving as the church. A gymnasium is not a permitted use and is not an explicit use provided for as a conditional use in the code. *See* BCC 63.105 (permitted uses); 63.205 (conditional uses). It is not clear that a “recreational facility” includes a gymnasium. If not, then a gymnasium is not a use allowed in the zone, and the request for a gymnasium must be denied. If a gymnasium is a “recreational facility,” then the applicant was required to submit a conditional use and account for the impacts from the use of the proposed building as a gymnasium. There is nothing in state or local law that allows the applicant to avoid submitting an application for a use that is listed as a conditional use. Despite including a gymnasium in its request, the applicant has not included *any allegations associated with the use of the gymnasium*, including frequency or numbers of attendees. Not only does the day care center increase the number of attendees¹³ for the overall church, but it also increases the traffic impacts, parking requirements, and septic capacity. Finally, there is nothing inherent in a gymnasium that would imply that it is customarily associated with the practices of the religious activity, and, and therefore, a conditional use application for a gymnasium was necessary, assuming it is even conditionally permitted. *See* ORS 215.441(1).

Unaccounted for conditional use: Day care center

The applicant has not included an application for a day care center, though the applicant alleges it is seeking a day care center for up to 35 children.¹⁴ While a day care center is permitted in conjunction with a church under state law, that does not mean the applicant is absolved from submitting a land use application for the conditional use, which affects the number and frequency of vehicle trips, number of attendees, capacity, and so forth. For a day care center with more than 13 attendees, a conditional use is required. *See* BCC 63.205 (listing “Day care center” as a “conditional use” in the Rural Residential zone); BCC 63.105 (listing “Day care center for fewer than 13 children” as a “permitted use” in the Rural Residential zone). There is nothing in state or local law that allows the applicant to avoid submitting an application for a use that is clearly listed as a

¹³ For example, while the sanctuary/gym area is intended to accommodate 500 attendees, there will also be children/enrollees and presumably staff operating the daycare center at the same time. As such, the 500-attendee figure is illusory because this is not just a church, it is much more than that, and that must be accounted for in the applicant’s materials.

¹⁴ The capacity appears to far exceed that which is necessary for 35 children.

conditional use. Not only does the day care center increase the number of attendees¹⁵ for the overall church, but it also increases the traffic impacts, parking requirements, and septic capacity because it means that the building will be used more frequently, just like the use of the gymnasium.

The application violates BCC 53.215(1) and (2)

BCC 53.215 provides criteria for conditional uses. Though the application does not include all conditional uses, even what is conceded violates the standards based upon the scope and size of the proposal, the traffic impacts and other undue burdens on public facilities, as well as the serious interference with adjacent uses and character of the area. ORS 53.215 provides as follows:

“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;
- (2) The proposed use does not impose an undue burden on any public improvements, facilities, utilities, or services available to the area; and
- (3) The proposed use complies with any additional criteria which may be required for the specific use by this code.”

Central to BCC 53.215 are the traffic-related concerns expressed in written and oral testimony of those within the area and most affected by the proposal.¹⁶ The traffic

¹⁵ For example, while the sanctuary/gym area is intended to accommodate 500 attendees, there will also be children and presumably staff operating the daycare center at the same time. As such, the 500-attendee figure is illusory because this is not just a church, it is much more than that, and that must be accounted for in the applicant’s materials.

¹⁶ Greenlight Report at 3 (“Benton County Code (BCC) 53.215 requires that the proposed use not impose an undue burden on public improvements, facilities, utilities, or services available to the area. The current transportation record does not demonstrate that this criterion has been satisfied.”). Where a local government’s TSP “identifies both average daily traffic and Design Hour Volume as important considerations when evaluating roadway function” and the “[t]he proposed development exceeds both measures,” an undue burden is obvious on its face. Greenlight Report at 5.

impacts include a clear reduction in safety for those using Powers Ave, especially for bicyclists and pedestrian activity (jogging, walking dogs, *etc.*). The traffic impacts also increase wear and tear on the road itself, which increases County maintenance costs, as well as contributing to the serious interference with the character of the area. Powers Avenue NW, Scenic Drive, and Oak Grove are rural, two-lane roads not designed to accommodate higher traffic volumes that would be generated by the proposed church. These issues are identified in more detail below.

Serious Interference with the Character of the Area, Adjacent Uses, and Purpose of the Zone

As for subsection (1), those that live in the area are the most affected, and they are the ones best capable of describing the serious interference with the character of the area, adjacent uses, and the purpose of the zone. Through written and oral testimony, the public identified serious interference with their uses and with the character of the area as it relates to the subject site's size, location, and surrounding uses, building height and square footage, sewage disposal, landscaping and separations, lighting, road access, parking, and noise. The visual character – size and scope – is unmatched on Powers Avenue and in the area (and that assumes that the size and scope of the proposal is supported by accurate figures, which they are not). Increased traffic introduces additional safety hazards, such as conflicts between vehicles and bikes and pedestrians. The volume of traffic is not consistent with the character of the area. Indeed, weekend church traffic will coincide with the time the residents of the surrounding neighborhood are using Powers Avenue, and there are “major events,” gymnasium use, weddings and funerals, and so forth that have not even been disclosed in relation to the frequency and intensity of traffic.

Apart from the extensive written and oral testimony from those in the affected area, I will address one particular example. Staff presented a chart comparing churches in various zones and their proximity to dwellings. Of the two rural residential zoned churches included, the proposed church is within 1,000 feet of roughly 100 dwellings and the other is within 1,000 feet of roughly 20 dwellings¹⁷. Of the other 4-5 zones, where uses were allowed outright and in urban residential zones, there were high numbers of

¹⁷ This second church in rural residential areas is removed from residences as compared to the proposal and it also abuts a busy road (Highway 99) and near train tracks, unlike the subject property. For the subject property, each abutting parcel contains a single-family dwelling. On the north side of Powers Ave are six parcels, four of which contain single-family homes accessed from Powers Ave.

dwelling. The subject proposal is unique in that it exists within a relatively high residential density, though the use is not permitted outright and not in an urban setting. This demonstrates that the proposal is anomalous and interferes with surrounding, predominantly residential uses. Staff's conclusion that religious institutions exist in areas "with both lower and higher surrounding densities supports the conclusion that a church use can be compatible with residential development patterns" misses the point. This proposal is unique in that it is situated amongst significant residential development that would normally occur in an urban residential zone or where the use is permitted outright. That is the lesson of Staff's residential density chart, and it reinforces the conclusion that this proposal would seriously interfere with the character of the area and adjacent uses.

Undue Burden on public improvements, facilities, utilities, or services available to the area

For subsection (2), the proposal will place an undue burden on public improvements, facilities, utilities, and services available to the area. Most importantly are the burdens on the transportation system. Notably, staff has not assessed the transportation improvements necessary to accommodate the increased traffic in the context of the inconsistent figures and unaccounted for uses. It is difficult to understand how the applicant has failed to set forth consistent figures and applications for all conditional uses at this point. These failures cannot be overlooked, and they undermine the applications' attempt to satisfy the criteria.

Given the size, scope, and capacity of the request, the transportation impacts are significant. The project will exceed the level of service for the road classification, and the Board of Commissioners have the authority to deny the application on those grounds under state and local law. *See* ORS 215.441(2)(b); BCC 53.215(2). Powers Avenue is classified as a Primary Local Road in the Benton County Transportation System Plan. Primary Local Roads are expected to have a maximum of 700 Average Daily Trips (ADT), and the horizontal design standard is two 2-ft wide gravel shoulders and two 10-ft wide paved drive lanes within a 50-ft right-of-way. Powers Avenue is currently deficient in terms of design standards, and the proposed uses will introduce such significant traffic that Powers will experience much greater than 990 ADT. *See* Greenlight Report at 2 ("the daily volume cap of 700 vehicles per day would be exceeded, with projected traffic volumes reaching approximately 990 vehicles per day on the east end of NW Powers Avenue. This finding demonstrates that the proposed development would generate traffic volumes beyond the level anticipated for the roadway based on its adopted functional classification."). The Greenlight Report notes that:

“the daily volume cap represents the level of traffic anticipated for the roadway based on its existing classification and intended function. A development that causes the roadway to exceed this threshold requires evaluation of whether the proposed use is consistent with the planned transportation system.”

Greenlight Report at 4; *id.* (“The proposed church also exceeds the roadway’s DHV threshold per Benton County’s analysis. Based on the trip generation estimates prepared by DKS Associates, the proposed church is expected to generate approximately 270 vehicle trips during the Sunday peak hour alone. This exceeds the 100 vehicles/hour DHV threshold associated with the local road classification of NW Powers Avenue.”). Based on these figures alone, the applicant is placing an undue burden on the transportation facilities, which conflict with the County’s adopted TSP. However, that does not even account for the uses not requested in separate applications, including the gymnasium and day care center, and the actual traffic figures from the dramatically increased square footage and number of attendees.

Public Works staff evaluated both traffic reports and concluded 505 trips will move through the west intersection and 990 trips will move through the east intersection. *See* Greenlight Engineering Report at 1 (“the proposed development would generate traffic volumes exceeding the adopted assumptions for the roadway classification of NW Powers Avenue, including both the roadway’s daily traffic volume cap and Design Hour Volume (DHV) threshold.”). As noted, the proposed development will increase traffic on Powers Avenue to levels that exceed what is expected for a Primary Local Road. The proposal will also increase wear and tear on the road compared to residential development. This means major pavement maintenance will be required more frequently, which causes an undue burden on the physical structure of the road, and those impacts will be borne by the County and the public.

The applicant alleged that the proposal would not contribute traffic that would exceed the 700 ADT threshold. County staff, however, submitted a June 17, 2026, memo, identifying multiple weaknesses in the applicant’s traffic analysis.¹⁸ To assist staff, DKS Associates were retained to provide a trip generation report to estimate the number of trips that would be generated by the proposed use. Analysis in the DKS report is based on the proposed 500-seat church as compared to the Sandow study which was

¹⁸ Greenlight Report at 9 (“The applicant’s trip generation methodology has changed throughout the review process. This issue is significant because the trip generation estimate forms the foundation for evaluating the transportation impacts of the proposed development.”).

based on the square footage of the church. However, as noted above, because the capacity is far greater than 500 persons for the church and its multiple, proposed uses and the square footage is dramatically incorrect, neither the DKS study nor the Sandow study accurately reflects the traffic impacts.

Public Works also found that the proposed development will likely accelerate deterioration of Powers Avenue due to the added traffic generated by the use. The existing pavement on Powers Avenue is a combination of oil mat, asphalt overlay, and chip seal overlay. The pavement depth varies widely between three and six inches. Both the pavement shoulder and travel lane widths do not meet current standards, and the traffic resulting from the proposed use exceeds volumes that would be generated by residential development according to the current zoning. The above impacts will impose an undue burden on the public improvements that must occur and the transportation facilities. Moreover, Public Works staff noted that a variety of utilities will have to be relocated to address the substandard road width.

To mitigate these impacts, staff recommended a condition of approval that requires the applicant to provide a 24-foot-wide paved section with 2-foot aggregate shoulders on Powers Avenue from the west property line of the subject parcel to Scenic Drive given the existing right-of-way and other constraints elsewhere in the corridor. The asphalt and base rock thickness section for this widening shall follow Primary Local Standards (Condition of Approval P-12).¹⁹ This condition is not only proportional but it has a clear nexus with the application and its effects. Importantly, staff recommend denial of the application if this, or a similar Condition of Approval is not applied to enhance safety for pedestrians and bicyclists along Powers Avenue in response to the increased amount of vehicle traffic the church/gymnasium/day care center/major events/etc. would generate. Regardless of this condition, the application imposes undue burdens on transportation improvements and facilities because the remainder of Powers Avenue will still be subject to volumes of traffic far above its level of service and classification. Furthermore, it is not clear that such a condition is the correct consideration because “[t]he issue is whether NW Powers Avenue should be reclassified through the County’s transportation planning process.” Greenlight Report at 5. Where a

¹⁹ Greenlight Engineering notes that increasing classifications should not be done through an *ad hoc* process but rather the TSP update process: “If the roadway requires a higher classification and associated improvements to serve the proposed development, those changes should occur through the Benton County Transportation System Plan (TSP) update process rather than through a condition of approval for a single development.” Greenlight Report at 1-2.

development would implicate the “transportation planning process” through an updated TUS, that is exactly the type of undue burden contemplated in BCC 53.215(2).

For utilities, existing mailboxes, utility pedestals, and a power pole along Powers Ave and the subject property’s frontage, these will have to be relocated in conjunction with the required road improvements, further imposing undue burdens on the County and the transportation facilities and utilities. A City of Albany fire hydrant is also located on the south side of Powers Avenue NW at ~MP 0.48. The hydrant is currently placed a foot off the pavement, in a location where it constitutes a roadside hazard based on the posted speed limit. This hydrant must be relocated at the time of required road improvements associated with the proposed development. There are also at least two water meter boxes and one air release valve that must also be relocated as outlined in Condition of Approval P-5. Clearly, these improvements to utilities impose an undue burden on the County, the transportation system, and public utilities. The relocation costs could be significant.

As indicated throughout this testimony, my client employed the services of Greenlight Engineering, a transportation engineering firm, to review the application and appeal.²⁰ Greenlight concluded that “the transportation materials submitted by the applicant do not provide sufficient technical evidence demonstrating that the proposed Northside Christian Church development can be approved consistent with Benton County transportation standards.” Greenlight Report at 1 (referencing BCC 53.215). Specifically, the Greenlight Report notes that this record omits the transportation documentation typically associated with the applicant’s conclusions, including “intersection operational analysis; queue analysis; left-turn lane analysis; crash analysis; or a comprehensive safety evaluation.” *Id.* at 3. Other issues such as compliance with Benton County access management standards and safety issues and site distance at the NW Powers Avenue/NW Oak Grove Drive intersection have not been evaluated.²¹ *Id.* Finally, the applicant has wholly failed to evaluate whether “a left-turn lane or other

²⁰ This testimony adopts and incorporates the Greenlight Report as if set forth here fully.

²¹ Greenlight Report at 10 (“The applicant’s transportation materials do not evaluate whether the proposed main driveway complies with this access spacing standard. However, based on the submitted site plan, the proposed driveway appears to be located within the required spacing distance of an existing residential access point on the north side of NW Powers Avenue. As shown on the site plan, the distance between the proposed church driveway and the existing residential driveway is approximately 30 feet when measured from edge to edge. When measured from driveway centerline to driveway centerline, the separation is approximately 65 feet. Both measurements are less than the 100 foot minimum access spacing standard identified in the Benton County TSP.”).

operational improvements may be warranted at Scenic Ridge Drive/NW Powers Avenue.” *Id.* If these failures are unaccounted for, then the applicant – with its proposal – will be imposing undue burdens on the County and the taxpayers to address the problems in violation of BCC 53.215(2).

Greenlight, at page 8 of its report, also notes that the TSP contains new

“tools [that] provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed to sustain the transportation system as growth and development occur... All roadways and intersections owned by Benton County must operate at or below the following mobility targets.”

The TSP adopted specific standards, including the following:

“Two-way Stop and Yield Controlled Intersections: All intersection approaches serving more than 20 vehicles during the highest one-hour period on an average weekday (typically, but not always the evening peak period between 4 p.m. and 6 p.m. during the spring or fall) shall operate with a v/c ratio not higher than 0.90. Mobility targets do not apply to approaches at intersections serving 20 vehicles or fewer during the peak hour.”

The applicant’s traffic analysis, however, failed to “provide evidence demonstrating that the applicable Benton County mobility standards are met at affected intersections,” including “intersection operational analysis or volume-to-capacity calculations demonstrating that affected intersections will operate within the adopted mobility targets.” Without any such analysis, the applicant hollowly alleges that the “proposed development will not create congestion or operational deficiencies.” The applicant’s failures will cost the County dearly in terms of traffic improvements, relocation of utilities, and analysis, imposing the undue burden identified in BCC 53.215.

Off-Street Parking Standards have not been Satisfied for the Capacity of the Structures

Under BCC 91.605, the applicant must include the requisite off-street parking for particular uses. *See* BCC 91.605(5) (“A place of public assembly including church, stadium, arena, club, lodge, auditorium, meeting room, and undertaking establishment shall provide 1 space for each 100 square feet of gross floor area or 1 space for each 8 seats, whichever is greater.”); BCC 91.605(6) (“A day care center, residential facility, residential home, preschool nursery or kindergarten shall provide 2 spaces for each

teacher or supervisor.”). The applicant must account for the church, the day care center, the gymnasium, the offices, the flex rooms, and the playground, as well as the *actual figures related to the square footage and number of attendees*. Without accurate and consistent information, it is impossible to identify the correct number of off-street parking spaces. However, when using the correct square footage and number of attendees (though it still remains unclear), the applicant would need more than 280 parking spaces and likely more than 300 parking spaces. This requires that one account for the square footage and some unknown number of additional spaces for the day care center (and the gymnasium, which has not been addressed at all) because the applicant has not disclosed the number of teachers or supervisors or the frequency and types of uses associated with a gymnasium. Because the applicant has not provided consistent factual information to satisfy the standards, the application cannot be approved.

The applicant failed to submit a new application upon revision of the application

The applicant failed to submit a new application upon revision of its application before the Planning Commission. Under BCC 51.525, “[i]f the applicant proposes a revision to the application that changes the type of land use action or limited land use decision requested in the initial application, the applicant shall withdraw the initial application and shall file a new application for the revised request.”²² Withdrawal of an application is governed by BCC 51.530(1), which allows for the applicant to:

“submit a written request to the Planning Official to withdraw an application prior to a decision to approve or deny the application. The Planning Official may refund all or part of the application fee based upon the amount of County staff work completed prior to the withdrawal.”

Here, as noted above, the applicant dramatically changed the type of land use action from phase 1 and 2 to only phase 1. Phase 2 included a variety of land use requests, including a gymnasium, a sanctuary, an amphitheater, a day care center, pickleball courts, recreational fields, and more. The applicant, therefore, “change[d]” its land use action and failed to withdraw its existing application. The BCC plainly requires withdrawal and submittal of a new application. My client was required to expend funds and prepare further testimony for an application that should no longer be active. This prejudices my client’s substantial rights to a full and fair hearing, requiring him to expend funds, spend

²² Importantly, this standard only requires a “change,” not an increase in the scope of the application.

time reviewing a changed application, and attend hearings that should not be occurring under BCC 51.525. The application should be denied on this failure alone.

The Subject Property is not Lawfully Established

County staff concede that the subject property was unlawfully divided in 2006:

“Benton County records confirm the subject property was lawfully created by deed (deed 2006-407551; Benton County Deed Records) in 1953. A subsequent deed recorded in 2006 describes the property as two separate parcels; however, there is no record of land division approval allowing the property to be divided. Therefore, the 2006 deed constitutes an unlawful division of land, and the property owner must record a corrected deed description (regardless of approval or denial of the current request).”

The 2006 deed was an unlawful division, resulting in two unlawfully created units of land. *See LandWatch Lane County v. Lane County*, 80 Or LUBA 415 (2019). Staff proposes a corrected deed description, but a corrected deed description does not and cannot undo an unlawful division of land. *See Yamhill County v. Ludwick*, 294 Or 778, 663 P2d 398 (1983); *Maxwell v. Lane County*, 178 Or App 210, 35 P3d 1128 (2001) (“a local government entity must determine the legal status of a lot or parcel ‘in connection with’ a current proceeding involving the parcel if required to do so by ‘applicable legislation.’”). In fact, an alleged corrected deed would be contrary to and violate ORS 92.017(1) (“A lawfully created lot or parcel remains a discrete lot or parcel unless the lot or parcel lines are vacated or the lot or parcel is further divided as provided by law.”). Therefore, the proposed action and condition of approval requiring consolidation through a deed correction will violate state law because a deed correction cannot remedy an unlawfully established unit of land.

When a local code provision includes the requirement for a “lot or parcel,” caselaw has established that the lot or parcel have been lawfully established. *See Friends of Yamhill County v. Yamhill County*, 229 Or App 188, 211 P3d 297 (2009) (that a reference to “lot” or “parcel” implied a “legal lot” or legal parcel” i.e., a lot or parcel that was lawfully established). Here, the definition of “property line” includes reference to “lots or parcels.”²³ “Property line,” in turn, is identified in both the definition of

²³ “‘Property Line’ means the exterior boundary of a lot or parcel. For contiguous lots or parcels held in common ownership and combined for development purposes, the property

“setback,”²⁴ which is applicable, and Official Zoning Map²⁵. Therefore, any standards, such as setbacks, or use of or interpretation of the Official Zoning Map requires that the subject property have been lawfully established. Here, there is no dispute that the subject property was lawfully established by the 2006 deed.

The County Board of Commissioners are authorized to impose conditions

The County Board of Commissioners is authorized to impose conditions of approval, pursuant to BCC 53.220, for a host of subjects. BCC 53.220 (size and location of site; road capacities in the area; number and location of road access points; location and amount of off-street parking; internal traffic circulation; fencing, screening and landscape separations; height and square footage of a building; signs; exterior lighting; noise, vibration, air pollution, and other environmental influences; water supply and sewage disposal; law enforcement and fire protection). Neighbors have identified numerous proposed conditions to address the impacts of the proposal, but some of these impacts cannot be conditioned away, such as volume and frequency of traffic.

line for purposes of setbacks shall be the exterior boundary of the combined lots or parcels. Unless otherwise specified, setbacks set forth in this code shall be measured to the property line.” BCC 51.020(51).

²⁴ “‘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. BCC 61.020(69)

²⁵ The Official Zoning Map is interpreted as follows, according to BCC 51.110(4):

“(4) Interpretation of the zoning map shall comply with the following:

- (a) Zone boundaries are generally intended to coincide with discernable geographic features or property lines. In cases where a zone line crosses a lot or parcel without reference to a specific landmark (such as a road or stream), it may be necessary to consult the record of hearings that led to adoption of the Zoning Map, or other relevant information, in order to determine the precise location of the zone line.

* * * *

- (c) Zone boundaries that are indicated as approximately following city limits, urban growth boundaries, or property lines shall be construed to follow those lines.”

The Board can Deny the Application without Violating RLUIPA

The applicant has alleged that denial of the application will violate the Religious Land Use Institutionalized and Persons Act (RLUIPA). The applicant, however, is mistaken, and the applicant is misconstruing RLUIPA and its caselaw. RLUIPA prohibits local governments from asserting regulations that impose a “substantial burden,” which is “one that pressured someone to forgo or modify the expression of a religious belief. *Corp. of the Presiding Bishop v. City of West Linn*, 338 Or 453, 111 P3d 1123 (2005). In *Westchester Day School v. Village of Mamaroneck*, 386 F.3d 183 (2d Cir. 2004), at issue was a denial of permit to allow the school to construct a new building and renovate others, and the Court determined that it did not create a substantial burden on the school’s religious exercise because the local government denied “only the application submitted, leaving open the possibility that a modification of the proposal, coupled with the submission of satisfactory data found to have been lacking in the earlier proceedings, would result in approval.” If, on the other hand, a denial seems disingenuous, then that could result in a “substantial burden” but “a mere denial, without more, d[oes] not constitute a substantial burden.” *City of West Linn*, 111 P3d at 1129.

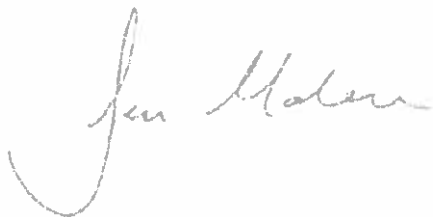
This case is similar to *San Jose Christian College v. City of Morgan Hill*, 360 F.3d 1024 (9th Cir. 2004), where the applicant submitted “inconsistent” information as to the number of students. Here, the applicant has submitted inconsistent information as to square footage, attendees, and traffic counts, as well as failed to submit all the necessary conditional use applications. The requirement to submit a “complete application” and accurate factual information does not impose a “substantial burden,” according to *San Jose Christian College*. Here, the County can feel secure in its denial given the similar failures in *San Jose Christian College*. Consistent with these cases, the Oregon Supreme Court, in *City of West Linn*, concluded that “a government regulation [] imposes a substantial burden on religious exercise only if it ‘pressures’ or ‘forces’ a choice between following religious precepts and forfeiting certain benefits, on the other hand, and abandoning one or more of those precepts in order to obtain the benefits, on the other hand.” 111 P3d at 1130. Submitting a new application that is complete, accurate, and consistent does not impose a substantial burden under RLUIPA. In fact, that is required of all applicants if they want their application approved. Finally, where there is no substantial burden, as is the case here, there is no need to even entertain whether the government has a compelling interest that supports the denial and whether the denial is

the least restrictive means to further that interest. Here, regardless, the local government has a compelling interest in requiring consistent factual information for purposes determining traffic impacts, numbers of attendees, and so forth for purposes of complying with local and state criteria. *See* BCC 53.215 and ORS 215.441(2)(b).

There is also no evidence to demonstrate that a road exaction would treat the applicant on less than equal terms to similarly situated nonreligious uses. Any required improvement through a condition has no relation to the religious institution but rather impacts to the roadway. If a school were to result in similar levels of traffic, then the condition would be the same. In other words, there is no evidence to demonstrate that the condition would only be aimed at a religious institution.²⁶

For the above reasons, the Board of Commissioners have the authority to deny the application because the applicant has presented inconsistent information about the square footage of the building – undercounting by roughly 1/3 – and the number of attendees, *inter alia*. These failures skew the alleged evidence in support of the approval criteria, and it fundamentally frustrates the ability of the public and the Board of Commissioners to review and evaluate the application. Therefore, I respectfully request that the Board of Commissioners affirm the Planning Commission's denial and deny the appeal. I am available to prepare or assist in preparing findings in support of a denial.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sean T. Malone".

Sean T. Malone
Attorney for Cary Hoffer

Cc:
Client

²⁶ Again, the applicant includes uses that are not customarily associated with religious practices, such as a gymnasium.

Ross Jackson Testimony for LU-25-067
3935 NW Terra Lynda DR, North Albany

Thank you, Commissioners, for considering my testimony.

In February of 1990 my realtor called me and said that "we must go see a house now." He picked us up, drove to North Albany, and turned onto Powers. We passed a filbert orchard, and a open field with a nostalgic barn, and as we cleared the rise in th street, I told my wife "This is where I want to live." We hadn't even seen the house yet, and when we did, it didn't meet all that we wanted but we decided we could add what we needed. We bought the place that day, and it hadn't even been put on the open market yet. That was 36 years and 5 months ago.

I had previously lived near the intersection of Highway 20 and Scenic and traveled Scenic many times to see friends but I never knew what Powers was about until then. It was a quiet neighborhood that almost nobody knew existed, and where folks waved at us as we drove by. I have since added to and updated the house and invested many summers to make the property be what I love.

I miss the Filbert trees. And I miss the forest that came all the way to my back fence, a home to deer, racoons, possums, skunks, owls, nesting birds, and frogs at night. I do still have the gophers, by the way, and the dark nights, and the quiet that I need to keep my PTSD at bay.

You have heard and read testimony from leaders and members of Northside, their lawyers and their chosen professionals on the Powers' environment. What you may or may not have researched

are posts and videos on their websites or on related opinion websites. I have. When I read through the letters submitted in support, I did not find much content that addressed the concerns about the project. Mostly what I read was history of their successes and aspirations, that they believe their programs “will benefit the community” and a little bit about how they have worked hard on the plans.

I believe that Benton County is being gaslit and the applicant’s intention goes well beyond what is in front of you.

My neighbors have brought to your attention the unanswered questions, the conflicting statements, and how much ambiguity is in their documents. One Facebook post declared it is their property and they can do what they want. Another wrote a response to my post that I “am reaching for straws.” I would say to both “Not so!”

I have read posts that speculate Urban growth is going to happen, and that the neighbors should accept the inevitable. I do not believe that can happen around Powers because of the RR-2 zoning. There is a specific zoning code for the areas that are expected to be included within the Urban Growth boundary.

There are statements that if they are denied, a developer will build 9 houses with 9 driveways onto Powers, and I have to laugh! I can accept housing. I believe because of the wetlands, there won’t be 9 homes, and they can share a single access point at the crest of the rise where they can see both directions. The difference is a developer would be required to follow RR2 zoning. The applicant’s response to required road improvements is a plan to only upgrade their frontage. How are vehicles supposed to

reach their frontage without dropping from the sky or by some secret tunnel? Their plan will not mitigate safety issues based on the construction or the topography of Powers "Avenue." And a two-year-old traffic study does not reflect current use or condition of the road.

My main concern is there will be more phases that may or may not seek your approval once Phase 1 has been completed. Their attendance is already 350 and their stated expectation for growth is 25% each year. In the Staff Report, the table on page 13 of 26 indicates only 1 approval for a church in a Rural Residential zone. St. Anne Orthodox Church is a small facility, is stable at around 100 parishioners, and has only 21 residences within 1000 feet. That is significantly different than a 28,000 foot facility, a growing congregation of 380 average attendance, and in proximity to 100 residences. By the information presented, this project compares only to the larger facilities which are zoned Urban Residential.

I, along with 91 of the directly affected residents, are in opposition to LU-25-067. you have the right to deny this application and our attorney (Sean Malone as well as many members of our neighborhood) are very willing to prepare findings for this denial.

Many of the area residents are retired and home much of the time. You won't have to live in close proximity to the impact of your approval – We will.

August 4, 2026

Thank you for the opportunity to speak today and state why I oppose the proposal.

My name is Elena Gorman and I live on Knollwood drive on the property immediately neighboring the west side of the Powers field. We are newer to the neighborhood having moved here from Corvallis 2.5 years ago when I retired from my position as a pathologist and professor at the Veterinary Teaching Hospital. For those of you who are familiar with Corvallis, we lived for 20 years on 30th street, 3 blocks immediately north of campus. Therefore, I am very familiar with the pitfalls of living adjacent to a campus. While convenient for my 10-minute walk to work, the constant traffic, noise, unending construction and frequent events, made for a less than peaceful (often outright chaotic) neighborhood. On event days, traffic is terrible and you must time your errands to avoid major backups; when you return, you often park blocks away from your house because parking overflows the lots and invades the surrounding streets. Loud music, voices, parties, and even fireworks are a regular occurrence in that area. Therefore, we started actively looking for an established home on a quiet piece of land years ago. Finding our spot on Knollwood was a godsend and the current character of the area is exactly what we had been searching for; our drive dead ends at that beautiful grove of older growth trees with the meadow below. Last summer, when we learned of the scope of the construction proposed for the site, we felt completely blindsided and we've been devastated over the thought of losing the very reason we came here in the first place. We've been under this Damocles sword of dread for a while now and have found this whole process, including our need to protest it, exhausting, depressing and demoralizing.

To restate, I've lived next to a campus and I know the challenges and exactly how disruptive it is. Any allowance for such a large facility to be built in our residential rural area will have disastrous consequences on the character of our neighborhood and the well-being of the neighbors. No amount of mitigation can be done to minimize the irrevocable damage to the area, and allowing for such a structure undermines the intent of R2 zoning codes. I implore Northside to desist in this endeavor to obliterate Powers field and forever change our home. There are options available. I respectfully ask the Commissioners to use your authority to deny this application outright.

Thank you for your attention,

Elena Gorman, Doctor of Veterinary Medicine - retired

Kelly Rose

Superior, Oregon

8/4/2026

Good afternoon, Commissioners.

I want to start by acknowledging something important: I understand that Northside has said they're looking for a rural, natural setting for their facility. I can empathize with that. I can also empathize with the possibility that they're now experiencing some buyer's remorse after purchasing the property at 4500 Powers Avenue.

But empathy doesn't change the facts before you. This site is zoned Rural Residential (RR-2) with a two-acre minimum, and Northside knew at the time of purchase that they would need multiple conditional use approvals. The bigger question is whether the scale of what they're proposing is appropriate—or even feasible—on this specific 19-acre property. Let's look at the actual **RR-2 math**:

- **Building Scale:** Under standard RR-2 zoning, an average 2,000-square-foot house across a maximum of 10 properties yields about 20,000 square feet of total building space—not Northside's 26,000 square feet, and certainly not their future expansion plans.
- **Septic & Occupancy:** A standard buildout supports roughly 25 people (at 2.5 per household)—not the 500 to 1,000 people proposed. Meanwhile, BCC has denied septic permits on this terrain for single-person abodes.
- **Parking & Traffic:** A compliant rural-residential use would result in about 25 cars, not a **260-vehicle parking lot**. Local roads like Powers Avenue typically see fewer than 100 vehicles per day, and **fewer than two dozen** on a Sunday. Yet Northside's 260-car lot is poised to generate over **1,040 trips per day** on Sundays alone.

Environmental & Regulatory Realities

Furthermore, over 30% of the site is floodplain soils with strict requirements, yet Northside's geotechnical firm avoided coring in them. They also bypass standard RR-2 setbacks and rules limiting major events to four per year, instead scheduling events weekly in the summer and twice monthly year-round.

While property owners on and around Powers Avenue must strictly adhere to RR-2 setbacks (a 25-foot minimum for some structures like parking lots, and 40 feet for buildings), noise ordinances, and wetland mitigation requirements, the applicant seeks to bypass them.

We also see clear rule violations: Oregon and BCC regulations only allow for a limited number—four per year—of major events. Yet the applicant's own calendar and online statements detailing all-night parties, outdoor services, and special events demonstrate a

frequency of two or more per month, ramping up to weekly in the summers, far exceeding that rule.

The Broader Impact & Precedent

The inaccurate and unclear information provided by the applicant is already **posing an undue burden on BCC, the taxpayers, and the neighborhood**—a clear violation of **BCC 53.125**. If this plan goes forward, those burdens and impacts, including threats to county services, lighting, roadways, noise, and security, will only grow.

Northside may want to be in a rural setting—but what they've described is not a small, quiet church. It resembles a large multi-use private complex, more like a YMCA, which belongs inside the urban growth boundary. The property and the multiple conditional uses proposed do not comply with zoning requirements.

Benton County taxpayers far beyond Powers Avenue are deeply concerned that **if BCC grants this conditional use would undermine Rural Residential zoning countywide**. Approval would pave the way for future non-traditional uses of rural residential lands, such as data centers, distribution centers, and other large-scale installations that fundamentally conflict with the integrity of RR-2. **Please see our signature pages, gathered over the last two weeks at the Corvallis Farmers' Market, reflecting this widespread community opposition.**

Fundamentally, **the risks and undue burden** to taxpayers regarding costs, infrastructure, and zoning integrity underscore the BCC's responsibility to deny this request outright. Approving it risks significant impacts while setting a dangerous precedent that puts all rural residential land at risk.

To support the BCC in safeguarding our community, our legal counsel, Sean Malone, is available to help draft findings in support of a denial.

Thank you for your time.

Helly Rose




**KEEP POWERS
RURAL**

RESPECT RR2 ZONING

**PROTECT NATURE
& NEIGHBORS**

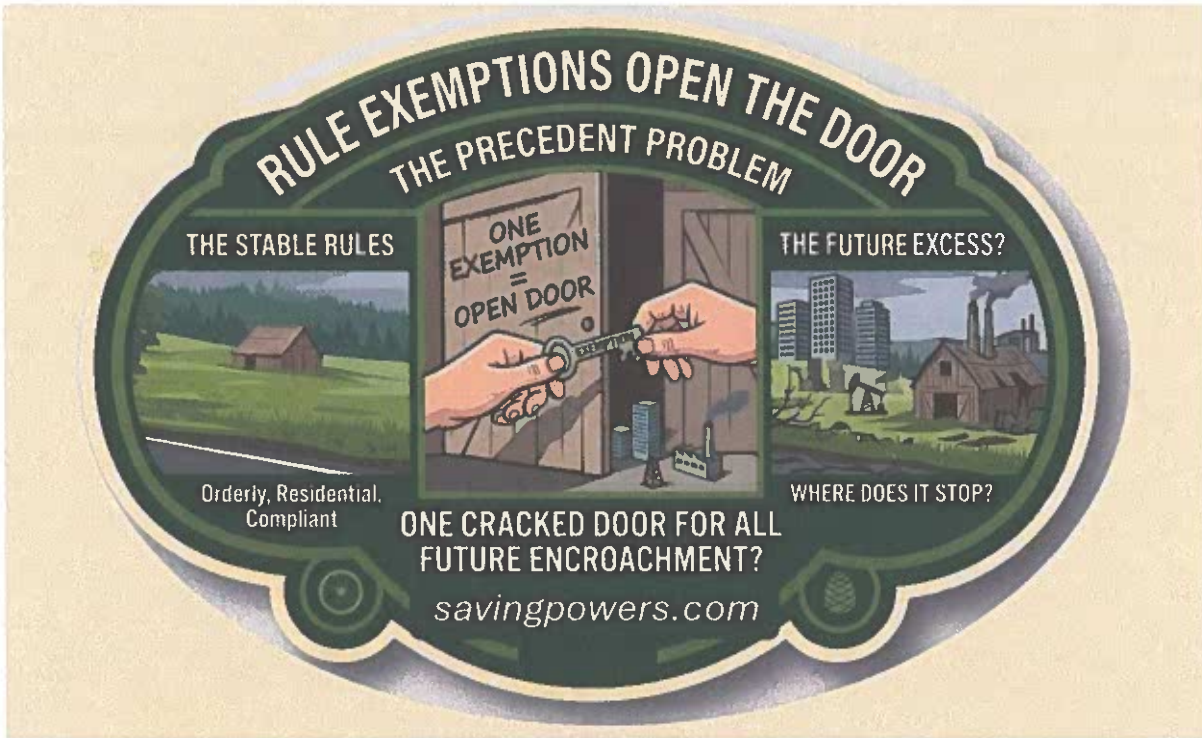
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**DON'T PAVE
PARADISE**

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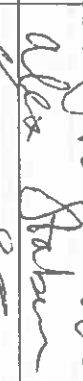
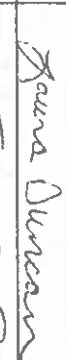
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[savingpowers.com](https://www.savingpowers.com)



Kelly Rose

Saving Powers Signatures of Support

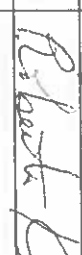
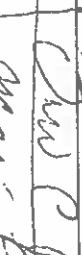
Thank you for signing in support of the Saving Powers effort. By doing so, you are showing support for the preservation of zoning rules, and the protection of land, wildlife, and livability in Benton County's rural areas.

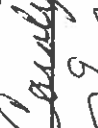
Date	Printed Name	Email or Phone (we will NOT contact you or sell)	Zip Code	Signature
7/25	Janine Euehrer	unfuel@oakhar	97330	
7/25	Lori Dore	lorikd57@gmail	97330	
7/25	Anne McArthur	bluecat7@gmail.com	97330	
7-25	Jeff Goodwin	541-207-7037	next first	
7-25	George Strath	541-602-4339	97330	
7-25	Raymond Sorensen	541.542.1390	97330	
7/25	Mickenz Sencer	541-570-0222	97322	
9/23	Chelsi Allen			
7/25	Alexandra Staben	541-911-2524	97330	
7/25	Ryan Staben	541-905-7795	97330	
7/25	Stanley Hamilton	541-515-7934	97330	
7/25	Susan Bushick	541 981 0388	97330	
7-25	Laura Duncan	541-760-1532	97333	
7-25	Greg Groun	520-921-1192	85704	
7-25	Karen Groun	520-405-1231	85704	
7-25	Teresa Latham-Snell	541-231-9893	97333	
7-25	Debbie Kessler	Debbieat70@gmail.com	97333	
7-25	Robert Kessler	cellyk@bentonco.gov	97333	
7/26	Pat Kinter	541-230-1732	97330	
7/26	Joyce Martin	503 459 9447	97370	

Date	Name, printed	email or phone	zip code	Signature
7-26	Laver Chart	541-979-1276	97321	Laver Chart
7-26	Sally Clark	sageplateau@gmail.com	97321	Sally Clark
7-26	Aya Garz	dasanz67@web.de	97321	Aya Garz
7-26	Michi Garz	michigarz@googlemail.com	97321	M. Garz
7/26	Katja Horan	dattel67@comcast.net	97321	Katja Horan
7/26	Sally Chart	lanceandstacy@comcast.net	97321	Sally Chart
7/26	Anne Morgan	amwille44@yahoo.com	97321	Anne Morgan
7/26	Cathy Terry Weekly	cjweekly@yahoo.com	97321	Cathy Terry Weekly
7-26	Kenneth Walters	atms427@earthlink.net	97321	Kenneth Walters
7/26	Evika Walters	walters6822@comcast.net	97321	Evika Walters
7/26	Elene Gorman	megorman@moonpeak.com	97321	Elene Gorman
7/26	PATRICK GORMAN	patrickgorman@moonpeak.com	97321	Patrick Gorman
7/26	Margaret Rumsey	margaret.rumsey@gmail.com	97321	Margaret Rumsey
7/26	Tared Rumsey	jmrumsy92@gmail.com	97321	Tared Rumsey
7/26	Yvette Gorman	qv1-qv@earthlink.net	97321	Yvette Gorman
7/26	Jeanie Storer	storerjeanie3@gmail.com	97322	Jeanie Storer
7/26	W. STANDS DILL	WSTANDS@outlook.com	97321	W. STANDS DILL
7/26	Sara Dill	lomadora@gmail.com	97321	Sara Dill
7/26	CARY HOFFER	caryhoffer@hotmail.com	97321	Cary Hoffer

Saving Powers Signatures of Support

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Date	Printed Name	Email or Phone (we will NOT contact you or sell)	Zip Code	Signature
7-21-26	BRONIE THIRLICK	BRONIE THIRLICK	97330	
7-25-26	Sam Fridge		97330	
7-25-26	Jan Fridge		97330	
7/25/26	Michael Bracken	Michael Bracken@trai.com	97330	
7-25-26	Mike Glass		97330	
7-25-26	Bail Glass		97330	
7-25-26	Deborah Finshong	deborahfinshong@gmail.com	97330	
7-25-26	Eason Monsaoui	eason.monsaoui@gmail.com	97333	
7-25-26	Becky Oeder	beckyoeder50@gmail.com	97330	
7-25-26	Jens Bernhard	jensbernhard@gmail.com	97330	
7-25-26	Delaney Baker	delaneybaker@gmail.com	97333	
7-25-26	Bandi Baker	bandibaker@gmail.com	75630	
7-25-26	Thomas Stom	thomastom@gmail.com	97330	
7-25-26	John Oeder	johnoeder@gmail.com	97330	
7-25-26	Martene Massey	martenemassey@gmail.com		
7-25-26	Robert K Smith	robertsmith@gmail.com	97330	
7/25/2026	Cass Slack		97333	
7/25/2026	Carmen Brack			
7/25/26	Drew Roberts	drewroberts@gmail.com	97330	
7/25/26	Maria Fridge	mariafridge@gmail.com	97332	
7/25/26	Lebena Fridge	lebenafridge@gmail.com	97330	

Date	Name printed	email or phone	zip code	signature
7/25/2026	DAVID ALMAN	daide@maneybooks.com	97330	
7/25/26	David Beerma	thogmarch@gmail.com	97330	
7/25/26	Jerry Friesen		97327	
7/25/26	Nancy Friesen	nancyfriesen@gmail.com		
7/25/26	Jessica Yarnall	JYarnall607@gmail.com		
7/25/26	GERALYN BRAUNMAN	geraldynbraunman@gmail.com	97338	
7/25/26	Rebekah Averette	rebekeaverette@gmail.com		
7-25-20	Donna Joiner		97330	
7-25-26	Carolyn Lambach	carolynlambachperfect@gmail.com	97321	
25 July 26	Gwen L. Alvarez	gwenlabi@gmail.com	97222	
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7/25/26	Daniel Bauer	da.bauer1204@gmail.com	97321	
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7/25/26	Cathy Summers	summersc@comcast.net	97321	
7/25/26	Donna Canney	je-kat@comcast.net	97322	
7/25/26	W. Liana A. Summers	summersw@comcast.net	97321	
7/25/26	Jessica Robbelloth	jrobbeloth@gmail.com	97321	
7/25/26	Whitney Cresson	whitneycresson@gmail.com	97321	
7/25/26	Casey Yarnall	casey.yarnall@gmail.com	97322	

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Date	Printed Name	Email or Phone (we will NOT contact you or sell)	Zip Code	Signature
7-29-11	ADIEL MIGET	MIGETDAV59@COMcast.net	97332	Adiel Miget
7-29-11	Matthew J. Erhardt	mj216@gmail.com	97333	Matthew J. Erhardt
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7/29	Carol Hill	clh@comcast.net	97321	Carol Hill

7/29 FRANK E OLIVER A-4011@comcast.net 97321 Frank E Oliver

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8/1	Mary Willlett	willlett@yahoo.com	97331	
8/1	Isaac Savolin	IsaacSavolin@gmail.com	97333	
8/1	John Flatberg	—	97330	
8/1	Jen Kaskela	jen95maris@gmail.com	97330	
8/1	Anna Odemwald	annaodemwald1@gmail.com	97330	
8/1	Vaughn Myers	Vaughnibowlingmyers@gmail.com	97330	
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8/1	Charles Maughan	Cmaughan@gmail.com	97330	
8/1	Leasa Sanders	leasa.sanders@gmail.com	97330	
8/1	John Jackson	dogjackson85@gmail.com	97333	
8/1	Caitlin Jackson	Catjackson09@gmail.com	97333	
8/1	Lynda Sweet	lmsweet@gmail.com	97330	
8/1	Chenn Sweet	—	97330	

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Saving Powers Signatures of Support

Date	Printed Name	Email or Phone (we will NOT contact you or sell)	Zip Code	Signature
7/12/24	Abby Holland	abby.holland.ut@gmail.com	97330	Abby Holland
7/29	Beth Filer Williams	filawilliams@gmail.com	97333	Beth Filer Williams
7/30	Caithleen Clark	541.829.2701	97330	Caithleen Clark
7/30/24	Erica Cooper	541-905-7497	97321	Tanya Thompson
7/31	Sheryl D. Giese	Norm G.11@gmail.com	97331	Sheryl D. Giese
8/1	James Nash	James Nash	97330	James Nash
8/1	Erica Cooper	erachinmike@aol.com	97355	Erica Cooper
8/1	Pam Fulkerson	pamfulkerson.eta@gmail.com	97333	Pam Fulkerson
8/1	Rachel Choquette	choquetherachel@gmail.com	97330	Rachel Choquette
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8/1	Tessa Zuvallos	tessa.zuvallos13@gmail.com	97330	Tessa Zuvallos
8/1	Paul Reilly	Paul R. Reilly		Paul Reilly

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Date	Printed Name	Email or Phone (we will NOT contact you or sell)	Zip Code	Signature
7/29	Jeremy Storm	jeremy.storm33@gmail.com	97330	
7/29	Phoenix Starchild	phoenix_starchild@yahoo.com	97333	
7/29	Jessica Finigh	jenigh13@yahoo.com	97330	
7/29	Pamela Hawks	pamela.hawks@gmail.com	97371	
7/29	Armando Brown	Armando Brown	97370	
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8/1	Kelly Vining	vining911@gmail.com	97330	
8/1	Kevin Reinko	reinko@qmail.com	97330	
8/1	Susan GS Finkerson	susan@susanfinkerson@gmail.com	97330	
8/1	Emme Bair	em4.leigh@gmail.com	97330	

THE HISTORY OF THE UNITED STATES

By JOHN F. JOHNSON, M.D., LL.D., F.R.S., F.R.C.S., F.R.A.C.S., F.R.C.P., F.R.C.O.G., F.R.C.P.S., F.R.C.P.E., F.R.C.P.S.D., F.R.C.P.S.I., F.R.C.P.S.N., F.R.C.P.S.O., F.R.C.P.S.W., F.R.C.P.S.Y., F.R.C.P.S.Z., F.R.C.P.S.A., F.R.C.P.S.B., F.R.C.P.S.C., F.R.C.P.S.D., F.R.C.P.S.E., F.R.C.P.S.F., F.R.C.P.S.G., F.R.C.P.S.H., F.R.C.P.S.I., F.R.C.P.S.J., F.R.C.P.S.K., F.R.C.P.S.L., F.R.C.P.S.M., F.R.C.P.S.N., F.R.C.P.S.O., F.R.C.P.S.P., F.R.C.P.S.Q., F.R.C.P.S.R., F.R.C.P.S.S., F.R.C.P.S.T., F.R.C.P.S.U., F.R.C.P.S.V., F.R.C.P.S.W., F.R.C.P.S.X., F.R.C.P.S.Y., F.R.C.P.S.Z.

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protection of land, wildlife, and livability in Benton County's rural areas.

Date	Printed Name	Email or Phone (we will NOT contact you or sell)	Zip Code	Signature
3/1	Kurt Emert Kaye	—	97320	Kurt E.
3/1	Sheldah D. L. L.	—	97330	Sheldah D.
3/1	Carol Cordan	ccordan@sbcbobd.net	97330	Carol C.
3/1	Anne Taloff	anne4taloff@gmail.com	97321	Anne Taloff
3/1	Mart Taloff	—	—	Mart Taloff
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3/2	Karin Post	Zoomskiller@gmail.com	97321	Karin Post
3/2	Karin Helley	khelley3@gmail.com	97321	Karin Helley



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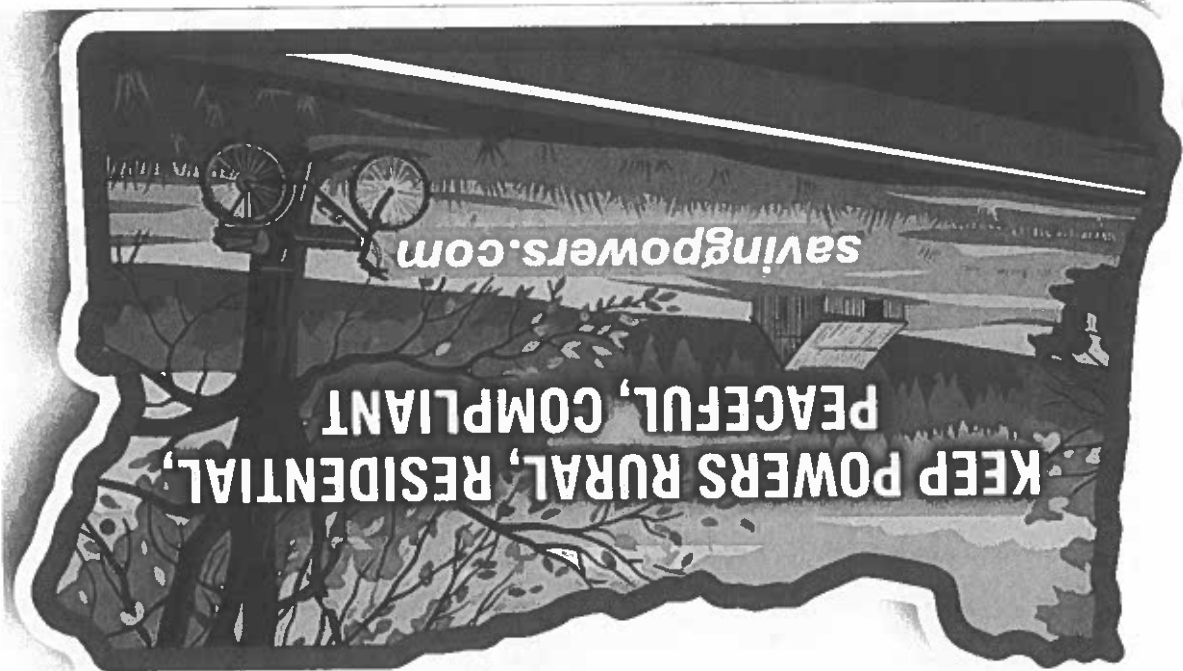
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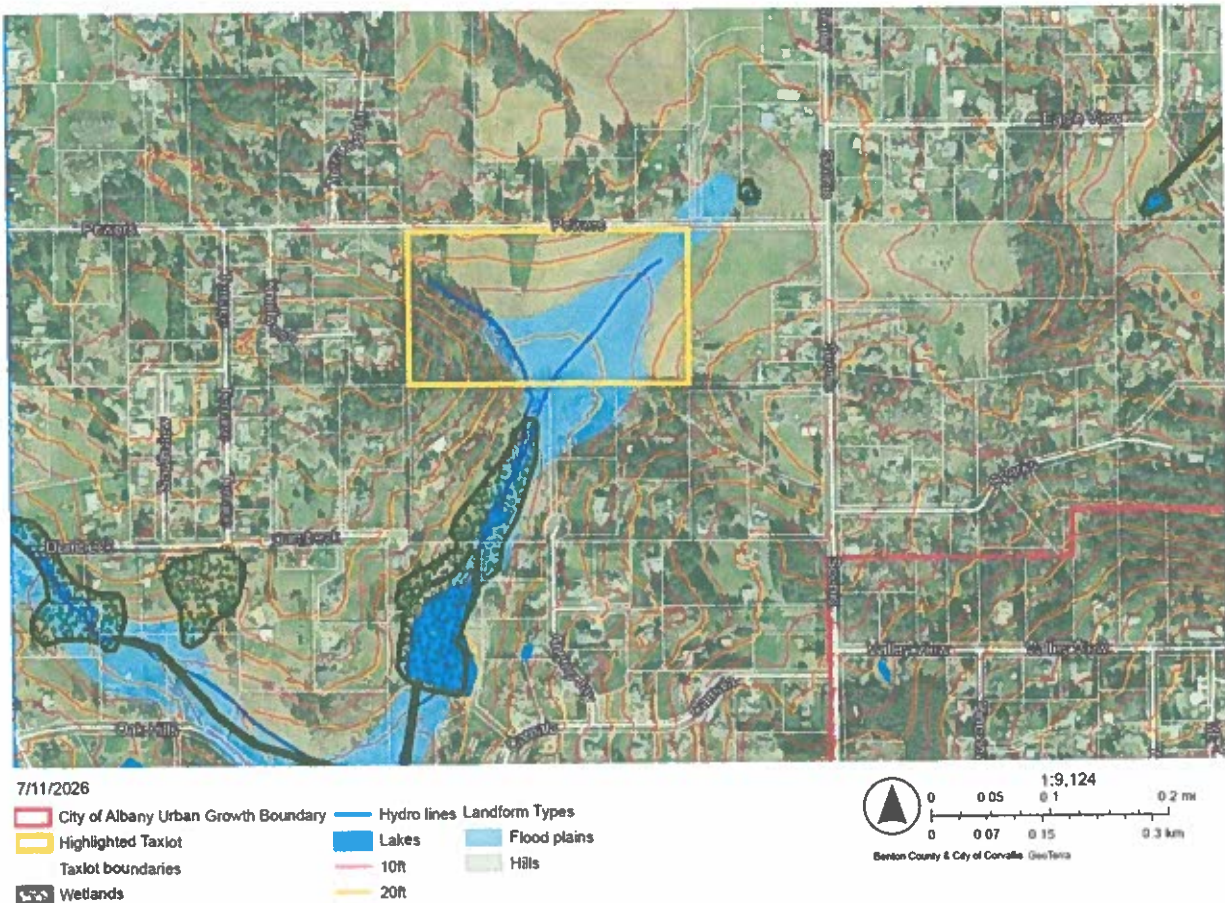
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Figure 1 – Powers Avenue and surrounding area watersheds, tax lots, urban growth boundary.



Data sources: Benton County OR, City of Albany OR, and USGS

Key features -

Note the property in question contains:

- Two USGS and Benton County identified active drainages (hydrolines/streams)
- Is significantly occupied with a USGS identified floodplain
- Is the headwaters, draining to the south into USGS and Benton County identified wetlands and bodies of water, ultimately, draining into the Willamette River watershed.

The property in question falls:

- Outside the City of Albany, Urban Growth boundary (red)
- Within Benton County, OR, rural residential 2 acre zoned district (white property lines)

caryhoffer@hotmail.com

From: Kim Edwards <k.railey@live.com>
Sent: Tuesday, August 4, 2026 9:11 AM
To: Cary Hoffer
Subject: 8/4 speech - final version - Kim Edwards

My name is Kim Edwards. I own a home on Terrace Dr, near the subject property.

I'm here today not only as a neighbor in opposition of the Northside campus, but as a Christian who is lately reflecting on her faith.

The crusade to occupy and ultimately destroy an area that Northside itself called "one of the most beautiful county settings you'll ever see" - an area where they are not wanted - doesn't feel very Christian to me.

Or does it? The Christian Church has a long history of moving in where it wasn't welcome. That is for me to wrestle. You have other things to consider.

Proverbs 26:24 through 26 says:

Enemies disguise themselves with their lips, but in their hearts they harbor deceit.

Though their speech is charming, do not believe them. Their malice may be concealed by deception.

Northside has been deceptive to you about their future plans, and deceitful about their current plans. By their own admission they intend to grow and have lofty goals for the Powers property that far exceed the vague plans they have presented to you.

Northside has demonstrated little respect for neighbors near where they worship. This was evident in a video where they debated whether their 1000 person Trunk or Treat event backing traffic **"way into"** a neighborhood was a good thing or a bad thing. For me, there is no debate there, but Northside clearly places their desires above the rights of their neighbors.

Leviticus 19:18 says:

You shall love thy neighbor as thy self.

Initially, I was worried about traffic. Then, a wedding was held outdoors about the same distance from my home as the Northside property.

From my backyard at 9pm I could hear the crowd, DJ, and the Black Eyed Peas singing about how tonight's gonna be a good night. That provided a whole new perspective on how disruptive Northside's campus will be to my home. As they've stated, with 24/7 access they are excited to entertain indoors and out, at any hour, volume, occupancy, and frequency.

This is no quiet country church.

There have been comparisons made to other area churches: I'd like state how they differ.

St. Anne, Westminster, Calvary, St. Martin, Bellfountain, Suburban, King's Circle, North Albany Community - some are even on RR2 land. However, they are **all on or adjacent to** roads that were designed for high traffic, such as Highland, Circle, and Highway 99 - and they are near

businesses like those that Northside wants to open. For perspective, this property is **3.7 miles** from the nearest store.

Each of those I listed also benefited from established infrastructure, and **none** are of the scale that Northside has proposed.

Commissioners, you have the right to deny this application based on code 53.215, as it will greatly interfere with the character of the area – and it will set dangerous precedent for all RR2 land. I ask you to Save Powers and respect RR2 zoning. We are happy to help you prepare findings in support of denial.

Thank you.

Kim Railey Edwards

Re: LU-25-067: CUP – Church

One of the criteria for granting a conditional use permit under 53.215.1 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.”

My wife and I own the properties immediately adjacent to the west of the applicant's, with “adjacent” being a key word – 683 feet of a shared property line. It's rural and quiet.

What will seriously interfere with the use and character of ours and the neighboring properties? Any noise or sounds that prevents us from enjoying our outdoor living spaces. Any noise or sounds that prevents us from having our windows open at night. Any extraneous light that prevents us from seeing the night sky.

The proposed development is at the bottom of a small valley with higher slopes to the north and south and lesser slopes to east and west. Any noise or sound from this location will be amplified primarily through a combination of physical reflection and atmospheric refraction, commonly known as the “amphitheater effect”. As sound waves travel upward, the slopes act as reflectors, bouncing the sound back and forth across the valley, which prevents the acoustic energy from scattering into the open atmosphere. Furthermore, during stable atmospheric conditions—particularly at night—a temperature inversion often develops, where cold air settles in the valley bottom and warmer air sits above it. This inversion causes the sound waves to bend or refract downward back towards the ground rather than escaping upward, essentially creating a natural waveguide that carries the sound over long distances without significant loss in intensity. This means that those not in the immediate area of the proposed development will be impacted just as much as the nearby neighbors.

Notwithstanding the daily impact daycare and evening programs would create, the applicant's own traffic study expects the development to generate 851 Sunday trips, that is 425 vehicles coming and going with most being concentrated around the applicant's Sunday services. Assuming 180 vehicles, the approximate number counted at this year's 10am Easter service, arriving for service over a 20-minute period works out to 1 vehicle every 6.7 seconds. Stretch that to 30 minutes, it's 1 vehicle every 10 seconds. When the service is over, the same number of vehicles will be competing to leave while idling as they wait their turn to exit. This will be a substantial source of concentrated vehicle noise. The same vehicle noise could be expected for weddings or any special events such as Summer Round Up or Trunk or Treat.

Other sources of noise and sounds must be considered as well. Special events, industrial sized HVAC units, exhaust fans and outdoor activities will not only occur during Sunday services but potentially every day of the week and sometimes 24 hours per day. We along with our neighbors enjoy our quiet time outdoors. The constant drone HVAC units, the music from a wedding reception or the sound from an outdoor event is not enjoyable. The thought of allowing any form of amplified sound, even with exceptions, whether directed to neighboring properties or not is ludicrous – remember this valley is an amphitheater, all will hear.

Widely researched, it has been shown that light pollution causes significant skyglow, obscures celestial views, disrupts nocturnal insect and wildlife behavior, and negatively affects human health. Even with downward-directed and shielded lighting, at the scale this development will require, there will be light pollution. Wet asphalt will reflect light upward and out, and fog will cause significant light scattering. As an avid backyard astronomer, I like a dark sky. It is one of the reasons we moved here.

Approving this conditional use permit risks significant impacts and costs to the tax payers of Benton County while setting a dangerous precedent that puts all rural residential zoned land at risk for untraditional, large-scale uses in the future.

The traffic, facility and event noise along with the light pollution created by this development will seriously interfere with the use and enjoyment of ours and the neighboring properties and will change the rural character of the area. With that I request LU-25-067 conditional use permit, with or without amendments, be denied.

Patrick Gorman
3402 NW Knollwood Dr, Albany, OR

SANDOW ENGINEERING

777 HIGH ST SUITE 320 • EUGENE, OREGON 97401 • 541.513.3376

DATE: August 3, 2026

TO: Benton County Planning Commission

FROM: Kelly Sandow P.E.
Sandow Engineering

RE: LU-25-066 and LU-25-067 Northside Church- Local Trip Study



This memorandum provides the local trip generation study prepared for the proposed Northside Church in Albany, Oregon. The intent of this study is to determine the level of trips generated by local churches with similar operating characteristics and locations to the proposed Northside Church, and the anticipated vehicle trip levels to Powers Ave.

1.0 POWERS AVENUE TRAFFIC VOLUMES

The purpose of the data collection on Powers Ave is to respond to Benton County's request to evaluate the existing traffic levels on Powers Ave.

Average Daily Trips

The Average Daily Trips (ADT) is the average of the total daily trips collected over a typical week (7 days). Sandow Engineering collected daily traffic volumes on Powers Avenue for 7 consecutive days from Wednesday, May 27, 2026, through Tuesday, June 2, 2026. The volumes were collected for a 24-hour time period on each day. The data was collected on typical days while school was in session, and there were no road closures or traffic diversions in the area. Traffic volumes were collected on the west end of Powers Ave, approximately 115 feet from Oak Grove Drive, and on the east end of Powers Avenue along the Northside Church property frontage near the existing driveway to the site. The count data is included in an attachment and summarized in Table 1 below.

TABLE 1: EXISTING DAILY TRIPS

Day	West Side Daily Trips	East Side Daily Trips
May 27, 2026- Wednesday	331	549
May 28, 2026- Thursday	352	499
May 29, 2026- Friday	331	491
May 30, 2026- Saturday	259	580
May 31, 2026- Sunday	249	410
June 1, 2026- Monday	311	540
June 2, 2026- Tuesday	314	522
Average Daily Trips	307	513

The existing Average Daily Trips on Powers Ave is 307 on the west end and 513 on the east end near the church property.

Design Hour Volumes

The Design Hour Volume (DHV) is the peak one-hour traffic volume of the day. The 7-day counts collected by Sandow Engineering were used to determine the average peak hour/DHV over a 7-day period for Powers Ave. Table 2 summarizes the data.

TABLE 2: EXISTING DHV

Day	West Side DHV	East Side DHV
May 27, 2026- Wednesday	41	50
May 28, 2026- Thursday	36	50
May 29, 2026- Friday	39	51
May 30, 2026- Saturday	30	63
May 31, 2026- Sunday	28	45
June 1, 2026- Monday	33	49
June 2, 2026- Tuesday	30	53
Average DHV	34	52

The existing average DHV on Powers Ave is 34 on the west end and 52 on the east end near the church property.

2.0 LOCAL CHURCH TRIP STUDY

The purpose of the local trip study is to provide a local trip rate as suggested by DKS in their letter dated June 9, 2026. This was suggested by DKS since the ITE data has a small sample size.

Generally, the ITE Trip Generation Manuals are used for estimating trip generation levels. The ITE Trip Generation Manual has a land use for churches (560- Church). The ITE data has a small data set for some of the time periods; for example, there is one data point for Sunday ADT using seats as the independent variable, and the data point is for a church with 1,000 seats, and there is only one data point for weekday ADT using the square footage as the independent variable. As per the handbook, local trip data can be used in lieu of the ITE data when the sample size for the land use is small, especially when the independent variable for the limited data is not similar in size to the proposed Northside Church. Therefore, the collection of local data will provide more reliable trip estimates.

A local trip generation study was performed for similar church sites that are similar in size, usage, and location. The study was performed per the ITE Trip Generation Handbook, 3rd ed. To develop a local trip generation rate for this specific land use type, three comparable sites were selected. The sites are all of a similar size, contain similar weekday uses such as weekday bible study, preschools, similar Sunday services, enough parking on site to facilitate all attendees (no off-site parking is needed or used), and are similarly located on more rural roadways on the edge of town. The three sites selected to study were the churches recommended by Benton County in their previous staff report: Calvary Church in Corvallis, Suburban Christian Church in Corvallis, and North Albany Community Church in Albany. Descriptions of each of the study sites are provided below.

2.1 STUDY LOCATIONS

A. CALVARY CORVALLIS

This site is located at 2125 NW Lester Ave in Corvallis, Oregon. The building square footage on this site is approximately 20,000 sf. There is one service held on Sundays at 10:30 AM. Weekday and Saturday activities include weekly bible study classes/groups, weekly prayer groups, open chapels, open pastoral counseling, monthly events, and typical administrative office functions. This site has 2 driveways. All parking is contained on site.



Calvary Corvallis- Corvallis

B. SUBURBAN CHRISTIAN CHURCH

This site is located at 2760 SW 53rd St in Corvallis, Oregon. The building square footage on this site is approximately 39,500 sf. Services are held on Sundays at 9:00 AM and 10:30 AM. Weekday and Saturday activities include weekly bible study classes/groups, weekly prayer groups, open chapels, open pastoral counseling, monthly events, and typical administrative office functions. Additionally, there is a preschool and daycare on site that operates Monday-Friday from 7:30 AM-5:30 PM. This site has 3 driveways. All parking is contained on site.



Suburban Christian Church- Corvallis

C. NORTH ALBANY COMMUNITY CHURCH

This site is located at 1273 NW Thornton Lake Drive in Albany, Oregon. The building square footage on this site is approximately 24,850 sf. One service is held on Sundays at 10:00 AM. Weekday and Saturday activities include weekly bible study classes/groups, weekly prayer groups, open chapels, open pastoral counseling, monthly events, and typical administrative office functions. Additionally, there is a preschool on site that offers services Mondays, Wednesdays, and Fridays. This site has 2 driveways. All parking is contained on site.



North Albany Community Church- Albany

2.2 TRIP GENERATION CALCULATION

This Trip Generation study is performed in accordance with the methodology within the ITE Trip Generation Manual. To establish a local trip generation rate, each of the site's vehicle trips entering and exiting were collected to establish the following data:

- Weekday Average Daily Trips
- Weekday Peak Hour/DHV
- Saturday Average Daily Trips
- Saturday Peak Hour/DHV
- Sunday Average Daily Trips
- Sunday Peak Hour/DHV

As per the ITE Manuals, the appropriate days for collecting weekday trips are on Tuesday, Wednesday, or Thursday. For this study, 24-hour driveway counts were collected at each of

the church driveways on Tuesday July 21, 2026, Wednesday July 22, 2026, and Thursday July 23, 2026. Each site had a total of 3 weekdays collected. This data is used to determine the weekday Average Daily Trip rate and the weekday peak hour trip rate/DHV.

24-hour counts were also collected on Saturday July 25, 2026, and Sunday July 26, 2026. This data is used to determine the Saturday ADT and peak hour trip rate, and the Sunday ADT and peak hour trip rate.

The counts are provided as an attachment. The trips entering and exiting were evaluated at each site to determine the weighted average rate of trips/thousand square feet (ksf) over all three sites for the ADTs and peak hours.

Average Daily Trips

Table 3 provides a summary of the average daily trip results.

TABLE 3: LOCAL CHURCH ADT

Location	Day of Week	Size (ksf)	ADT	Trip Rate (trips/ksf)
Weekday				
Calvary	Tuesday	20.0	372	18.60
	Wednesday	20.0	333	16.60
	Thursday	20.0	72	3.60
Suburban	Tuesday	39.5	212	5.37
	Wednesday	39.5	280	7.09
	Thursday	39.5	220	5.57
North Albany	Tuesday	24.85	56	2.25
	Wednesday	24.85	52	2.09
	Thursday	24.85	68	2.74
Weighted Average Weekday				6.58
Saturday				
Calvary	Saturday	20.0	102	5.10
Suburban	Saturday	39.5	40	1.01
North Albany	Saturday	24.85	92	3.70
Weighted Average Saturday				2.80
Sunday				
Calvary	Sunday	20.0	808	40.40
Suburban	Sunday	39.5	544	13.77
North Albany	Sunday	24.85	266	10.70
Weighted Average Sunday				19.20

ksf=thousand square feet

The analysis finds that the trips per ksf for all three local sites were consistent, ranging from 2.09-18.06 trips/ksf for the weekday ADT, 1.01-5.10/ksf for the Saturday ADT, and 10.70-40.40 trips/ksf for the Sunday ADT. The weighted average rate for this specific land use is found to be 6.58 trips/ksf for the weekday ADT, 2.8 trips/ksf for the Saturday ADT, and 19.20 trips/ksf for the Sunday ADT.

Peak Hour

Table 4 below summarizes the peak hour volumes collected at each site. The data represents the highest one-hour traffic volume for each day, representing the Design Hour Volumes (DHV).

TABLE 4: LOCAL CHURCH PEAK HOUR/DHV

Location	Day of Week	Size (ksf)	DHV	Trip Rate (trips/ksf)
Weekday				
Calvary	Tuesday	20.0	112	5.60
	Wednesday	20.0	113	5.65
	Thursday	20.0	13	0.65
Suburban	Tuesday	39.5	32	0.81
	Wednesday	39.5	45	1.14
	Thursday	39.5	37	0.94
North Albany	Tuesday	24.85	12	0.48
	Wednesday	24.85	14	0.56
	Thursday	24.85	11	0.44
Weighted Average Weekday				1.54
Saturday				
Calvary	Saturday	20.0	28	1.40
Suburban	Saturday	39.5	7	0.18
North Albany	Saturday	24.85	14	0.56
Weighted Average Saturday				0.60
Sunday				
Calvary	Sunday	20	280	14.0
Suburban	Sunday	39.5	203	5.14
North Albany	Sunday	24.85	106	4.27
Weighted Average Sunday				7.0

The analysis finds that the trips per ksf for all three local sites were consistent, ranging from 0.44-5.65 trips/ksf for the weekday DHV, 0.18-1.40/ksf for the Saturday DHV, and 4.27-14.0 trips/ksf for the Sunday DHV. The weighted average rate for this specific land use is found to

be 1.54 trips/ksf for the weekday DHV, 0.60 trips/ksf for the Saturday DHV, and 7.0 trips/ksf for the Sunday DHV.

2.3 APPLICATION OF TRIP RATE TO NORTHSIDE CHURCH

The local trip rate is then applied to the proposed Northside Church total square footage to calculate the trips generated by Northside Church. The trips are provided in Table 5 for the ADT and Table 6 for the DHV.

TABLE 5: NORTHSIDE CHURCH ADT

Day	Rate Trips/ksf	Trips
Weekday	6.58	124
Saturday	2.8	53
Sunday	19.2	363

TABLE 6: NORTHSIDE CHURCH DHV

Day	Rate Trips/ksf	Trips
Weekday	1.54	29
Saturday	0.60	11
Sunday	7.0	132

Using the local trip rate, the ADT for Northside Church is estimated at 124 for the weekday, 53 for Saturday, and 363 for Sunday.

Using the local trip rate, the DHV for Northside Church is estimated at 29 for the weekday, 11 for Saturday, and 132 for Sunday.

3.0 TOTAL TRIPS

The trips generated by the Northside Church are added to the existing Powers Avenue traffic Volumes to determine total volumes with the church. The directional distribution of the church trips is estimated at 25% to/from the west and 75% to/from the east, consistent with regional travel patterns and the roadway network.

Based on these assumptions, the total projected traffic volumes on Powers Avenue are illustrated in Table 7 for the ADT and Table 8 for the DHV.

TABLE 7: AVERAGE DAILY TRIPS WITH NORTHSIDE CHURCH

Day	West Side			East Side		
	Existing	Site Trips	Total	Existing	Site Trips	Total
Monday	311	31	342	540	93	633
Tuesday	314	31	345	522	93	615
Wednesday	331	31	362	549	93	642
Thursday	352	31	383	499	93	592
Friday	331	31	362	491	93	584
Saturday	259	13	272	580	40	620
Sunday	249	91	340	410	272	682
Average Daily Trips			344			624

TABLE 8: DHV WITH NORTHSIDE CHURCH

Day	West Side			East Side		
	Existing	Site Trips	Total	Existing	Site Trips	Total
Monday	33	7	40	49	22	71
Tuesday	30	7	37	53	22	75
Wednesday	41	7	48	50	22	72
Thursday	36	7	43	50	22	72
Friday	39	7	46	51	22	73
Saturday	30	3	33	63	9	72
Sunday	28	33	61	45	99	144
Average DHV			44			83

With the construction of Northside Church, the traffic volumes remain below the 700 ADT threshold identified in the TSP for Primary Local Roads. The roadway will continue to operate within the intended volume range for its functional classification.

The DHV for Powers Ave after completion of the church is estimated at 44 DHV for the west side and 83 DHV for the east side. The typical daily peak-hour volumes are well below the 100 vehicles per hour threshold identified in the TSP for this roadway classification and are consistent with low-volume rural roadway operations.

4.0 CONCLUSION

The additional traffic data collected for Powers Avenue demonstrates that the roadway currently operates within the volume range anticipated for a Primary Local Road under the Benton County Transportation System Plan. Existing traffic volumes average approximately 307 vehicles per day on the west segment of Powers Avenue and 513 vehicles per day adjacent to the church property. Based on local rates and anticipated travel patterns, traffic volumes with the proposed Northside Church are projected to average approximately 344 vehicles per day and 44 peak hour trips on the west segment and 624 vehicles per day and 83 peak hour trips adjacent to the site. These projected volumes remain below the 700 vehicles per day and 100 peak hour threshold identified in the TSP for a Primary Local Road. The roadway continues to operate within the design hour volume range identified for this roadway classification.

POWERS AVENUE DATA COLLECTION

Powers Road West End

Daily Trips			Church		Total
W	331	307 Total	32	363	365 Total
Th	352	254 Weekend	32	384	377 Weekend
F	331	328 Weekday	32	363	360 Weekday
Sa	259		32	291	
Su	249		213	462	
M	311		32	343	
Tu	314		32	346	
			58	365	
Daily Trips			Church		Total
W	41	34 Total	3	44	49 Total
Th	36	29 Weekend	3	39	75 Weekend
F	39	36 Weekday	3	42	39 Weekday
Sa	30		3	33	
Su	28		89	116	
M	33		3	36	
Tu	30		3	33	
			15	49	

5/27/2026				5/28/2026			
WB Volumes		EB Volumes		WB Volumes		EB Volumes	
0:00	0	1		0:00	0	0	
0:15	0	0		0:15	0	0	
0:30	2	0		0:30	0	1	
0:45	0	0	3	0:45	0	0	1
1:00	0	0	2	1:00	0	0	1
1:15	0	0	2	1:15	0	0	1
1:30	0	0	0	1:30	0	0	0
1:45	0	0	0	1:45	0	0	0
2:00	0	0	0	2:00	0	0	0
2:15	0	0	0	2:15	0	0	0
2:30	0	0	0	2:30	0	0	0
2:45	0	0	0	2:45	0	0	0
3:00	0	0	0	3:00	1	1	2
3:15	2	0	2	3:15	2	0	4
3:30	0	0	2	3:30	0	0	4
3:45	0	0	2	3:45	0	0	4
4:00	0	0	2	4:00	0	0	2
4:15	0	1	1	4:15	0	1	1
4:30	0	0	1	4:30	0	0	1
4:45	0	0	1	4:45	0	0	1
5:00	0	1	2	5:00	0	0	1
5:15	1	0	2	5:15	0	0	0
5:30	0	1	3	5:30	0	1	1
5:45	2	1	6	5:45	1	1	3
6:00	0	0	5	6:00	0	1	4
6:15	3	0	7	6:15	2	2	8
6:30	5	1	12	6:30	6	4	17
6:45	1	5	15	6:45	4	1	20
7:00	1	0	18	7:00	3	3	25
7:15	7	1	21	7:15	1	4	26
7:30	4	6	25	7:30	14	2	32
7:45	1	3	23	7:45	6	2	35
8:00	0	1	23	8:00	2	3	34
8:15	5	3	23	8:15	2	1	32
8:30	1	2	16	8:30	0	5	21
8:45	2	10	24	8:45	2	3	18
9:00	2	0	25	9:00	2	2	17
9:15	2	0	19	9:15	3	1	18
9:30	2	0	18	9:30	1	4	18
9:45	1	1	8	9:45	2	0	15
10:00	3	1	10	10:00	5	6	22
10:15	2	2	12	10:15	3	4	25
10:30	2	1	13	10:30	6	2	28
10:45	1	0	12	10:45	4	1	31
11:00	2	2	12	11:00	4	3	27
11:15	2	1	11	11:15	1	2	23
11:30	1	1	10	11:30	5	5	25
11:45	0	2	11	11:45	1	3	24
12:00	0	1	8	12:00	2	4	23
12:15	3	4	12	12:15	1	2	23
12:30	1	2	13	12:30	2	2	17
12:45	6	0	17	12:45	2	1	16
13:00	2	4	22	13:00	3	4	17
13:15	3	4	22	13:15	1	3	18
13:30	3	3	25	13:30	1	4	19
13:45	1	2	22	13:45	0	4	20
14:00	1	1	18	14:00	3	3	19
14:15	2	3	18	14:15	1	2	18
14:30	9	5	24	14:30	1	7	21
14:45	0	1	22	14:45	3	3	23
15:00	3	2	25	15:00	5	3	25
15:15	2	3	25	15:15	4	6	32
15:30	9	3	23	15:30	3	7	34
15:45	6	7	35	15:45	2	6	36
16:00	7	2	38	16:00	2	4	34
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16:45	3	1	27	16:45	5	2	28
17:00	3	4	25	17:00	2	4	28
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17:30	2	3	22	17:30	4	2	25
17:45	2	5	25	17:45	3	5	26
18:00	1	6	25	18:00	0	0	20
18:15	6	1	26	18:15	4	4	22
18:30	3	2	26	18:30	5	4	25
18:45	3	3	25	18:45	3	2	22
19:00	3	4	25	19:00	1	3	26
19:15	0	3	21	19:15	1	1	20
19:30	2	1	19	19:30	0	2	13
19:45	3	4	20	19:45	2	1	11
20:00	0	6	19	20:00	0	2	9
20:15	3	5	24	20:15	1	1	9
20:30	0	3	24	20:30	0	2	9
20:45	1	0	18	20:45	3	0	9
21:00	0	2	14	21:00	0	0	7
21:15	0	2	8	21:15	1	2	8
21:30	3	0	8	21:30	0	1	7
21:45	2	4	13	21:45	0	0	4
22:00	0	0	11	22:00	0	0	4
22:15	0	0	9	22:15	2	1	4
22:30	0	0	6	22:30	0	0	3
22:45	0	2	2	22:45	2	0	5
23:00	0	0	2	23:00	0	0	5
23:15	0	0	2	23:15	0	0	2
23:30	0	0	2	23:30	0	0	2
23:45	0	0	0	23:45	0	0	0
total	168	163		total	166	186	
DHV			41	DHV			36

5/29/2026				5/30/2026			
WB Volumes		EB Volumes		WB Volumes		EB Volumes	
0:00	1	0		0:00	0	0	
0:15	0	0		0:15	0	0	
0:30	0	0		0:30	0	0	
0:45	0	0	1	0:45	0	0	0
1:00	0	0	0	1:00	0	0	0
1:15	0	0	0	1:15	0	0	0
1:30	0	0	0	1:30	0	0	0
1:45	0	0	0	1:45	0	0	0
2:00	0	0	0	2:00	0	0	0
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4:00	0	0	2	4:00	0	1	5
4:15	0	0	0	4:15	0	0	3
4:30	0	0	0	4:30	0	0	3
4:45	0	1	1	4:45	0	0	1
5:00	0	0	1	5:00	0	0	0
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7:15	2	6	20	7:15	1	5	11
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8:00	1	3	28	8:00	1	0	12
8:15	0	3	23	8:15	1	3	10
8:30	0	2	18	8:30	1	0	8
8:45	1	3	13	8:45	4	1	11
9:00	2	0	11	9:00	1	4	15
9:15	0	0	8	9:15	1	2	14
9:30	2	2	10	9:30	1	1	15
9:45	2	0	8	9:45	1	0	11
10:00	1	1	8	10:00	1	1	8
10:15	1	2	11	10:15	3	3	11
10:30	7	1	15	10:30	0	3	12
10:45	2	5	20	10:45	2	3	16
11:00	0	1	19	11:00	2	8	24
11:15	4	4	24	11:15	2	4	24
11:30	3	3	22	11:30	0	3	24
11:45	2	2	19	11:45	1	1	21
12:00	1	5	24	12:00	1	4	16
12:15	0	0	16	12:15	1	1	12
12:30	2	4	16	12:30	1	1	11
12:45	1	2	15	12:45	4	1	14
13:00	4	5	18	13:00	2	0	11
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13:30	1	1	23	13:30	4	2	19
13:45	2	1	23	13:45	1	3	18
14:00	1	1	16	14:00	2	2	20
14:15	2	3	12	14:15	0	0	14
14:30	1	3	14	14:30	2	5	15
14:45	1	2	14	14:45	3	2	16
15:00	2	3	17	15:00	2	1	15
15:15	5	3	20	15:15	2	4	21
15:30	3	3	22	15:30	3	0	17
15:45	3	6	28	15:45	3	4	19
16:00	4	8	35	16:00	1	3	20
16:15	0	8	35	16:15	2	1	17
16:30	5	4	38	16:30	2	2	18
16:45	4	6	39	16:45	3	8	22
17:00	0	6	33	17:00	1	7	26
17:15	1	5	31	17:15	3	4	30
17:30	2	5	29	17:30	0	2	28
17:45	1	1	21	17:45	1	3	21
18:00	3	1	19	18:00	1	3	17
18:15	1	2	16	18:15	2	0	12
18:30	4	3	16	18:30	2	1	13
18:45	4	5	23	18:45	1	2	12
19:00	1	1	21	19:00	1	2	11
19:15	0	4	22	19:15	4	2	15
19:30	3	2	20	19:30	0	2	14
19:45	5	1	17	19:45	5	1	17
20:00	2	2	19	20:00	4	1	19
20:15	2	7	24	20:15	1	0	14
20:30	1	4	24	20:30	2	0	14
20:45	0	2	20	20:45	2	1	11
21:00	1	3	20	21:00	1	2	9
21:15	1	0	12	21:15	0	3	11
21:30	0	4	11	21:30	6	1	16
21:45	0	1	10	21:45	0	1	14
22:00	2	3	11	22:00	0	4	15
22:15	0	2	12	22:15	5	1	18
22:30	0	0	8	22:30	1	0	12
22:45	0	0	7	22:45	0	1	12
23:00	1	0	3	23:00	1	0	9
23:15	0	2	3	23:15	0	0	3
23:30	0	1	4	23:30	0	0	2
23:45	0	3	7	23:45	0	0	1
Total	137	194	39	Total	119	140	30
DHV				DHV			

5/31/2026				6/1/2026			
WB Volume EB Volumes				WB Volume EB Volumes			
0:00	0	0		0:00	0	0	
0:15	0	0		0:15	0	0	
0:30	0	0		0:30	1	0	
0:45	0	0	0	0:45	0	0	1
1:00	0	0	0	1:00	0	0	1
1:15	0	0	0	1:15	0	0	1
1:30	0	0	0	1:30	0	0	0
1:45	0	0	0	1:45	0	0	0
2:00	1	0	1	2:00	0	0	0
2:15	0	0	1	2:15	0	2	2
2:30	0	0	1	2:30	0	0	2
2:45	0	0	1	2:45	0	0	2
3:00	1	2	3	3:00	0	0	2
3:15	0	0	3	3:15	2	0	2
3:30	0	0	3	3:30	0	0	2
3:45	0	0	3	3:45	0	0	2
4:00	0	0	0	4:00	0	0	2
4:15	0	0	0	4:15	0	0	0
4:30	0	0	0	4:30	0	1	1
4:45	0	0	0	4:45	0	0	1
5:00	0	0	0	5:00	0	0	1
5:15	0	0	0	5:15	0	0	1
5:30	0	0	0	5:30	1	1	2
5:45	0	0	0	5:45	2	0	4
6:00	0	0	0	6:00	3	2	9
6:15	1	0	1	6:15	3	0	12
6:30	0	0	1	6:30	0	2	12
6:45	0	0	1	6:45	4	0	14
7:00	0	1	2	7:00	7	3	19
7:15	1	0	2	7:15	3	3	22
7:30	0	0	2	7:30	5	6	31
7:45	2	1	5	7:45	2	3	32
8:00	6	3	13	8:00	1	4	27
8:15	3	1	16	8:15	0	2	23
8:30	0	0	16	8:30	2	1	15
8:45	2	2	17	8:45	5	3	18
9:00	2	5	15	9:00	3	1	17
9:15	3	5	19	9:15	1	0	16
9:30	3	1	23	9:30	1	1	15
9:45	4	2	25	9:45	1	1	9
10:00	3	6	27	10:00	1	2	8
10:15	3	1	23	10:15	2	1	10
10:30	2	0	21	10:30	0	0	8
10:45	1	8	24	10:45	3	1	10
11:00	2	2	19	11:00	1	2	10
11:15	2	3	20	11:15	3	2	12
11:30	3	0	21	11:30	1	3	16
11:45	1	4	17	11:45	4	1	17
12:00	4	2	19	12:00	1	0	15
12:15	2	4	20	12:15	4	1	15
12:30	2	9	28	12:30	4	2	17
12:45	2	3	28	12:45	5	2	19
13:00	0	4	26	13:00	4	3	25
13:15	2	4	26	13:15	4	2	26
13:30	1	1	17	13:30	3	2	25
13:45	2	2	16	13:45	3	5	26
14:00	1	1	14	14:00	2	5	26
14:15	1	2	11	14:15	3	4	27
14:30	3	3	15	14:30	4	1	27
14:45	0	0	11	14:45	6	4	29
15:00	2	1	12	15:00	3	3	28
15:15	4	2	15	15:15	4	6	31
15:30	0	4	13	15:30	4	3	33
15:45	2	3	18	15:45	2	4	29
16:00	3	3	21	16:00	1	6	30
16:15	9	4	28	16:15	3	6	29
16:30	1	2	27	16:30	2	8	32
16:45	2	3	27	16:45	2	0	28
17:00	2	3	26	17:00	3	4	28
17:15	0	4	17	17:15	2	4	25
17:30	2	1	17	17:30	2	4	21
17:45	1	1	14	17:45	2	2	23
18:00	2	2	13	18:00	3	1	20
18:15	1	3	13	18:15	0	3	17
18:30	0	2	12	18:30	2	1	14
18:45	4	5	19	18:45	0	5	15
19:00	0	2	17	19:00	0	0	11
19:15	2	1	16	19:15	2	1	11
19:30	3	1	18	19:30	0	4	12
19:45	0	4	13	19:45	0	1	8
20:00	2	1	14	20:00	0	3	11
20:15	1	1	13	20:15	1	0	9
20:30	0	1	10	20:30	2	1	8
20:45	0	0	6	20:45	2	6	15
21:00	0	1	4	21:00	0	1	13
21:15	1	2	5	21:15	0	2	14
21:30	0	0	4	21:30	0	0	11
21:45	0	0	4	21:45	0	2	5
22:00	0	0	3	22:00	0	0	4
22:15	0	0	0	22:15	0	2	4
22:30	0	0	0	22:30	0	0	4
22:45	0	0	0	22:45	0	0	2
23:00	0	0	0	23:00	0	0	2
23:15	0	0	0	23:15	0	0	0
23:30	0	0	0	23:30	0	2	2
23:45	0	0	0	23:45	0	0	2
TOTAL	150	139	28	TOTAL	147	164	33
DHV				DHV			

6/2/2026

314

WB Volum EB Volumes

0:00	2	0	
0:15	0	0	
0:30	0	0	
0:45	0	0	2
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	2	0	2
3:30	0	0	2
3:45	0	0	2
4:00	0	0	2
4:15	0	1	1
4:30	0	0	1
4:45	0	0	1
5:00	0	1	2
5:15	1	1	3
5:30	2	1	6
5:45	1	0	7
6:00	1	0	7
6:15	3	1	9
6:30	2	2	10
6:45	4	1	14
7:00	4	4	21
7:15	1	2	20
7:30	5	1	22
7:45	1	1	19
8:00	0	0	11
8:15	2	2	12
8:30	2	2	10
8:45	4	4	16
9:00	1	8	25
9:15	3	2	26
9:30	2	0	24
9:45	2	2	20
10:00	5	0	16
10:15	4	4	19
10:30	4	3	24
10:45	0	4	24
11:00	4	5	28
11:15	4	2	26
11:30	1	1	21
11:45	2	3	22
12:00	2	4	19
12:15	2	0	15
12:30	2	4	19
12:45	6	5	25
13:00	4	0	23
13:15	2	3	26
13:30	3	3	26
13:45	1	4	20
14:00	0	2	18
14:15	2	1	16
14:30	0	0	10
14:45	4	6	15
15:00	2	2	17
15:15	3	2	19
15:30	4	7	30
15:45	1	5	26
16:00	4	3	29
16:15	2	4	30
16:30	0	2	21
16:45	4	2	21
17:00	1	4	19
17:15	4	4	21
17:30	2	3	24
17:45	3	4	25
18:00	2	3	25
18:15	2	2	21
18:30	2	2	20
18:45	0	3	16
19:00	1	2	14
19:15	2	1	13
19:30	0	1	10
19:45	2	5	14
20:00	4	2	17
20:15	1	2	17
20:30	0	3	19
20:45	1	0	13
21:00	0	2	9
21:15	0	3	9
21:30	0	1	7
21:45	0	0	6
22:00	2	0	6
22:15	2	2	7
22:30	0	0	6
22:45	0	0	6
23:00	0	0	4
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0

Total	148	166	
DHV			30

Powers Road East End

Daily Trips			Church		Total	
W	549	513 Total	96	645	645	645 Total
Th	499	495 Weekend	96	595	595	862 Weekend
F	491	520 Weekday	96	587	587	616 Weekday
SA	580		96	676	676	
Su	410		638	1048	1048	
M	540		96	636	636	
Tu	522		96	618	618	
			173			
Driv			Church		Total	
W	50	52 Total	8	58	58	96 Total
Th	50	54 Weekend	8	58	58	190 Weekend
F	51	51 Weekday	8	59	59	59 Weekday
SA	63		8	71	71	
Su	45		263	308	308	
M	49		8	57	57	
Tu	53		8	61	61	
			44	96	96	

W	5/27/2026		549
	WB Volumes	EB Volumes	
0:00	0	0	
0:15	0	1	
0:30	1	0	
0:45	2	0	4
1:00	0	0	4
1:15	0	0	3
1:30	0	0	2
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	1	1
4:30	0	1	2
4:45	0	0	2
5:00	0	2	4
5:15	1	2	6
5:30	0	4	9
5:45	1	1	11
6:00	1	1	11
6:15	2	0	10
6:30	1	3	10
6:45	0	3	11
7:00	2	6	17
7:15	2	5	22
7:30	1	6	25
7:45	0	6	28
8:00	0	5	25
8:15	5	1	24
8:30	2	3	22
8:45	1	8	25
9:00	5	7	32
9:15	6	2	34
9:30	4	5	38
9:45	3	1	33
10:00	4	3	28
10:15	5	3	28
10:30	1	6	26
10:45	5	3	30
11:00	4	6	33
11:15	6	5	36
11:30	3	4	36
11:45	1	2	31
12:00	4	8	33
12:15	3	3	28
12:30	7	4	32
12:45	9	1	39
13:00	4	8	39
13:15	6	4	43
13:30	5	10	47
13:45	7	3	47
14:00	6	1	42
14:15	7	6	45
14:30	9	7	46
14:45	3	3	42
15:00	5	7	47
15:15	8	8	50
15:30	6	2	42
15:45	2	4	42
16:00	4	4	38
16:15	6	2	30
16:30	7	5	34
16:45	8	2	38
17:00	3	6	39
17:15	7	3	41
17:30	7	4	40
17:45	6	3	39
18:00	6	6	42
18:15	6	6	44
18:30	5	5	43
18:45	5	3	42
19:00	3	3	36
19:15	4	1	29
19:30	7	8	34
19:45	4	5	35
20:00	2	3	34
20:15	1	1	31
20:30	7	3	26
20:45	2	0	19
21:00	1	4	19
21:15	2	3	22
21:30	7	2	21
21:45	2	2	23
22:00	0	1	19
22:15	0	0	14
22:30	0	0	5
22:45	1	3	5
23:00	0	0	4
23:15	0	0	4
23:30	3	0	7
23:45	0	0	3
total DHV	278	273	50

	5/28/2026		499
	WB Volumes	EB Volumes	
0:00	0	0	
0:15	0	0	
0:30	1	0	
0:45	2	0	3
1:00	0	0	3
1:15	0	0	3
1:30	0	0	2
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	1	1
3:15	0	0	1
3:30	0	0	1
3:45	0	0	1
4:00	0	0	0
4:15	0	1	1
4:30	0	3	4
4:45	0	1	5
5:00	0	1	6
5:15	0	0	5
5:30	0	0	2
5:45	0	1	2
6:00	0	1	2
6:15	1	4	7
6:30	2	1	10
6:45	2	3	14
7:00	1	7	21
7:15	1	6	23
7:30	6	3	29
7:45	5	6	35
8:00	3	4	34
8:15	3	1	31
8:30	1	5	28
8:45	2	3	22
9:00	2	3	20
9:15	4	4	24
9:30	5	4	27
9:45	3	4	29
10:00	0	4	28
10:15	6	7	33
10:30	3	9	36
10:45	4	2	35
11:00	4	3	38
11:15	6	4	35
11:30	5	4	32
11:45	2	4	32
12:00	1	5	31
12:15	4	8	33
12:30	5	3	32
12:45	6	3	35
13:00	8	4	41
13:15	6	4	39
13:30	4	9	44
13:45	1	5	41
14:00	4	2	35
14:15	1	4	30
14:30	5	4	26
14:45	5	6	31
15:00	5	2	32
15:15	6	7	40
15:30	3	12	46
15:45	3	6	44
16:00	7	6	50
16:15	7	5	49
16:30	6	5	45
16:45	5	2	43
17:00	7	5	42
17:15	9	5	44
17:30	5	6	44
17:45	2	3	42
18:00	0	4	34
18:15	7	2	29
18:30	4	4	26
18:45	5	3	29
19:00	1	2	28
19:15	2	3	24
19:30	4	1	21
19:45	4	1	18
20:00	2	3	20
20:15	4	2	21
20:30	3	2	21
20:45	7	0	23
21:00	0	1	19
21:15	1	2	16
21:30	0	0	11
21:45	0	1	5
22:00	0	0	4
22:15	4	2	7
22:30	0	0	7
22:45	1	0	7
23:00	1	1	9
23:15	0	0	3
23:30	0	0	3
23:45	1	0	3
total DHV	240	259	50

5/29/2026				5/30/2026			
WB Volume			491	WB Volume			580
EB Volumes				EB Volumes			
0:00	0	0		0:00	0	0	
0:15	0	0		0:15	0	0	
0:30	2	0		0:30	0	0	
0:45	0	0	2	0:45	0	0	0
1:00	0	0	2	1:00	0	0	0
1:15	0	0	2	1:15	0	0	0
1:30	0	0	0	1:30	1	1	2
1:45	0	0	0	1:45	0	0	2
2:00	0	0	0	2:00	0	0	2
2:15	0	0	0	2:15	0	0	2
2:30	0	0	0	2:30	0	0	0
2:45	0	0	0	2:45	0	0	0
3:00	1	0	1	3:00	1	0	1
3:15	0	0	1	3:15	0	0	1
3:30	0	0	1	3:30	0	0	1
3:45	0	0	1	3:45	0	2	3
4:00	0	0	0	4:00	0	1	3
4:15	0	0	0	4:15	0	0	3
4:30	0	2	2	4:30	1	2	6
4:45	0	1	3	4:45	0	0	4
5:00	0	0	3	5:00	0	0	3
5:15	0	0	3	5:15	0	0	3
5:30	0	1	2	5:30	0	1	1
5:45	0	1	2	5:45	0	1	2
6:00	0	0	2	6:00	1	0	3
6:15	1	1	4	6:15	0	0	3
6:30	2	1	6	6:30	0	0	2
6:45	1	3	9	6:45	1	1	3
7:00	0	8	17	7:00	1	0	3
7:15	2	5	22	7:15	2	4	9
7:30	4	6	29	7:30	0	5	14
7:45	5	6	36	7:45	2	1	15
8:00	3	4	35	8:00	3	4	21
8:15	0	1	29	8:15	2	5	22
8:30	1	1	21	8:30	1	5	23
8:45	2	5	17	8:45	5	6	31
9:00	2	2	14	9:00	3	6	33
9:15	1	2	16	9:15	5	7	38
9:30	4	7	25	9:30	8	7	47
9:45	3	4	25	9:45	4	5	45
10:00	2	2	25	10:00	3	4	43
10:15	4	1	27	10:15	4	4	39
10:30	8	5	29	10:30	5	5	34
10:45	2	6	30	10:45	5	4	34
11:00	0	6	32	11:00	10	9	46
11:15	6	3	36	11:15	5	3	46
11:30	2	6	31	11:30	1	1	38
11:45	2	5	30	11:45	7	7	43
12:00	0	3	27	12:00	4	9	37
12:15	2	1	21	12:15	7	3	39
12:30	4	2	19	12:30	2	8	47
12:45	3	3	18	12:45	4	5	42
13:00	7	7	29	13:00	2	3	34
13:15	9	5	40	13:15	7	4	35
13:30	3	1	40	13:30	4	3	32
13:45	2	1	37	13:45	2	2	27
14:00	1	1	25	14:00	7	6	35
14:15	1	2	14	14:15	0	3	27
14:30	3	5	16	14:30	5	8	33
14:45	4	2	19	14:45	10	8	47
15:00	5	4	26	15:00	2	1	37
15:15	5	2	30	15:15	3	9	46
15:30	6	8	36	15:30	3	3	39
15:45	7	7	44	15:45	2	6	29
16:00	4	6	45	16:00	4	3	33
16:15	3	10	51	16:15	3	2	26
16:30	8	4	49	16:30	8	4	32
16:45	5	3	43	16:45	8	4	36
17:00	1	6	49	17:00	14	12	55
17:15	3	8	39	17:15	10	3	63
17:30	6	6	38	17:30	6	4	61
17:45	3	5	38	17:45	5	6	60
18:00	7	5	43	18:00	10	6	50
18:15	2	4	38	18:15	5	0	42
18:30	7	4	37	18:30	7	4	43
18:45	5	3	37	18:45	4	6	42
19:00	0	1	26	19:00	4	4	34
19:15	3	7	30	19:15	2	8	39
19:30	3	2	24	19:30	4	3	35
19:45	6	2	24	19:45	7	7	39
20:00	5	2	30	20:00	4	3	38
20:15	5	4	29	20:15	3	3	34
20:30	6	4	34	20:30	2	1	30
20:45	2	4	32	20:45	1	8	25
21:00	1	4	30	21:00	5	4	27
21:15	5	3	29	21:15	2	2	25
21:30	0	1	20	21:30	2	2	26
21:45	0	1	15	21:45	3	6	26
22:00	6	4	20	22:00	2	3	22
22:15	0	1	13	22:15	1	3	22
22:30	0	1	13	22:30	2	4	24
22:45	2	3	17	22:45	0	1	16
23:00	0	2	9	23:00	1	1	13
23:15	1	1	10	23:15	1	2	12
23:30	4	2	15	23:30	3	1	19
23:45	0	2	12	23:45	0	0	9
total	227	264		total	278	302	
DHV			51	DHV			63

5/31/2026				410
WB Volume	EB Volume			
0:00	0	4		
0:15	0	0		
0:30	0	0		
0:45	2	0	6	
1:00	1	2	5	
1:15	0	0	5	
1:30	0	0	5	
1:45	0	0	3	
2:00	1	0	1	
2:15	0	0	1	
2:30	0	1	2	
2:45	0	0	2	
3:00	1	1	3	
3:15	0	0	3	
3:30	0	0	2	
3:45	0	0	2	
4:00	0	0	0	
4:15	0	0	0	
4:30	0	0	0	
4:45	0	0	0	
5:00	0	0	0	
5:15	0	0	0	
5:30	0	0	0	
5:45	0	1	1	
6:00	1	0	2	
6:15	0	1	3	
6:30	0	0	3	
6:45	0	0	2	
7:00	1	0	2	
7:15	1	1	3	
7:30	0	2	5	
7:45	0	1	6	
8:00	1	7	13	
8:15	2	4	17	
8:30	3	3	21	
8:45	1	3	24	
9:00	0	5	21	
9:15	0	5	20	
9:30	7	5	26	
9:45	1	2	25	
10:00	2	4	26	
10:15	2	8	31	
10:30	4	5	28	
10:45	2	1	28	
11:00	3	4	29	
11:15	1	3	23	
11:30	2	2	18	
11:45	6	9	30	
12:00	4	3	30	
12:15	2	6	34	
12:30	5	6	41	
12:45	4	5	35	
13:00	2	6	36	
13:15	5	6	39	
13:30	5	6	39	
13:45	3	4	37	
14:00	5	3	37	
14:15	5	5	36	
14:30	2	2	29	
14:45	4	3	29	
15:00	2	3	26	
15:15	8	3	27	
15:30	1	3	27	
15:45	6	8	34	
16:00	8	6	43	
16:15	6	5	43	
16:30	2	4	45	
16:45	2	0	33	
17:00	6	2	27	
17:15	5	4	25	
17:30	3	6	28	
17:45	1	3	30	
18:00	4	3	29	
18:15	1	2	23	
18:30	2	4	20	
18:45	5	2	23	
19:00	5	6	27	
19:15	3	2	29	
19:30	3	2	28	
19:45	5	4	30	
20:00	4	1	24	
20:15	2	4	25	
20:30	3	3	26	
20:45	1	0	18	
21:00	0	3	16	
21:15	2	3	15	
21:30	2	0	11	
21:45	0	0	10	
22:00	0	1	8	
22:15	1	0	4	
22:30	0	0	2	
22:45	0	0	2	
23:00	0	0	1	
23:15	0	0	0	
23:30	0	0	0	
23:45	0	0	0	
total	184	226	45	
DHV				

6/1/2026				540
WB Volume	EB Volume			
0:00	1	0		
0:15	0	0		
0:30	3	0		
0:45	2	0	6	
1:00	0	0	5	
1:15	0	0	5	
1:30	0	0	2	
1:45	0	0	0	
2:00	0	0	0	
2:15	0	2	2	
2:30	0	0	2	
2:45	0	0	2	
3:00	0	1	3	
3:15	0	0	1	
3:30	0	0	1	
3:45	0	0	1	
4:00	0	0	0	
4:15	1	0	1	
4:30	0	1	2	
4:45	0	0	2	
5:00	2	4	8	
5:15	0	0	7	
5:30	0	2	8	
5:45	2	2	12	
6:00	2	2	10	
6:15	0	0	10	
6:30	0	3	11	
6:45	1	3	11	
7:00	4	4	15	
7:15	5	8	28	
7:30	5	7	37	
7:45	3	4	40	
8:00	0	13	45	
8:15	4	4	40	
8:30	3	3	34	
8:45	5	8	40	
9:00	5	4	36	
9:15	4	4	36	
9:30	3	4	37	
9:45	5	6	35	
10:00	1	2	29	
10:15	5	3	29	
10:30	2	4	28	
10:45	3	0	20	
11:00	3	1	21	
11:15	1	6	20	
11:30	6	5	25	
11:45	4	5	31	
12:00	7	12	46	
12:15	5	5	49	
12:30	2	6	46	
12:45	6	6	49	
13:00	6	3	39	
13:15	9	3	41	
13:30	2	8	43	
13:45	7	4	42	
14:00	5	9	47	
14:15	8	3	46	
14:30	4	6	46	
14:45	4	3	42	
15:00	9	6	43	
15:15	5	5	42	
15:30	7	6	45	
15:45	2	3	43	
16:00	2	9	39	
16:15	8	5	42	
16:30	5	5	39	
16:45	8	2	44	
17:00	9	4	46	
17:15	4	4	41	
17:30	3	12	46	
17:45	4	3	43	
18:00	4	2	36	
18:15	2	4	34	
18:30	3	1	23	
18:45	3	6	25	
19:00	4	0	23	
19:15	3	1	21	
19:30	0	1	18	
19:45	3	3	15	
20:00	3	3	17	
20:15	2	3	18	
20:30	2	0	19	
20:45	0	5	18	
21:00	1	1	14	
21:15	1	1	11	
21:30	0	0	9	
21:45	0	1	5	
22:00	3	1	7	
22:15	0	1	6	
22:30	0	1	7	
22:45	4	2	12	
23:00	0	0	8	
23:15	0	0	7	
23:30	0	1	7	
23:45	0	1	2	
total	254	296	49	
DHV				

6/2/2026

522

WB Volume EB Volumes

0:00	2	0	
0:15	0	0	
0:30	0	0	
0:45	0	0	2
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	2	2
4:30	0	0	2
4:45	0	0	2
5:00	0	2	4
5:15	1	1	4
5:30	1	2	7
5:45	0	0	7
6:00	1	1	7
6:15	1	0	6
6:30	1	2	6
6:45	1	4	11
7:00	2	7	18
7:15	0	5	22
7:30	3	8	30
7:45	6	4	35
8:00	2	2	30
8:15	2	2	29
8:30	5	9	32
8:45	3	4	29
9:00	2	4	31
9:15	5	8	40
9:30	3	5	34
9:45	1	5	33
10:00	5	5	37
10:15	6	7	37
10:30	3	2	34
10:45	1	12	41
11:00	5	4	40
11:15	2	3	32
11:30	1	3	31
11:45	4	3	25
12:00	5	5	26
12:15	5	4	30
12:30	4	5	35
12:45	7	8	43
13:00	4	0	37
13:15	5	6	39
13:30	4	5	39
13:45	3	2	29
14:00	0	6	31
14:15	7	3	30
14:30	4	1	26
14:45	8	7	36
15:00	4	4	38
15:15	6	3	37
15:30	6	11	49
15:45	6	5	45
16:00	7	5	46
16:15	6	7	53
16:30	2	2	40
16:45	9	3	41
17:00	6	3	38
17:15	4	0	37
17:30	6	6	47
17:45	3	5	43
18:00	4	7	45
18:15	3	3	39
18:30	4	3	32
18:45	5	5	34
19:00	6	2	31
19:15	1	4	30
19:30	3	3	29
19:45	9	9	37
20:00	8	1	38
20:15	4	2	39
20:30	0	1	34
20:45	0	1	17
21:00	0	1	9
21:15	0	0	3
21:30	1	1	4
21:45	3	0	6
22:00	0	0	5
22:15	1	1	7
22:30	0	0	5
22:45	2	0	4
23:00	0	2	6
23:15	0	0	4
23:30	0	0	4
23:45	0	0	2
total	244	278	
DHV			53

LOCAL CHURCH DATA COLLECTION

Summary of Local Trip Study Data

ADT

	N				C				S		
Tues	28	28	56		186	186	372		106	106	212
Wed	26	26	52		166	166	332		140	140	280
Thurs	34	34	68		36	36	72		110	110	220
Sat	46	46	92		51	51	102		20	20	40
Sun	133	133	266		404	404	808		272	272	544
Weekday	24.85	56	2.25	Sat	24.85	92	3.70	Sun	24.85	266	10.70
	24.85	52	2.09		20.00	102	5.10		20.00	808	40.40
	24.85	68	2.74		39.50	40	1.01		39.50	544	13.77
	20.00	372	18.60	Weighted Average				Weighted Average			
	20.00	332	16.60		84.35	234	2.8		84.35	1818	19.2
	20.00	72	3.60								
	39.50	212	5.37								
	39.50	280	7.09								
	39.50	220	5.57								
Weighted Average											
	253.05	1864	6.58								

Peak Hour

	N				C				S		
Tues			12				112				32
Wed			14				113				45
Thurs			11				13				37
Sat			14				28				7
Sun			106				280				203
Weekday	24.85	12	0.48	Sat	24.85	14	0.56	Sun	24.85	106	4.27
	24.85	14	0.56		20	28	1.40		20	280	14.00
	24.85	11	0.44		39.5	7	0.18		39.5	203	5.14
	20	112	5.60	Weighted Average				Weighted Average			
	20	113	5.65		84.35	49	0.6		84.35	589	7.0
	20	13	0.65								
	39.5	32	0.81								
	39.5	45	1.14								
	39.5	37	0.94								
Weighted Average											
	253.05	389	1.54								

Total Trips on Powers Road with Northside Church

18.9

ADT			0.25	0.75
M	6.58	124	31	93
T	6.58	124	31	93
W	6.58	124	31	93
Th	6.58	124	31	93
F	6.58	124	31	93
S	2.8	53	13	40
S	19.2	363	91	272

DHV			0.25	0.75
M	1.54	29	7	22
T	1.54	29	7	22
W	1.54	29	7	22
Th	1.54	29	7	22
F	1.54	29	7	22
S	0.6	11	3	9
S	7	132	33	99

West

Daily Trips				
M	311	31	342	
Tu	314	31	345	
W	331	31	362	
Th	352	31	383	
F	331	31	362	
Sat	259	13	272	
Su	249	91	340	
	307 Average		344	
DHV				
M	33	7	40	
Tu	30	7	37	
W	41	7	48	
Th	36	7	43	
F	39	7	46	
Sat	30	3	33	
Su	28	33	61	
	34 Average		44	

East

Daily Trips				
M	540	93	633	
Tu	522	93	615	
W	549	93	642	
Th	499	93	592	
F	491	93	584	
Sat	580	40	620	
Su	410	272	682	
	513 Average		624	
DHV				
M	49	22	71	
Tu	53	22	75	
W	50	22	72	
Th	50	22	72	
F	51	22	73	
Sat	63	9	72	
Su	45	99	144	
	52 Average		83	

Calvary Church Trip Data

Weekday Average (Tue / Wed / Thu)

Avg IN	Avg OUT	Avg Total
129	129	259

Time	IN	OUT	Total (IN+OUT)	Peak Hour
5:00 AM - 5:15 AM	0	0	0	
5:15 AM - 5:30 AM	0	0	0	
5:30 AM - 5:45 AM	0	0	0	
5:45 AM - 6:00 AM	0	0	0	0
6:00 AM - 6:15 AM	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0
6:30 AM - 6:45 AM	2	1	3	3
6:45 AM - 7:00 AM	1	0	1	4
7:00 AM - 7:15 AM	0	0	0	4
7:15 AM - 7:30 AM	1	0	1	5
7:30 AM - 7:45 AM	1	2	3	5
7:45 AM - 8:00 AM	2	0	2	6
8:00 AM - 8:15 AM	6	0	6	12
8:15 AM - 8:30 AM	3	2	5	16
8:30 AM - 8:45 AM	4	0	4	17
8:45 AM - 9:00 AM	8	0	8	23
9:00 AM - 9:15 AM	28	2	30	47
9:15 AM - 9:30 AM	28	0	28	70
9:30 AM - 9:45 AM	23	2	25	91
9:45 AM - 10:00 AM	28	1	29	112
10:00 AM - 10:15 AM	4	1	5	87
10:15 AM - 10:30 AM	6	0	6	65
10:30 AM - 10:45 AM	0	1	1	41
10:45 AM - 11:00 AM	0	0	0	12
11:00 AM - 11:15 AM	3	0	3	10
11:15 AM - 11:30 AM	0	2	2	6
11:30 AM - 11:45 AM	1	2	3	8
11:45 AM - 12:00 PM	0	28	28	36
12:00 PM - 12:15 PM	2	28	30	63
12:15 PM - 12:30 PM	0	23	23	84
12:30 PM - 12:45 PM	1	10	11	92
12:45 PM - 1:00 PM	1	10	11	75
1:00 PM - 1:15 PM	0	5	5	50
1:15 PM - 1:30 PM	2	1	3	30
1:30 PM - 1:45 PM	1	3	4	23
1:45 PM - 2:00 PM	2	2	4	16
2:00 PM - 2:15 PM	0	1	1	12
2:15 PM - 2:30 PM	0	0	0	9
2:30 PM - 2:45 PM	1	1	2	7
2:45 PM - 3:00 PM	0	2	2	5
3:00 PM - 3:15 PM	1	2	3	7
3:15 PM - 3:30 PM	1	6	7	14
3:30 PM - 3:45 PM	1	3	4	16
3:45 PM - 4:00 PM	0	2	2	16
4:00 PM - 4:15 PM	0	2	2	15
4:15 PM - 4:30 PM	0	2	2	10
4:30 PM - 4:45 PM	0	1	1	7
4:45 PM - 5:00 PM	1	4	5	10
5:00 PM - 5:15 PM	1	2	3	11
5:15 PM - 5:30 PM	1	0	1	10
5:30 PM - 5:45 PM	1	3	4	13
5:45 PM - 6:00 PM	3	1	4	12
6:00 PM - 6:15 PM	1	2	3	12
6:15 PM - 6:30 PM	1	4	5	16
6:30 PM - 6:45 PM	12	7	19	31
6:45 PM - 7:00 PM	2	2	4	31
7:00 PM - 7:15 PM	0	2	2	30
7:15 PM - 7:30 PM	0	0	0	25
7:30 PM - 7:45 PM	0	1	1	7
7:45 PM - 8:00 PM	1	1	2	5
8:00 PM - 8:15 PM	0	4	4	7
8:15 PM - 8:30 PM	0	4	4	11
8:30 PM - 8:45 PM	0	1	1	11
8:45 PM - 9:00 PM	0	0	0	9
9:00 PM - 9:15 PM	0	0	0	5
9:15 PM - 9:30 PM	0	0	0	1
9:30 PM - 9:45 PM	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0
TOTAL (ADT)	186	186	372	112

Wednesday, 7/22/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	1	0	1
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	0	0	0
7:00 AM - 7:15 AM	1	2	3
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	1	2	3
7:45 AM - 8:00 AM	1	0	1
8:00 AM - 8:15 AM	8	0	8
8:15 AM - 8:30 AM	1	0	1
8:30 AM - 8:45 AM	6	1	7
8:45 AM - 9:00 AM	8	2	10
9:00 AM - 9:15 AM	18	0	18
9:15 AM - 9:30 AM	31	0	31
9:30 AM - 9:45 AM	33	1	34
9:45 AM - 10:00 AM	21	1	22
10:00 AM - 10:15 AM	9	2	11
10:15 AM - 10:30 AM	1	0	1
10:30 AM - 10:45 AM	2	1	3
10:45 AM - 11:00 AM	1	2	3
11:00 AM - 11:15 AM	1	0	1
11:15 AM - 11:30 AM	1	3	4
11:30 AM - 11:45 AM	1	2	3
11:45 AM - 12:00 PM	1	34	35
12:00 PM - 12:15 PM	1	34	35
12:15 PM - 12:30 PM	0	29	29
12:30 PM - 12:45 PM	0	14	14
12:45 PM - 1:00 PM	0	4	4
1:00 PM - 1:15 PM	0	2	2
1:15 PM - 1:30 PM	0	1	1
1:30 PM - 1:45 PM	0	0	0
1:45 PM - 2:00 PM	2	1	3
2:00 PM - 2:15 PM	0	1	1
2:15 PM - 2:30 PM	1	4	5
2:30 PM - 2:45 PM	0	1	1
2:45 PM - 3:00 PM	6	0	6
3:00 PM - 3:15 PM	0	4	4
3:15 PM - 3:30 PM	0	2	2
3:30 PM - 3:45 PM	1	5	6
3:45 PM - 4:00 PM	0	1	1
4:00 PM - 4:15 PM	0	0	0
4:15 PM - 4:30 PM	0	0	0
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	0	0	0
5:00 PM - 5:15 PM	1	1	2
5:15 PM - 5:30 PM	0	5	5
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	1	0	1
6:00 PM - 6:15 PM	2	0	2
6:15 PM - 6:30 PM	1	2	3
6:30 PM - 6:45 PM	0	0	0
6:45 PM - 7:00 PM	0	0	0
7:00 PM - 7:15 PM	3	1	4
7:15 PM - 7:30 PM	0	1	1
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	166	166	332

Thursday, 7/23/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	2	0	2
7:00 AM - 7:15 AM	2	0	2
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	1	1
7:45 AM - 8:00 AM	5	0	5
8:00 AM - 8:15 AM	1	0	1
8:15 AM - 8:30 AM	0	2	2
8:30 AM - 8:45 AM	0	0	0
8:45 AM - 9:00 AM	1	0	1
9:00 AM - 9:15 AM	0	1	1
9:15 AM - 9:30 AM	1	0	1
9:30 AM - 9:45 AM	1	0	1
9:45 AM - 10:00 AM	1	2	3
10:00 AM - 10:15 AM	2	1	3
10:15 AM - 10:30 AM	0	0	0
10:30 AM - 10:45 AM	1	6	7
10:45 AM - 11:00 AM	1	0	1
11:00 AM - 11:15 AM	0	0	0
11:15 AM - 11:30 AM	1	1	2
11:30 AM - 11:45 AM	1	2	3
11:45 AM - 12:00 PM	1	1	2
12:00 PM - 12:15 PM	1	0	1
12:15 PM - 12:30 PM	0	0	0
12:30 PM - 12:45 PM	1	1	2
12:45 PM - 1:00 PM	0	2	2
1:00 PM - 1:15 PM	0	0	0
1:15 PM - 1:30 PM	1	0	1
1:30 PM - 1:45 PM	3	4	7
1:45 PM - 2:00 PM	0	0	0
2:00 PM - 2:15 PM	0	1	1
2:15 PM - 2:30 PM	0	0	0
2:30 PM - 2:45 PM	0	1	1
2:45 PM - 3:00 PM	0	0	0
3:00 PM - 3:15 PM	0	0	0
3:15 PM - 3:30 PM	0	2	2
3:30 PM - 3:45 PM	1	0	1
3:45 PM - 4:00 PM	1	0	1
4:00 PM - 4:15 PM	1	0	1
4:15 PM - 4:30 PM	0	1	1
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	0	0	0
5:00 PM - 5:15 PM	0	0	0
5:15 PM - 5:30 PM	0	0	0
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	2	1	3
6:15 PM - 6:30 PM	0	0	0
6:30 PM - 6:45 PM	0	2	2
6:45 PM - 7:00 PM	2	0	2
7:00 PM - 7:15 PM	1	0	1
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	1	2	3
8:00 PM - 8:15 PM	0	1	1
8:15 PM - 8:30 PM	0	1	1
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	36	36	72

0
0
0
0
0
0
0
0
2
4
4
5
8
7
9
8
4
4
3
4
6
8
7
13
11
8
10
6
7
8
6
5
5
4
5
10
8
9
8
2
2
1
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0
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0
3
3
4
5
4
3
2
1
0
0
0
0
3
5
7
5
3
4
4
5
5
2
1
0
0
0
0
0
0
13

Saturday, 7/26/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	0	0	0
7:00 AM - 7:15 AM	0	0	0
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	0	0
7:45 AM - 8:00 AM	0	0	0
8:00 AM - 8:15 AM	0	1	1
8:15 AM - 8:30 AM	1	2	3
8:30 AM - 8:45 AM	0	1	1
8:45 AM - 9:00 AM	1	0	1
9:00 AM - 9:15 AM	0	0	0
9:15 AM - 9:30 AM	1	4	5
9:30 AM - 9:45 AM	1	0	1
9:45 AM - 10:00 AM	0	1	1
10:00 AM - 10:15 AM	2	1	3
10:15 AM - 10:30 AM	0	1	1
10:30 AM - 10:45 AM	0	0	0
10:45 AM - 11:00 AM	3	0	3
11:00 AM - 11:15 AM	0	1	1
11:15 AM - 11:30 AM	0	0	0
11:30 AM - 11:45 AM	0	0	0
11:45 AM - 12:00 PM	0	0	0
12:00 PM - 12:15 PM	0	0	0
12:15 PM - 12:30 PM	0	0	0
12:30 PM - 12:45 PM	0	0	0
12:45 PM - 1:00 PM	1	0	1
1:00 PM - 1:15 PM	0	0	0
1:15 PM - 1:30 PM	1	1	2
1:30 PM - 1:45 PM	0	0	0
1:45 PM - 2:00 PM	0	0	0
2:00 PM - 2:15 PM	0	0	0
2:15 PM - 2:30 PM	2	0	2
2:30 PM - 2:45 PM	0	0	0
2:45 PM - 3:00 PM	0	0	0
3:00 PM - 3:15 PM	0	0	0
3:15 PM - 3:30 PM	1	0	1
3:30 PM - 3:45 PM	0	0	0
3:45 PM - 4:00 PM	2	3	5
4:00 PM - 4:15 PM	0	2	2
4:15 PM - 4:30 PM	0	0	0
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	0	2	2
5:00 PM - 5:15 PM	1	0	1
5:15 PM - 5:30 PM	0	1	1
5:30 PM - 5:45 PM	0	4	4
5:45 PM - 6:00 PM	1	12	13
6:00 PM - 6:15 PM	1	1	2
6:15 PM - 6:30 PM	0	1	1
6:30 PM - 6:45 PM	1	0	1
6:45 PM - 7:00 PM	0	9	9
7:00 PM - 7:15 PM	3	2	5
7:15 PM - 7:30 PM	1	0	1
7:30 PM - 7:45 PM	2	0	2
7:45 PM - 8:00 PM	8	1	9
8:00 PM - 8:15 PM	10	0	10
8:15 PM - 8:30 PM	7	0	7
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	51	51	102

Sunday, 7/26/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	2	0	2
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	3	0	3
7:00 AM - 7:15 AM	3	0	3
7:15 AM - 7:30 AM	3	1	4
7:30 AM - 7:45 AM	4	0	4
7:45 AM - 8:00 AM	6	0	6
8:00 AM - 8:15 AM	6	2	8
8:15 AM - 8:30 AM	4	0	4
8:30 AM - 8:45 AM	6	2	8
8:45 AM - 9:00 AM	16	0	16
9:00 AM - 9:15 AM	10	0	10
9:15 AM - 9:30 AM	14	3	17
9:30 AM - 9:45 AM	20	1	21
9:45 AM - 10:00 AM	31	3	34
10:00 AM - 10:15 AM	68	2	70
10:15 AM - 10:30 AM	118	1	119
10:30 AM - 10:45 AM	54	3	57
10:45 AM - 11:00 AM	12	1	13
11:00 AM - 11:15 AM	4	0	4
11:15 AM - 11:30 AM	2	1	3
11:30 AM - 11:45 AM	3	5	8
11:45 AM - 12:00 PM	1	8	9
12:00 PM - 12:15 PM	2	50	52
12:15 PM - 12:30 PM	1	41	42
12:30 PM - 12:45 PM	1	46	47
12:45 PM - 1:00 PM	1	49	50
1:00 PM - 1:15 PM	2	51	53
1:15 PM - 1:30 PM	1	33	34
1:30 PM - 1:45 PM	0	25	25
1:45 PM - 2:00 PM	0	19	19
2:00 PM - 2:15 PM	1	22	23
2:15 PM - 2:30 PM	0	14	14
2:30 PM - 2:45 PM	0	2	2
2:45 PM - 3:00 PM	0	4	4
3:00 PM - 3:15 PM	0	1	1
3:15 PM - 3:30 PM	1	2	3
3:30 PM - 3:45 PM	0	2	2
3:45 PM - 4:00 PM	0	0	0
4:00 PM - 4:15 PM	0	0	0
4:15 PM - 4:30 PM	0	0	0
4:30 PM - 4:45 PM	1	0	1
4:45 PM - 5:00 PM	0	0	0
5:00 PM - 5:15 PM	1	0	1
5:15 PM - 5:30 PM	0	0	0
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	0	0	0
6:15 PM - 6:30 PM	0	4	4
6:30 PM - 6:45 PM	1	4	5
6:45 PM - 7:00 PM	0	1	1
7:00 PM - 7:15 PM	0	0	0
7:15 PM - 7:30 PM	1	1	2
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	404	404	808

Suburban Church Trip Data

Weekday Average (Tue / Wed / Thu)

Avg IN	Avg OUT	Avg Total
119	119	237

Tuesday, 7/21/2020				
Time	IN	OUT	Total (IN+OUT)	
5:00 AM - 5:15 AM	0	0	0	
5:15 AM - 5:30 AM	0	0	0	
5:30 AM - 5:45 AM	0	0	0	
5:45 AM - 6:00 AM	0	0	0	0
6:00 AM - 6:15 AM	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0
6:45 AM - 7:00 AM	2	0	2	2
7:00 AM - 7:15 AM	3	1	4	6
7:15 AM - 7:30 AM	3	0	3	9
7:30 AM - 7:45 AM	3	3	6	15
7:45 AM - 8:00 AM	8	4	12	25
8:00 AM - 8:15 AM	1	3	4	25
8:15 AM - 8:30 AM	4	1	5	27
8:30 AM - 8:45 AM	5	3	8	29
8:45 AM - 9:00 AM	3	3	6	23
9:00 AM - 9:15 AM	4	2	6	25
9:15 AM - 9:30 AM	4	1	5	25
9:30 AM - 9:45 AM	3	1	4	21
9:45 AM - 10:00 AM	4	5	9	24
10:00 AM - 10:15 AM	4	1	5	23
10:15 AM - 10:30 AM	0	1	1	19
10:30 AM - 10:45 AM	0	0	0	15
10:45 AM - 11:00 AM	1	2	3	9
11:00 AM - 11:15 AM	1	0	1	5
11:15 AM - 11:30 AM	3	4	7	11
11:30 AM - 11:45 AM	2	3	5	16
11:45 AM - 12:00 PM	1	6	7	20
12:00 PM - 12:15 PM	4	4	8	27
12:15 PM - 12:30 PM	2	3	5	25
12:30 PM - 12:45 PM	1	2	3	23
12:45 PM - 1:00 PM	4	1	5	21
1:00 PM - 1:15 PM	0	1	1	14
1:15 PM - 1:30 PM	5	1	6	15
1:30 PM - 1:45 PM	2	3	5	17
1:45 PM - 2:00 PM	2	1	3	15
2:00 PM - 2:15 PM	1	1	2	16
2:15 PM - 2:30 PM	0	4	4	14
2:30 PM - 2:45 PM	2	2	4	13
2:45 PM - 3:00 PM	2	2	4	14
3:00 PM - 3:15 PM	0	1	1	13
3:15 PM - 3:30 PM	3	4	7	16
3:30 PM - 3:45 PM	4	4	8	20
3:45 PM - 4:00 PM	3	5	8	24
4:00 PM - 4:15 PM	2	7	9	32
4:15 PM - 4:30 PM	1	2	3	28
4:30 PM - 4:45 PM	1	1	2	22
4:45 PM - 5:00 PM	3	2	5	19
5:00 PM - 5:15 PM	2	3	5	15
5:15 PM - 5:30 PM	2	4	6	18
5:30 PM - 5:45 PM	0	3	3	19
5:45 PM - 6:00 PM	1	1	2	16
6:00 PM - 6:15 PM	0	0	0	11
6:15 PM - 6:30 PM	0	0	0	5
6:30 PM - 6:45 PM	0	0	0	2
6:45 PM - 7:00 PM	0	0	0	0
7:00 PM - 7:15 PM	0	0	0	0
7:15 PM - 7:30 PM	0	0	0	0
7:30 PM - 7:45 PM	0	0	0	0
7:45 PM - 8:00 PM	0	0	0	0
8:00 PM - 8:15 PM	0	0	0	0
8:15 PM - 8:30 PM	0	0	0	0
8:30 PM - 8:45 PM	0	0	0	0
8:45 PM - 9:00 PM	0	0	0	0
9:00 PM - 9:15 PM	0	0	0	0
9:15 PM - 9:30 PM	0	0	0	0
9:30 PM - 9:45 PM	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0
TOTAL (ADT)	106	106	212	32

Wednesday, 7/22/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	2	0	2
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	2	0	2
7:00 AM - 7:15 AM	3	1	4
7:15 AM - 7:30 AM	3	0	3
7:30 AM - 7:45 AM	8	8	16
7:45 AM - 8:00 AM	5	4	9
8:00 AM - 8:15 AM	3	2	5
8:15 AM - 8:30 AM	12	3	15
8:30 AM - 8:45 AM	3	4	7
8:45 AM - 9:00 AM	12	4	16
9:00 AM - 9:15 AM	2	5	7
9:15 AM - 9:30 AM	4	1	5
9:30 AM - 9:45 AM	4	1	5
9:45 AM - 10:00 AM	2	3	5
10:00 AM - 10:15 AM	2	1	3
10:15 AM - 10:30 AM	2	1	3
10:30 AM - 10:45 AM	2	5	7
10:45 AM - 11:00 AM	3	3	6
11:00 AM - 11:15 AM	1	1	2
11:15 AM - 11:30 AM	4	10	14
11:30 AM - 11:45 AM	0	1	1
11:45 AM - 12:00 PM	1	1	2
12:00 PM - 12:15 PM	3	1	4
12:15 PM - 12:30 PM	4	4	8
12:30 PM - 12:45 PM	4	2	6
12:45 PM - 1:00 PM	2	4	6
1:00 PM - 1:15 PM	0	1	1
1:15 PM - 1:30 PM	1	2	3
1:30 PM - 1:45 PM	1	0	1
1:45 PM - 2:00 PM	3	1	4
2:00 PM - 2:15 PM	0	3	3
2:15 PM - 2:30 PM	1	4	5
2:30 PM - 2:45 PM	2	3	5
2:45 PM - 3:00 PM	2	1	3
3:00 PM - 3:15 PM	3	5	8
3:15 PM - 3:30 PM	5	6	11
3:30 PM - 3:45 PM	2	8	10
3:45 PM - 4:00 PM	1	3	4
4:00 PM - 4:15 PM	3	4	7
4:15 PM - 4:30 PM	5	4	9
4:30 PM - 4:45 PM	1	2	3
4:45 PM - 5:00 PM	7	1	8
5:00 PM - 5:15 PM	4	6	10
5:15 PM - 5:30 PM	3	3	6
5:30 PM - 5:45 PM	1	5	6
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	0	0	0
6:15 PM - 6:30 PM	0	7	7
6:30 PM - 6:45 PM	2	1	3
6:45 PM - 7:00 PM	0	0	0
7:00 PM - 7:15 PM	0	0	0
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	140	140	280

Saturday, 7/26/2026	Time	IN	OUT	Total (IN+OUT)
	5:00 AM - 5:15 AM	0	0	0
	5:15 AM - 5:30 AM	0	0	0
	5:30 AM - 5:45 AM	0	0	0
	5:45 AM - 6:00 AM	0	0	0
	6:00 AM - 6:15 AM	0	0	0
	6:15 AM - 6:30 AM	0	0	0
	6:30 AM - 6:45 AM	0	0	0
	6:45 AM - 7:00 AM	0	0	0
	7:00 AM - 7:15 AM	0	0	0
	7:15 AM - 7:30 AM	0	0	0
	7:30 AM - 7:45 AM	0	0	0
	7:45 AM - 8:00 AM	0	0	0
	8:00 AM - 8:15 AM	2	0	2
	8:15 AM - 8:30 AM	0	1	1
	8:30 AM - 8:45 AM	1	1	2
	8:45 AM - 9:00 AM	0	0	0
	9:00 AM - 9:15 AM	0	0	0
	9:15 AM - 9:30 AM	1	1	2
	9:30 AM - 9:45 AM	2	1	3
	9:45 AM - 10:00 AM	0	0	0
	10:00 AM - 10:15 AM	0	0	0
	10:15 AM - 10:30 AM	1	1	2
	10:30 AM - 10:45 AM	1	2	3
	10:45 AM - 11:00 AM	0	0	0
	11:00 AM - 11:15 AM	0	0	0
	11:15 AM - 11:30 AM	0	0	0
	11:30 AM - 11:45 AM	1	0	1
	11:45 AM - 12:00 PM	0	1	1
	12:00 PM - 12:15 PM	1	1	2
	12:15 PM - 12:30 PM	0	0	0
	12:30 PM - 12:45 PM	0	0	0
	12:45 PM - 1:00 PM	1	1	2
	1:00 PM - 1:15 PM	0	0	0
	1:15 PM - 1:30 PM	1	1	2
	1:30 PM - 1:45 PM	0	1	1
	1:45 PM - 2:00 PM	1	1	2
	2:00 PM - 2:15 PM	1	1	2
	2:15 PM - 2:30 PM	0	0	0
	2:30 PM - 2:45 PM	1	1	2
	2:45 PM - 3:00 PM	0	0	0
	3:00 PM - 3:15 PM	0	0	0
	3:15 PM - 3:30 PM	0	0	0
	3:30 PM - 3:45 PM	0	0	0
	3:45 PM - 4:00 PM	0	0	0
	4:00 PM - 4:15 PM	1	1	2
	4:15 PM - 4:30 PM	1	1	2
	4:30 PM - 4:45 PM	0	0	0
	4:45 PM - 5:00 PM	1	0	1
	5:00 PM - 5:15 PM	0	0	0
	5:15 PM - 5:30 PM	0	1	1
	5:30 PM - 5:45 PM	0	0	0
	5:45 PM - 6:00 PM	0	0	0
	6:00 PM - 6:15 PM	0	0	0
	6:15 PM - 6:30 PM	0	0	0
	6:30 PM - 6:45 PM	0	0	0
	6:45 PM - 7:00 PM	1	0	1
	7:00 PM - 7:15 PM	0	1	1
	7:15 PM - 7:30 PM	0	0	0
	7:30 PM - 7:45 PM	1	1	2
	7:45 PM - 8:00 PM	0	0	0
	8:00 PM - 8:15 PM	0	0	0
	8:15 PM - 8:30 PM	0	0	0
	8:30 PM - 8:45 PM	0	0	0
	8:45 PM - 9:00 PM	0	0	0
	9:00 PM - 9:15 PM	0	0	0
	9:15 PM - 9:30 PM	0	0	0
	9:30 PM - 9:45 PM	0	0	0
	9:45 PM - 10:00 PM	0	0	0
	TOTAL (ADT)	20	20	40

Sunday, 7/26/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	1	0	1
7:00 AM - 7:15 AM	1	0	1
7:15 AM - 7:30 AM	6	0	6
7:30 AM - 7:45 AM	4	0	4
7:45 AM - 8:00 AM	1	0	1
8:00 AM - 8:15 AM	1	0	1
8:15 AM - 8:30 AM	6	0	6
8:30 AM - 8:45 AM	12	0	12
8:45 AM - 9:00 AM	52	1	53
9:00 AM - 9:15 AM	14	1	15
9:15 AM - 9:30 AM	4	1	5
9:30 AM - 9:45 AM	0	1	1
9:45 AM - 10:00 AM	6	0	6
10:00 AM - 10:15 AM	13	4	17
10:15 AM - 10:30 AM	69	43	112
10:30 AM - 10:45 AM	35	29	64
10:45 AM - 11:00 AM	7	3	10
11:00 AM - 11:15 AM	2	6	8
11:15 AM - 11:30 AM	2	2	4
11:30 AM - 11:45 AM	3	4	7
11:45 AM - 12:00 PM	1	65	66
12:00 PM - 12:15 PM	2	52	54
12:15 PM - 12:30 PM	3	10	13
12:30 PM - 12:45 PM	4	9	13
12:45 PM - 1:00 PM	3	3	6
1:00 PM - 1:15 PM	0	0	0
1:15 PM - 1:30 PM	1	1	2
1:30 PM - 1:45 PM	1	4	5
1:45 PM - 2:00 PM	3	8	11
2:00 PM - 2:15 PM	0	4	4
2:15 PM - 2:30 PM	2	6	8
2:30 PM - 2:45 PM	0	0	0
2:45 PM - 3:00 PM	0	1	1
3:00 PM - 3:15 PM	2	2	4
3:15 PM - 3:30 PM	3	3	6
3:30 PM - 3:45 PM	1	0	1
3:45 PM - 4:00 PM	2	4	6
4:00 PM - 4:15 PM	0	0	0
4:15 PM - 4:30 PM	0	2	2
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	1	1	2
5:00 PM - 5:15 PM	1	1	2
5:15 PM - 5:30 PM	0	0	0
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	2	0	2
6:15 PM - 6:30 PM	1	1	2
6:30 PM - 6:45 PM	0	0	0
6:45 PM - 7:00 PM	0	0	0
7:00 PM - 7:15 PM	0	0	0
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	272	272	544

North Albany Trip Data

Weekday Average (Tue / Wed / Thu)

Avg IN	Avg OUT	Avg Total
29	29	59

Tuesday, 7/21/2020

Time	IN	OUT	Total (IN+OUT)	Peak Hour
5:00 AM - 5:15 AM	0	0	0	
5:15 AM - 5:30 AM	0	0	0	
5:30 AM - 5:45 AM	0	0	0	
5:45 AM - 6:00 AM	0	0	0	0
6:00 AM - 6:15 AM	0	0	0	0
6:15 AM - 6:30 AM	0	0	0	0
6:30 AM - 6:45 AM	0	0	0	0
6:45 AM - 7:00 AM	0	3	3	3
7:00 AM - 7:15 AM	0	0	0	3
7:15 AM - 7:30 AM	0	0	0	3
7:30 AM - 7:45 AM	0	0	0	3
7:45 AM - 8:00 AM	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0
8:15 AM - 8:30 AM	1	0	1	1
8:30 AM - 8:45 AM	1	0	1	2
8:45 AM - 9:00 AM	0	0	0	2
9:00 AM - 9:15 AM	1	0	1	3
9:15 AM - 9:30 AM	0	0	0	2
9:30 AM - 9:45 AM	0	0	0	1
9:45 AM - 10:00 AM	1	1	2	3
10:00 AM - 10:15 AM	1	0	1	3
10:15 AM - 10:30 AM	2	2	4	7
10:30 AM - 10:45 AM	1	0	1	8
10:45 AM - 11:00 AM	0	1	1	7
11:00 AM - 11:15 AM	2	0	2	8
11:15 AM - 11:30 AM	0	1	1	5
11:30 AM - 11:45 AM	1	1	2	6
11:45 AM - 12:00 PM	0	0	0	5
12:00 PM - 12:15 PM	1	0	1	4
12:15 PM - 12:30 PM	0	1	1	4
12:30 PM - 12:45 PM	0	0	0	2
12:45 PM - 1:00 PM	1	0	1	3
1:00 PM - 1:15 PM	0	0	0	2
1:15 PM - 1:30 PM	2	1	3	4
1:30 PM - 1:45 PM	2	0	2	6
1:45 PM - 2:00 PM	0	4	4	9
2:00 PM - 2:15 PM	1	2	3	12
2:15 PM - 2:30 PM	0	1	1	10
2:30 PM - 2:45 PM	0	1	1	9
2:45 PM - 3:00 PM	0	0	0	5
3:00 PM - 3:15 PM	1	1	2	4
3:15 PM - 3:30 PM	1	2	3	6
3:30 PM - 3:45 PM	0	0	0	5
3:45 PM - 4:00 PM	0	1	1	6
4:00 PM - 4:15 PM	0	0	0	4
4:15 PM - 4:30 PM	0	0	0	1
4:30 PM - 4:45 PM	1	0	1	2
4:45 PM - 5:00 PM	1	1	2	3
5:00 PM - 5:15 PM	0	0	0	3
5:15 PM - 5:30 PM	1	1	2	5
5:30 PM - 5:45 PM	1	0	1	5
5:45 PM - 6:00 PM	1	0	1	4
6:00 PM - 6:15 PM	0	0	0	4
6:15 PM - 6:30 PM	2	2	4	6
6:30 PM - 6:45 PM	1	1	2	7
6:45 PM - 7:00 PM	0	0	0	6
7:00 PM - 7:15 PM	0	0	0	6
7:15 PM - 7:30 PM	0	0	0	2
7:30 PM - 7:45 PM	0	0	0	0
7:45 PM - 8:00 PM	0	0	0	0
8:00 PM - 8:15 PM	0	0	0	0
8:15 PM - 8:30 PM	0	0	0	0
8:30 PM - 8:45 PM	0	0	0	0
8:45 PM - 9:00 PM	0	0	0	0
9:00 PM - 9:15 PM	0	0	0	0
9:15 PM - 9:30 PM	0	0	0	0
9:30 PM - 9:45 PM	0	0	0	0
9:45 PM - 10:00 PM	0	0	0	0
TOTAL (ADT)	28	28	56	12

Wednesday, 7/22/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	0	0	0
7:00 AM - 7:15 AM	0	0	0
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	0	0
7:45 AM - 8:00 AM	0	0	0
8:00 AM - 8:15 AM	0	0	0
8:15 AM - 8:30 AM	1	0	1
8:30 AM - 8:45 AM	0	0	0
8:45 AM - 9:00 AM	1	1	2
9:00 AM - 9:15 AM	0	0	0
9:15 AM - 9:30 AM	1	0	1
9:30 AM - 9:45 AM	0	0	0
9:45 AM - 10:00 AM	0	0	0
10:00 AM - 10:15 AM	0	1	1
10:15 AM - 10:30 AM	1	0	1
10:30 AM - 10:45 AM	0	1	1
10:45 AM - 11:00 AM	0	0	0
11:00 AM - 11:15 AM	0	0	0
11:15 AM - 11:30 AM	2	2	4
11:30 AM - 11:45 AM	1	1	2
11:45 AM - 12:00 PM	1	0	1
12:00 PM - 12:15 PM	0	0	0
12:15 PM - 12:30 PM	0	0	0
12:30 PM - 12:45 PM	0	0	0
12:45 PM - 1:00 PM	0	0	0
1:00 PM - 1:15 PM	2	0	2
1:15 PM - 1:30 PM	0	1	1
1:30 PM - 1:45 PM	0	0	0
1:45 PM - 2:00 PM	0	0	0
2:00 PM - 2:15 PM	1	1	2
2:15 PM - 2:30 PM	0	1	1
2:30 PM - 2:45 PM	1	0	1
2:45 PM - 3:00 PM	3	2	5
3:00 PM - 3:15 PM	0	1	1
3:15 PM - 3:30 PM	0	1	1
3:30 PM - 3:45 PM	1	3	4
3:45 PM - 4:00 PM	0	0	0
4:00 PM - 4:15 PM	0	1	1
4:15 PM - 4:30 PM	0	0	0
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	0	0	0
5:00 PM - 5:15 PM	1	1	2
5:15 PM - 5:30 PM	0	0	0
5:30 PM - 5:45 PM	1	0	1
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	2	0	2
6:15 PM - 6:30 PM	4	1	5
6:30 PM - 6:45 PM	0	4	4
6:45 PM - 7:00 PM	1	2	3
7:00 PM - 7:15 PM	0	0	0
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	1	0	1
8:00 PM - 8:15 PM	0	1	1
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	26	26	52

Thursday, 7/23/2026	Time	IN	OUT	Total (IN+OUT)
	5:00 AM - 5:15 AM	0	0	0
	5:15 AM - 5:30 AM	0	0	0
	5:30 AM - 5:45 AM	0	0	0
	5:45 AM - 6:00 AM	0	0	0
	6:00 AM - 6:15 AM	0	0	0
	6:15 AM - 6:30 AM	0	0	0
	6:30 AM - 6:45 AM	0	0	0
	6:45 AM - 7:00 AM	0	0	0
	7:00 AM - 7:15 AM	0	0	0
	7:15 AM - 7:30 AM	0	0	0
	7:30 AM - 7:45 AM	0	0	0
	7:45 AM - 8:00 AM	0	0	0
	8:00 AM - 8:15 AM	0	0	0
	8:15 AM - 8:30 AM	0	0	0
	8:30 AM - 8:45 AM	1	0	1
	8:45 AM - 9:00 AM	1	0	1
	9:00 AM - 9:15 AM	2	0	2
	9:15 AM - 9:30 AM	0	0	0
	9:30 AM - 9:45 AM	0	0	0
	9:45 AM - 10:00 AM	0	0	0
	10:00 AM - 10:15 AM	0	0	0
	10:15 AM - 10:30 AM	0	0	0
	10:30 AM - 10:45 AM	1	0	1
	10:45 AM - 11:00 AM	2	2	4
	11:00 AM - 11:15 AM	0	2	2
	11:15 AM - 11:30 AM	1	0	1
	11:30 AM - 11:45 AM	1	2	3
	11:45 AM - 12:00 PM	1	2	3
	12:00 PM - 12:15 PM	2	2	4
	12:15 PM - 12:30 PM	0	0	0
	12:30 PM - 12:45 PM	2	1	3
	12:45 PM - 1:00 PM	1	2	3
	1:00 PM - 1:15 PM	1	1	2
	1:15 PM - 1:30 PM	1	0	1
	1:30 PM - 1:45 PM	1	0	1
	1:45 PM - 2:00 PM	1	0	1
	2:00 PM - 2:15 PM	0	2	2
	2:15 PM - 2:30 PM	1	1	2
	2:30 PM - 2:45 PM	0	1	1
	2:45 PM - 3:00 PM	2	1	3
	3:00 PM - 3:15 PM	1	1	2
	3:15 PM - 3:30 PM	0	0	0
	3:30 PM - 3:45 PM	0	1	1
	3:45 PM - 4:00 PM	0	1	1
	4:00 PM - 4:15 PM	0	2	2
	4:15 PM - 4:30 PM	1	1	2
	4:30 PM - 4:45 PM	0	0	0
	4:45 PM - 5:00 PM	1	0	1
	5:00 PM - 5:15 PM	1	0	1
	5:15 PM - 5:30 PM	1	0	1
	5:30 PM - 5:45 PM	1	0	1
	5:45 PM - 6:00 PM	0	0	0
	6:00 PM - 6:15 PM	1	0	1
	6:15 PM - 6:30 PM	1	5	6
	6:30 PM - 6:45 PM	1	0	1
	6:45 PM - 7:00 PM	0	0	0
	7:00 PM - 7:15 PM	2	0	2
	7:15 PM - 7:30 PM	0	2	2
	7:30 PM - 7:45 PM	1	2	3
	7:45 PM - 8:00 PM	0	0	0
	8:00 PM - 8:15 PM	0	0	0
	8:15 PM - 8:30 PM	0	0	0
	8:30 PM - 8:45 PM	0	0	0
	8:45 PM - 9:00 PM	0	0	0
	9:00 PM - 9:15 PM	0	0	0
	9:15 PM - 9:30 PM	0	0	0
	9:30 PM - 9:45 PM	0	0	0
	9:45 PM - 10:00 PM	0	0	0
	TOTAL (ADT)	34	34	68

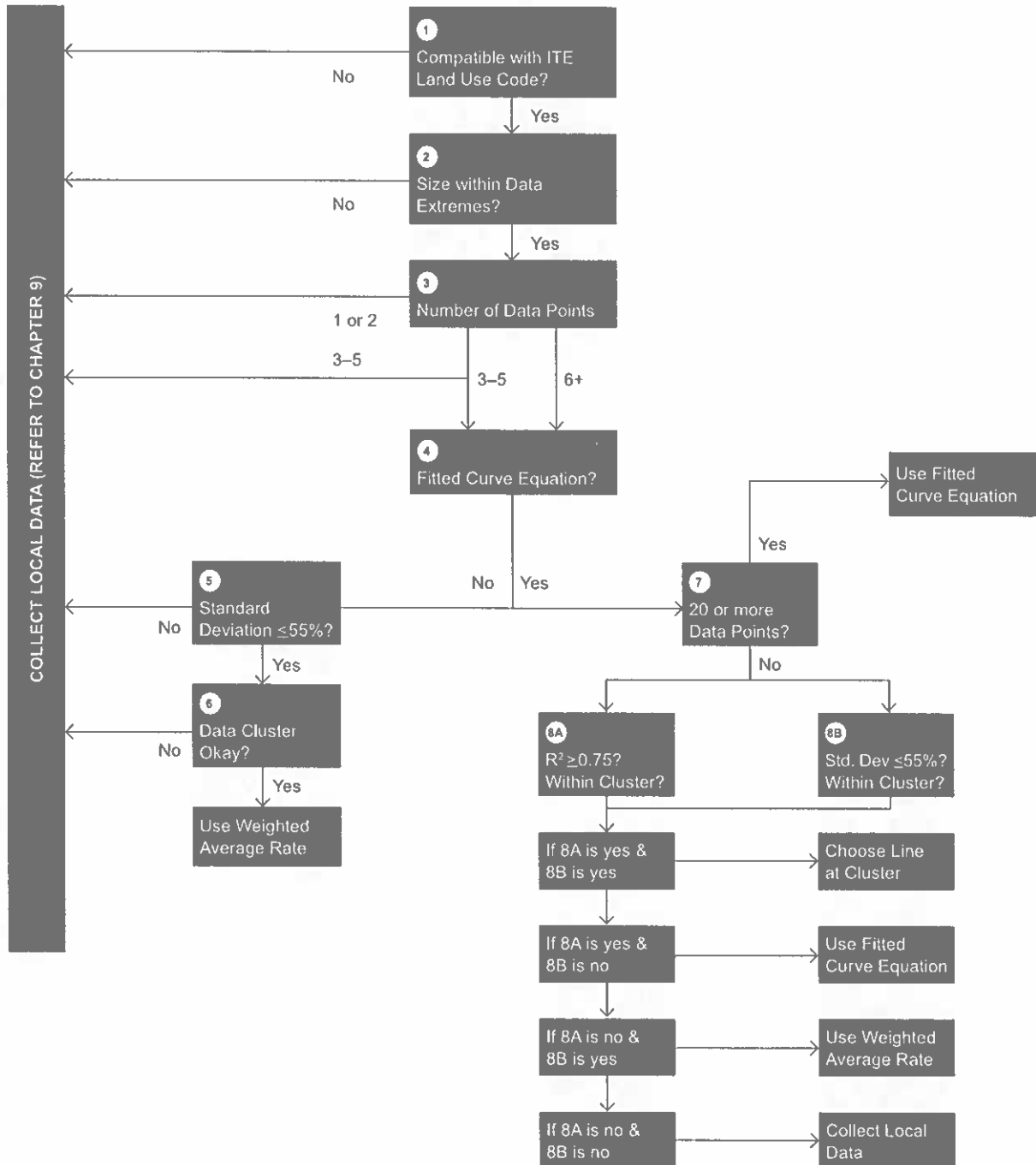
Saturday, 7/25/2026

Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	2	0	2
7:00 AM - 7:15 AM	1	2	3
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	0	0
7:45 AM - 8:00 AM	0	0	0
8:00 AM - 8:15 AM	1	1	2
8:15 AM - 8:30 AM	0	0	0
8:30 AM - 8:45 AM	1	1	2
8:45 AM - 9:00 AM	2	0	2
9:00 AM - 9:15 AM	3	0	3
9:15 AM - 9:30 AM	2	1	3
9:30 AM - 9:45 AM	0	0	0
9:45 AM - 10:00 AM	2	0	2
10:00 AM - 10:15 AM	2	2	4
10:15 AM - 10:30 AM	3	2	5
10:30 AM - 10:45 AM	1	1	2
10:45 AM - 11:00 AM	0	1	1
11:00 AM - 11:15 AM	0	1	1
11:15 AM - 11:30 AM	0	2	2
11:30 AM - 11:45 AM	1	0	1
11:45 AM - 12:00 PM	1	0	1
12:00 PM - 12:15 PM	1	0	1
12:15 PM - 12:30 PM	1	1	2
12:30 PM - 12:45 PM	0	0	0
12:45 PM - 1:00 PM	1	2	3
1:00 PM - 1:15 PM	1	0	1
1:15 PM - 1:30 PM	0	0	0
1:30 PM - 1:45 PM	0	0	0
1:45 PM - 2:00 PM	1	1	2
2:00 PM - 2:15 PM	0	1	1
2:15 PM - 2:30 PM	1	0	1
2:30 PM - 2:45 PM	0	0	0
2:45 PM - 3:00 PM	0	1	1
3:00 PM - 3:15 PM	1	0	1
3:15 PM - 3:30 PM	0	1	1
3:30 PM - 3:45 PM	0	0	0
3:45 PM - 4:00 PM	3	3	6
4:00 PM - 4:15 PM	5	1	6
4:15 PM - 4:30 PM	2	0	2
4:30 PM - 4:45 PM	0	0	0
4:45 PM - 5:00 PM	1	5	6
5:00 PM - 5:15 PM	1	5	6
5:15 PM - 5:30 PM	1	1	2
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	0	0	0
6:15 PM - 6:30 PM	1	2	3
6:30 PM - 6:45 PM	1	1	2
6:45 PM - 7:00 PM	1	2	3
7:00 PM - 7:15 PM	0	1	1
7:15 PM - 7:30 PM	1	1	2
7:30 PM - 7:45 PM	0	2	2
7:45 PM - 8:00 PM	0	1	1
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	46	46	92

0
0
0
0
0
0
0
2
5
5
5
3
2
2
0
4
6
7
10
8
8
8
9
11
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12
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3
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13
14
14
14
14
14
14
14
8
2
3
5
8
9
8
8
6
5
3
1
0
0
0
0
0
0
14

Sunday, 7/26/2026			
Time	IN	OUT	Total (IN+OUT)
5:00 AM - 5:15 AM	0	0	0
5:15 AM - 5:30 AM	0	0	0
5:30 AM - 5:45 AM	0	0	0
5:45 AM - 6:00 AM	0	0	0
6:00 AM - 6:15 AM	0	0	0
6:15 AM - 6:30 AM	0	0	0
6:30 AM - 6:45 AM	0	0	0
6:45 AM - 7:00 AM	0	0	0
7:00 AM - 7:15 AM	0	0	0
7:15 AM - 7:30 AM	0	0	0
7:30 AM - 7:45 AM	0	0	0
7:45 AM - 8:00 AM	0	0	0
8:00 AM - 8:15 AM	3	0	3
8:15 AM - 8:30 AM	2	0	2
8:30 AM - 8:45 AM	2	0	2
8:45 AM - 9:00 AM	6	1	7
9:00 AM - 9:15 AM	3	0	3
9:15 AM - 9:30 AM	5	0	5
9:30 AM - 9:45 AM	14	0	14
9:45 AM - 10:00 AM	52	1	53
10:00 AM - 10:15 AM	19	0	19
10:15 AM - 10:30 AM	1	2	3
10:30 AM - 10:45 AM	3	1	4
10:45 AM - 11:00 AM	2	2	4
11:00 AM - 11:15 AM	0	0	0
11:15 AM - 11:30 AM	2	49	51
11:30 AM - 11:45 AM	2	34	36
11:45 AM - 12:00 PM	1	14	15
12:00 PM - 12:15 PM	2	2	4
12:15 PM - 12:30 PM	3	3	6
12:30 PM - 12:45 PM	1	1	2
12:45 PM - 1:00 PM	0	3	3
1:00 PM - 1:15 PM	2	3	5
1:15 PM - 1:30 PM	0	0	0
1:30 PM - 1:45 PM	2	4	6
1:45 PM - 2:00 PM	1	1	2
2:00 PM - 2:15 PM	0	0	0
2:15 PM - 2:30 PM	0	0	0
2:30 PM - 2:45 PM	0	0	0
2:45 PM - 3:00 PM	1	1	2
3:00 PM - 3:15 PM	0	0	0
3:15 PM - 3:30 PM	0	1	1
3:30 PM - 3:45 PM	0	0	0
3:45 PM - 4:00 PM	1	1	2
4:00 PM - 4:15 PM	1	1	2
4:15 PM - 4:30 PM	0	1	1
4:30 PM - 4:45 PM	1	1	2
4:45 PM - 5:00 PM	0	0	0
5:00 PM - 5:15 PM	0	4	4
5:15 PM - 5:30 PM	0	0	0
5:30 PM - 5:45 PM	0	0	0
5:45 PM - 6:00 PM	0	0	0
6:00 PM - 6:15 PM	1	1	2
6:15 PM - 6:30 PM	0	0	0
6:30 PM - 6:45 PM	0	0	0
6:45 PM - 7:00 PM	0	0	0
7:00 PM - 7:15 PM	0	1	1
7:15 PM - 7:30 PM	0	0	0
7:30 PM - 7:45 PM	0	0	0
7:45 PM - 8:00 PM	0	0	0
8:00 PM - 8:15 PM	0	0	0
8:15 PM - 8:30 PM	0	0	0
8:30 PM - 8:45 PM	0	0	0
8:45 PM - 9:00 PM	0	0	0
9:00 PM - 9:15 PM	0	0	0
9:15 PM - 9:30 PM	0	0	0
9:30 PM - 9:45 PM	0	0	0
9:45 PM - 10:00 PM	0	0	0
TOTAL (ADT)	133	133	266

**Figure 4.2 Process for Selecting Average Rate or Equation
in Trip Generation Manual Data**



Land Use: 560 Church

Description

A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary. It may also house meeting rooms, classrooms, and, occasionally, dining, catering, or event facilities.

Additional Data

Worship services are typically held on Sundays. Some of the surveyed churches offered day care or extended care programs during the week.

The sites were surveyed in the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Florida, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

428, 436, 554, 571, 583, 629, 631, 704, 903, 904, 957, 971, 1080, 1219

Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

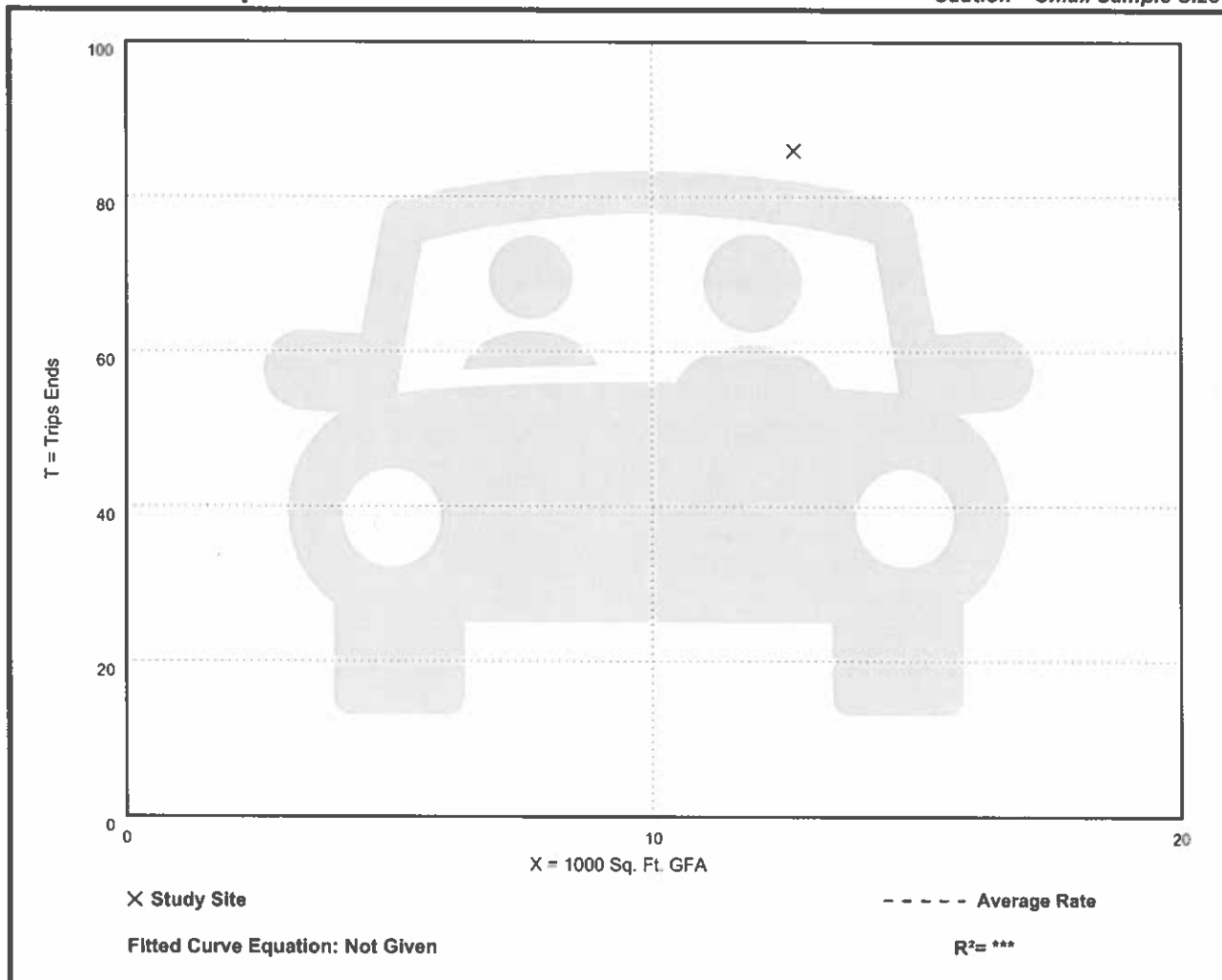
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.78	6.78 - 6.78	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. 1000 Sq. Ft. GFA: 70

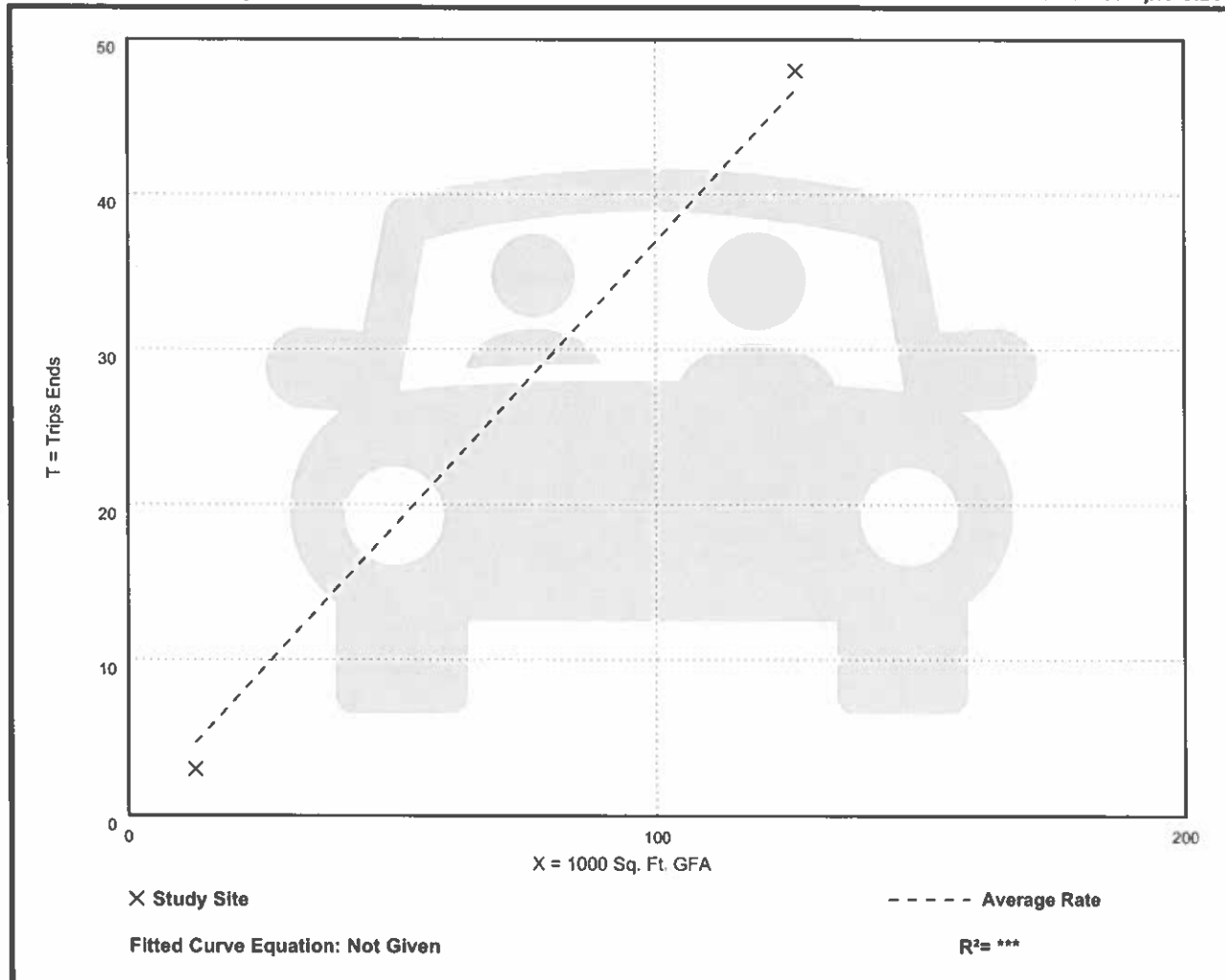
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.37	0.24 - 0.38	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

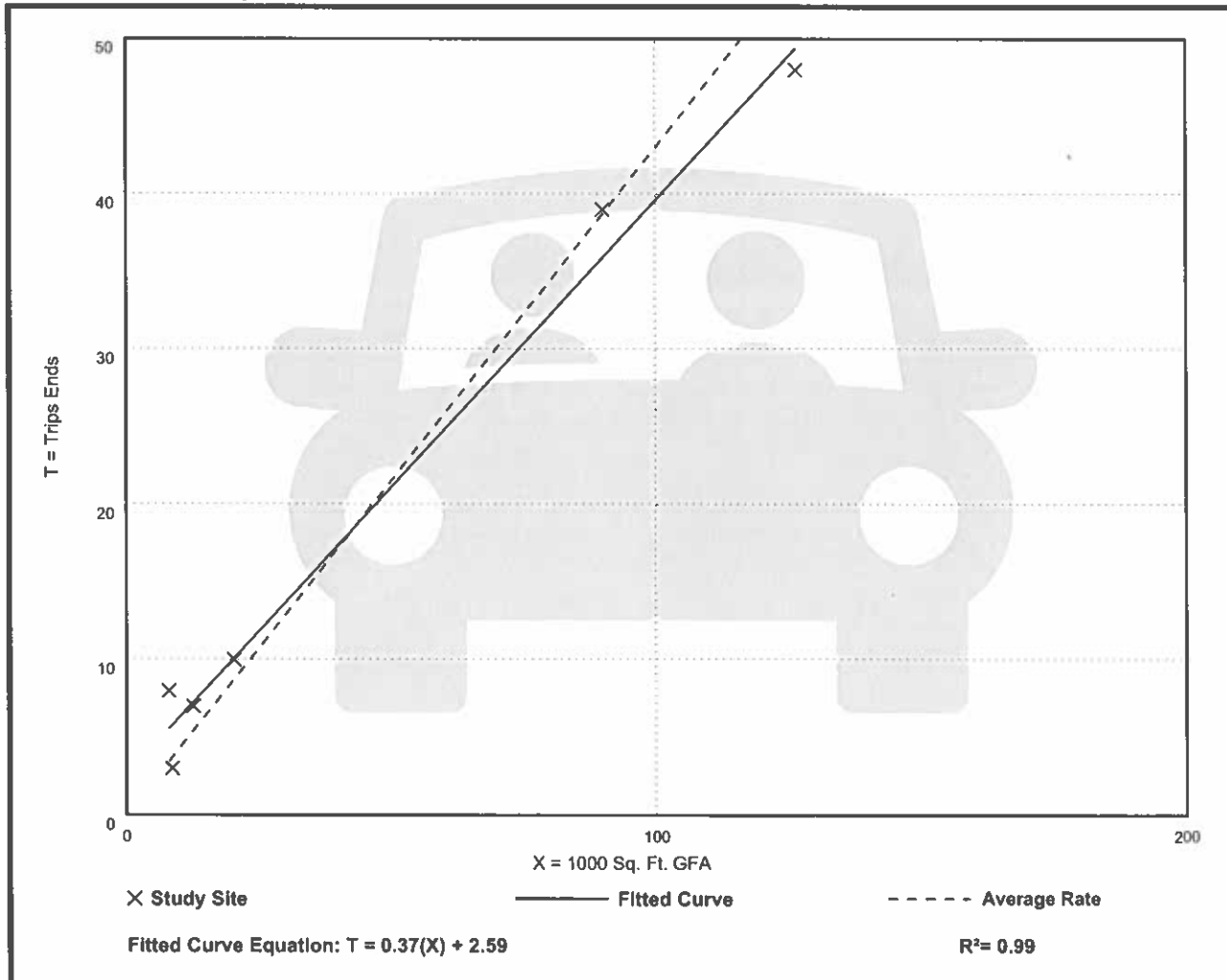
Avg. 1000 Sq. Ft. GFA: 44

Directional Distribution: 41% entering, 59% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.43	0.35 - 1.00	0.12

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

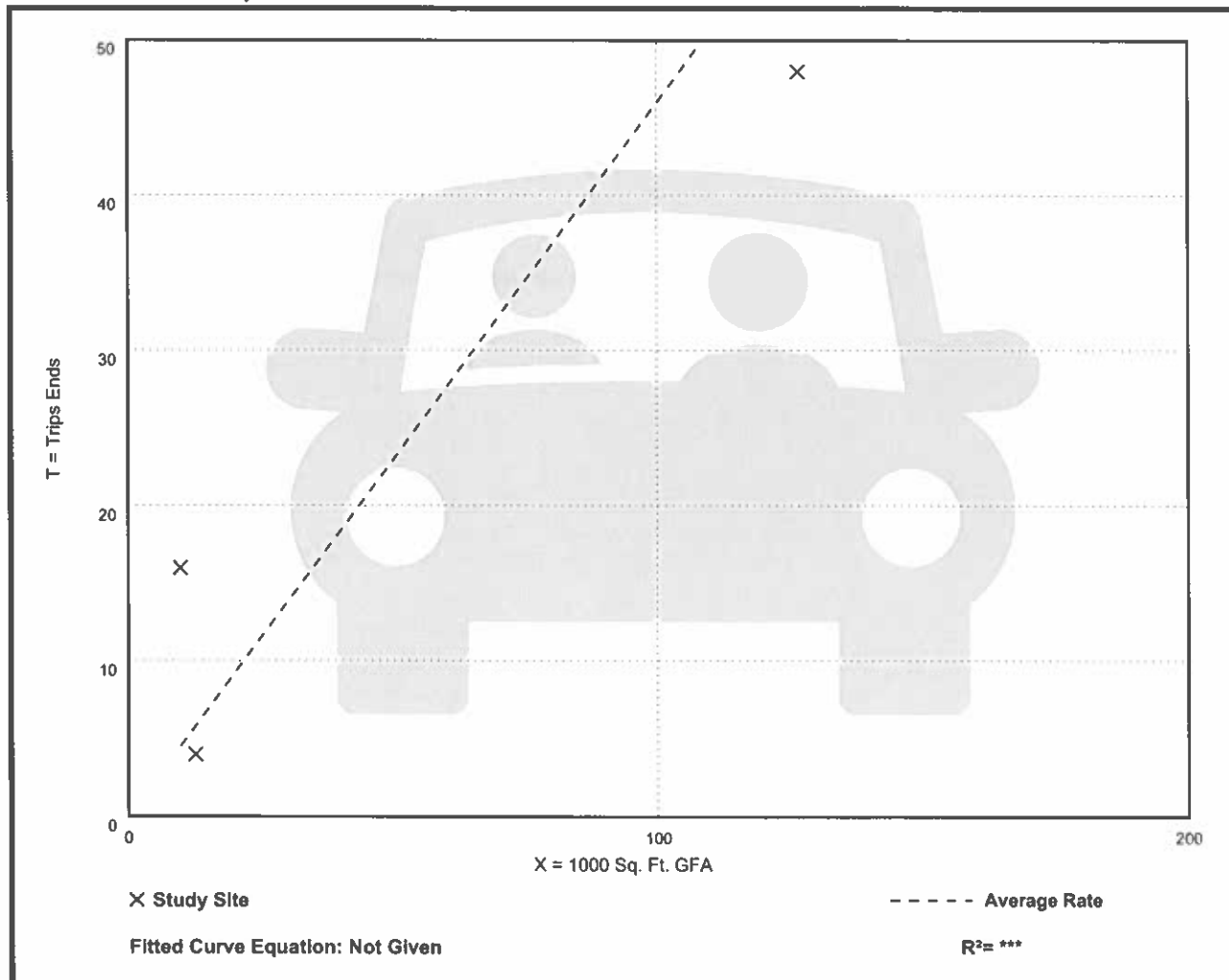
Avg. 1000 Sq. Ft. GFA: 50

Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.46	0.32 - 1.62	0.38

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

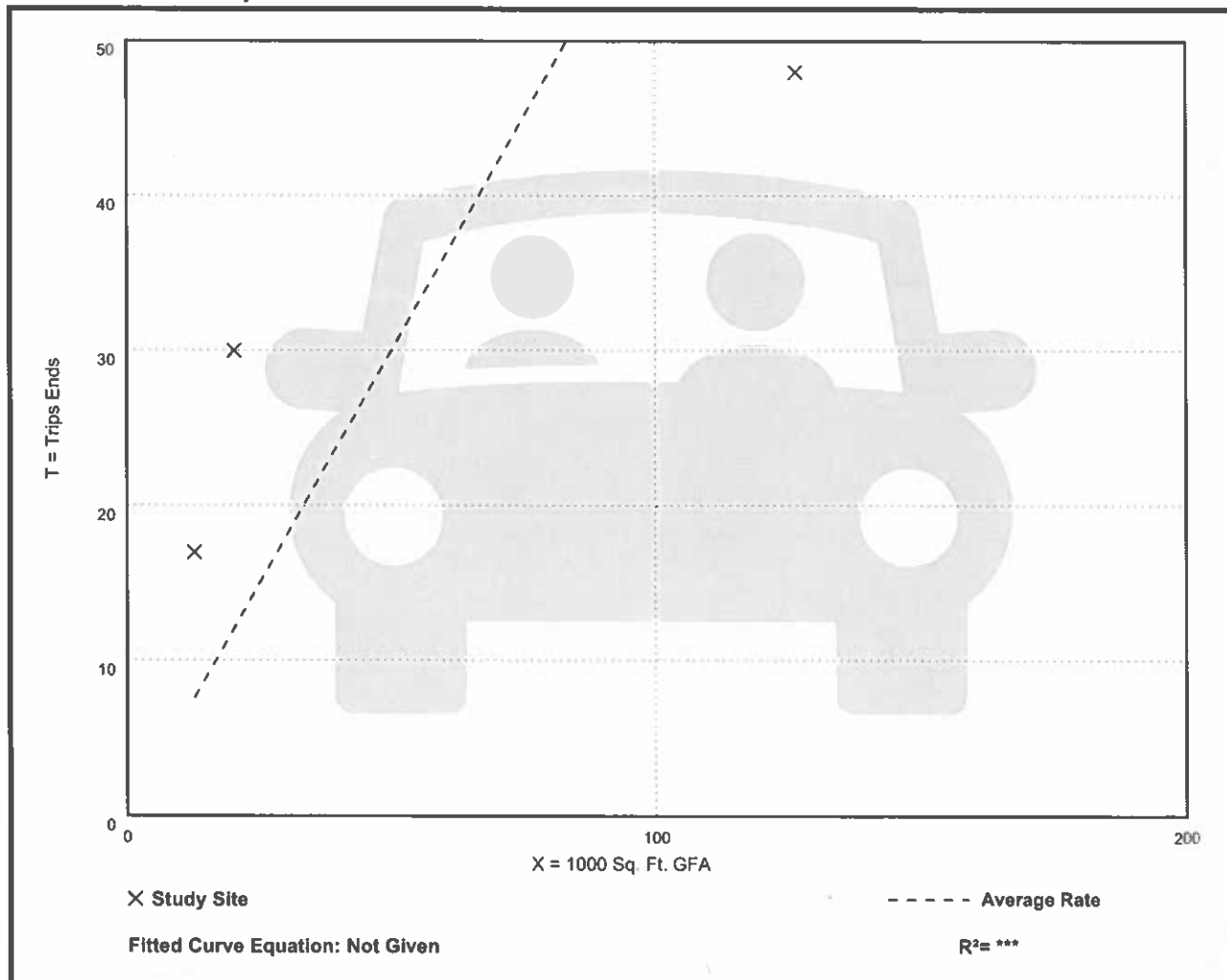
Avg. 1000 Sq. Ft. GFA: 53

Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.38 - 1.48	0.52

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

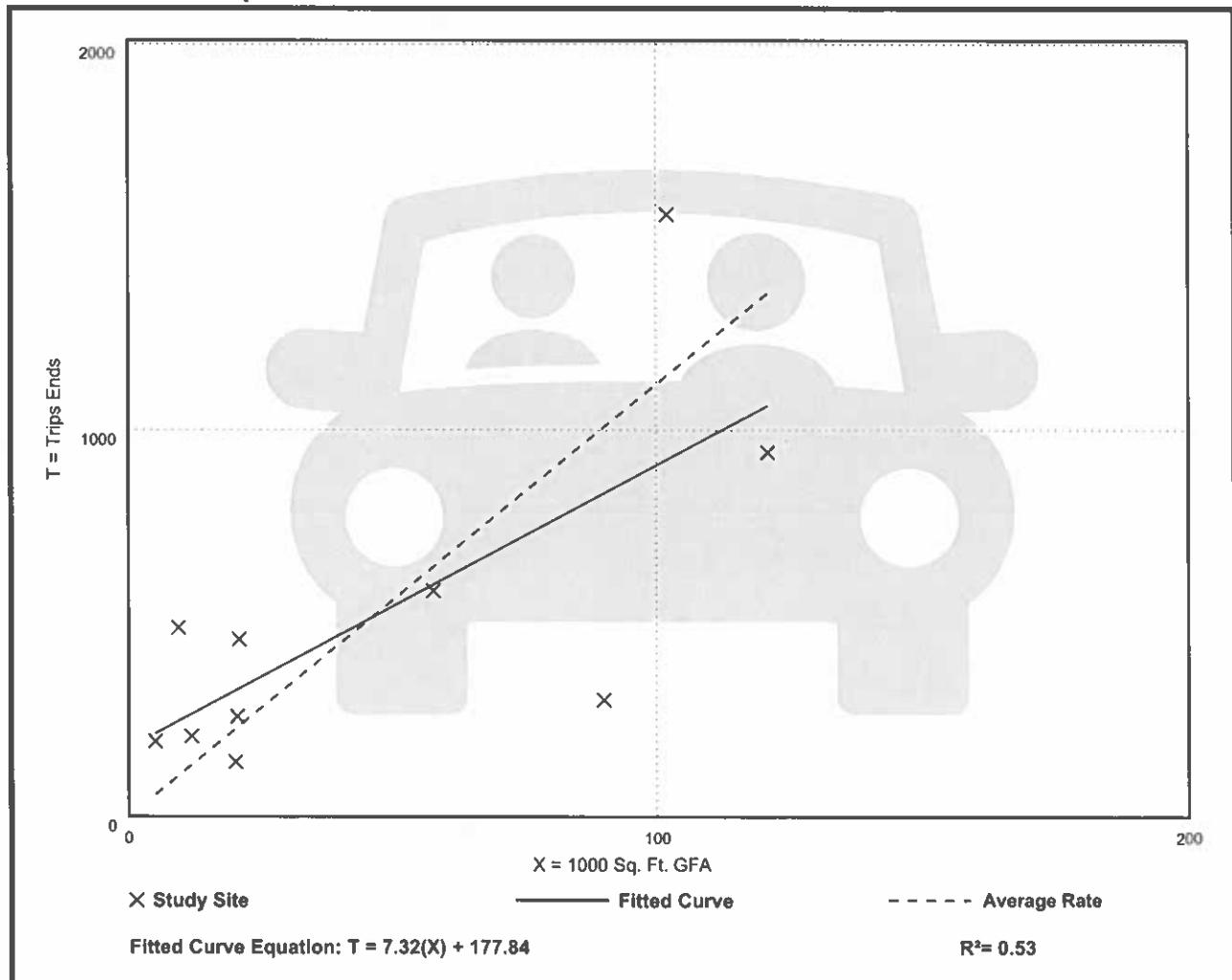
Avg. 1000 Sq. Ft. GFA: 46

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.20	3.36 - 51.31	8.68

Data Plot and Equation



Church (560)

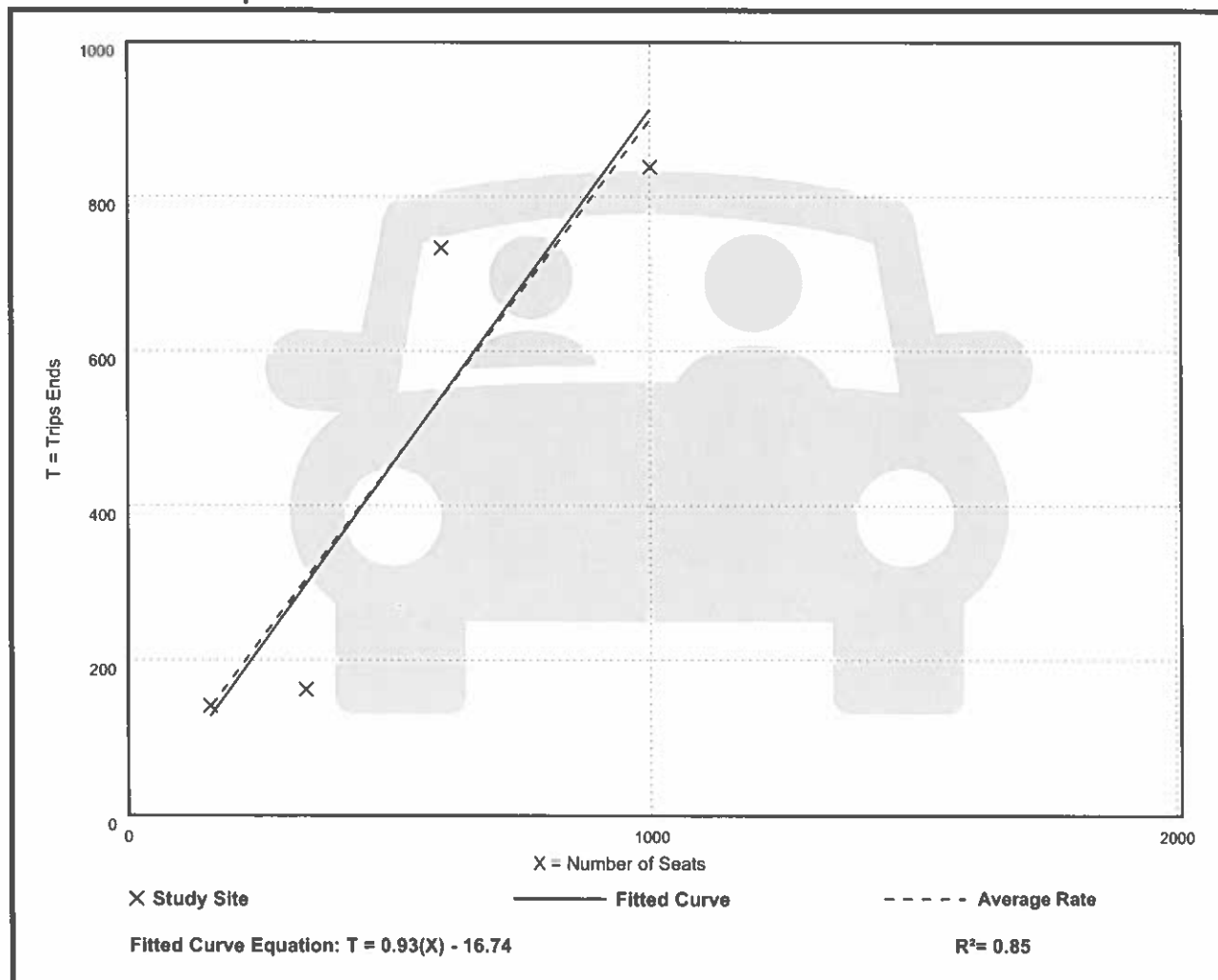
Vehicle Trip Ends vs: **Seats**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: **4**
Avg. Num. of Seats: **524**
Directional Distribution: **50% entering, 50% exiting**

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.90	0.48 - 1.22	0.28

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Seats: 378

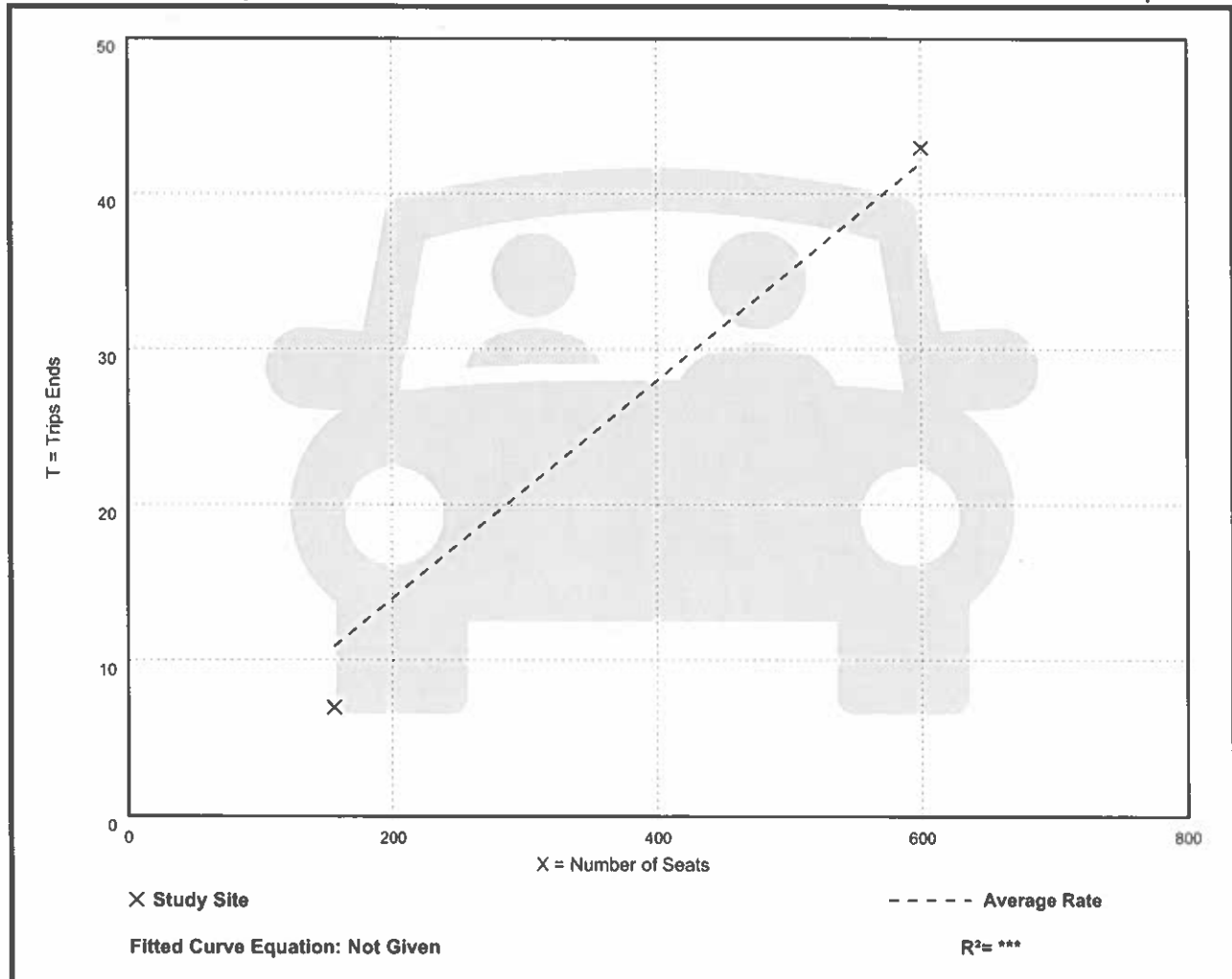
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.07	0.04 - 0.07	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: Seats

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

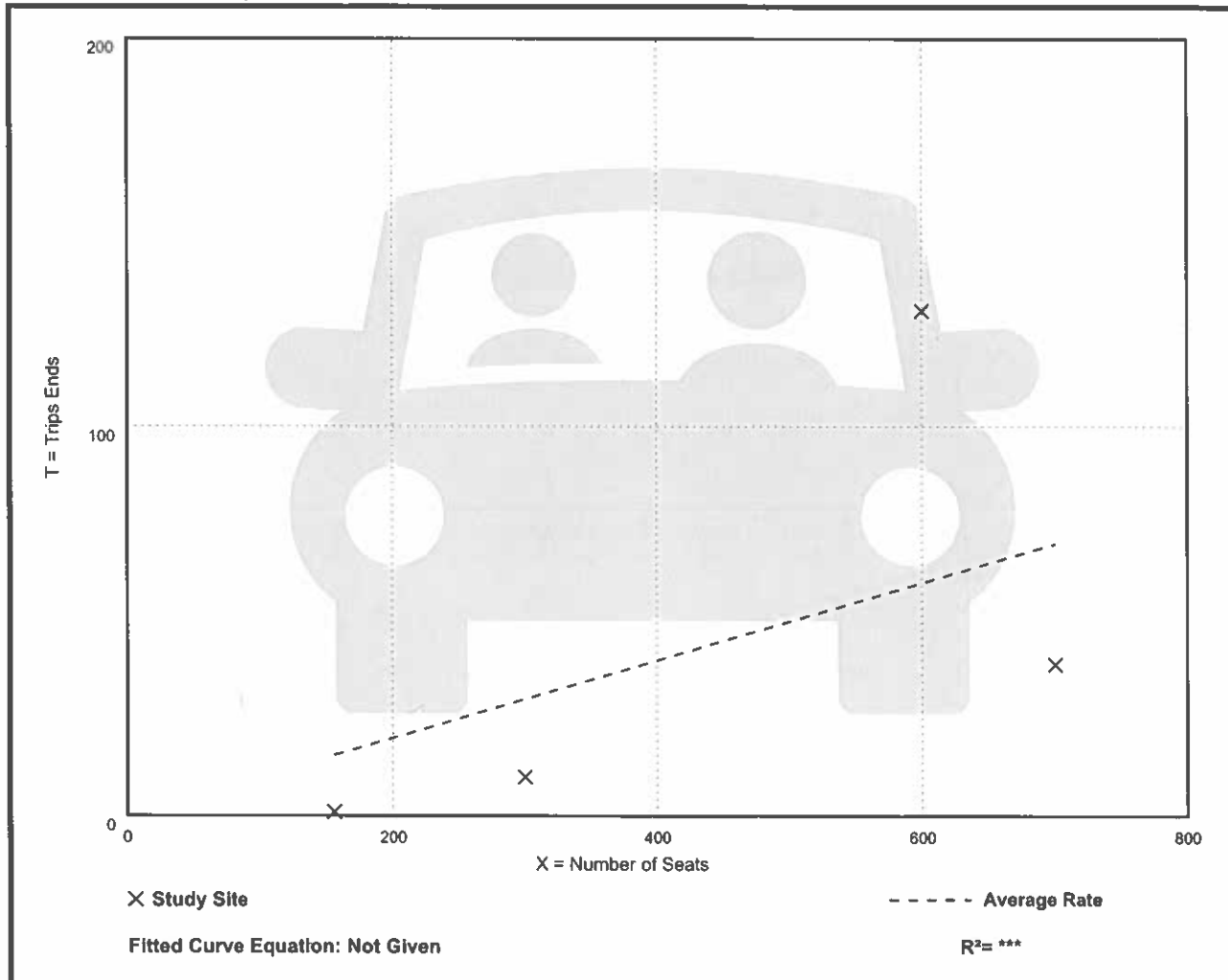
Avg. Num. of Seats: 439

Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.10	0.01 - 0.22	0.10

Data Plot and Equation



Church (560)

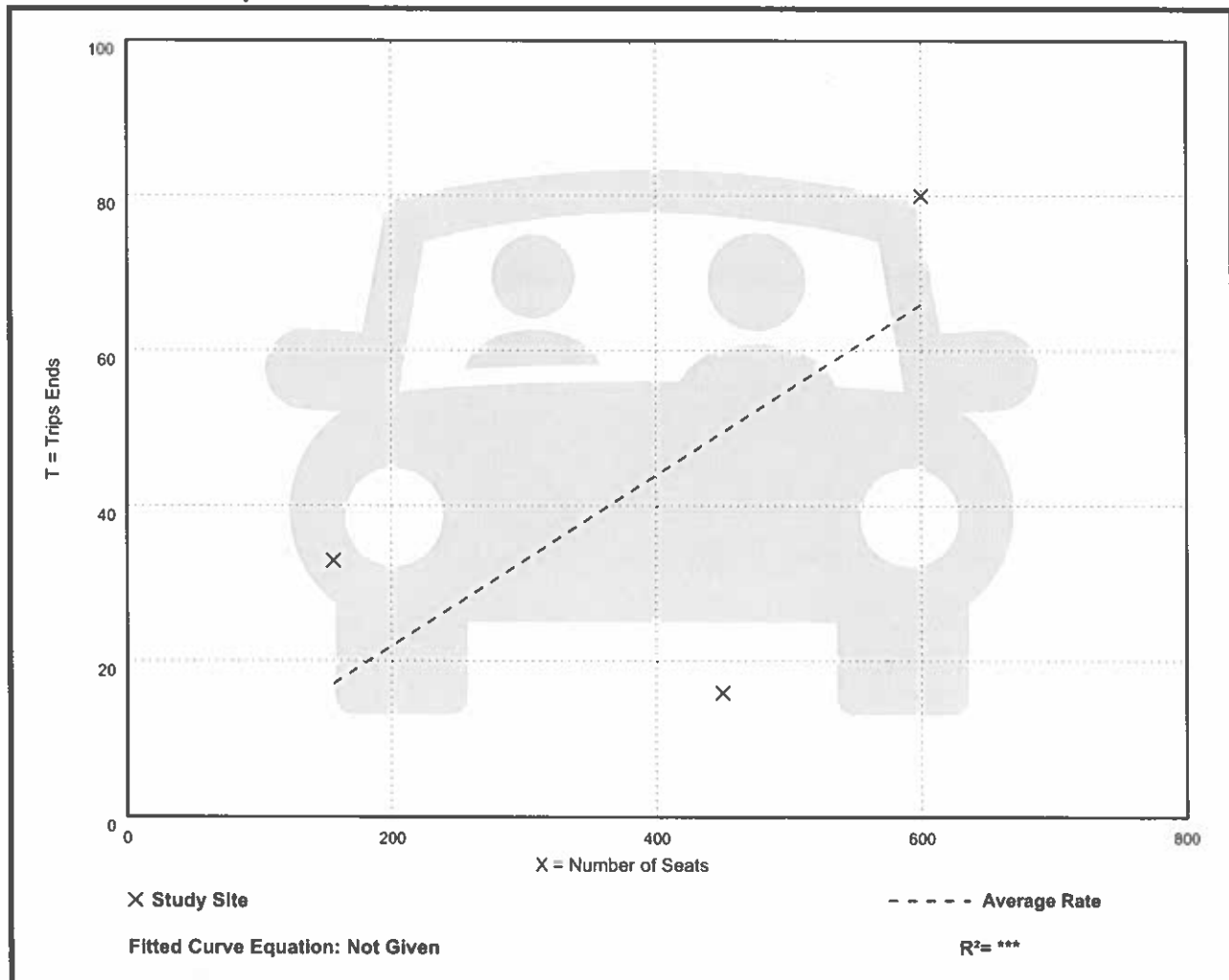
Vehicle Trip Ends vs: Seats
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Seats: 402
Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.11	0.04 - 0.21	0.07

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: Seats

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

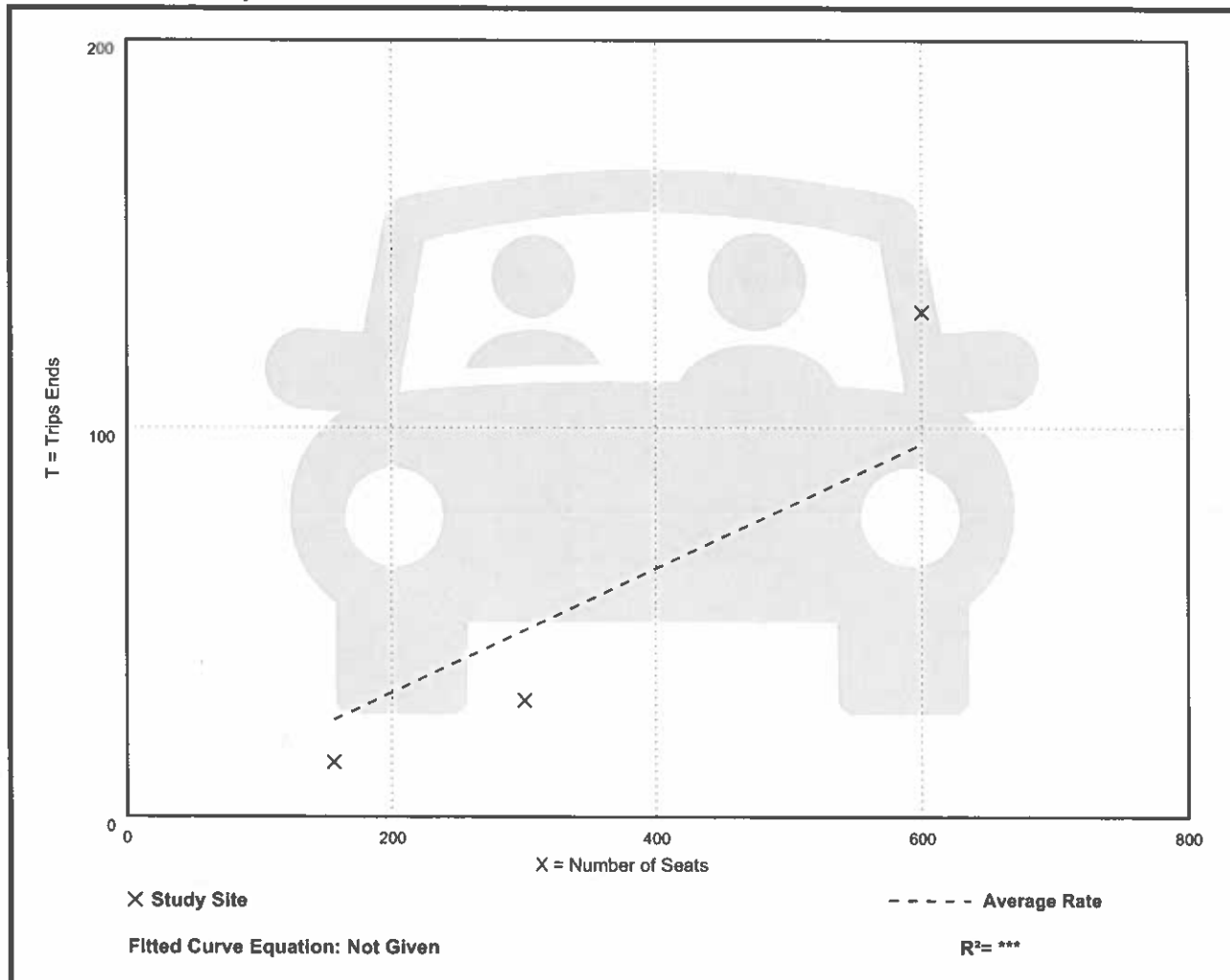
Avg. Num. of Seats: 352

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.16	0.09 - 0.22	0.07

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: **Seats**

On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**

Number of Studies: **1**

Avg. Num. of Seats: **149**

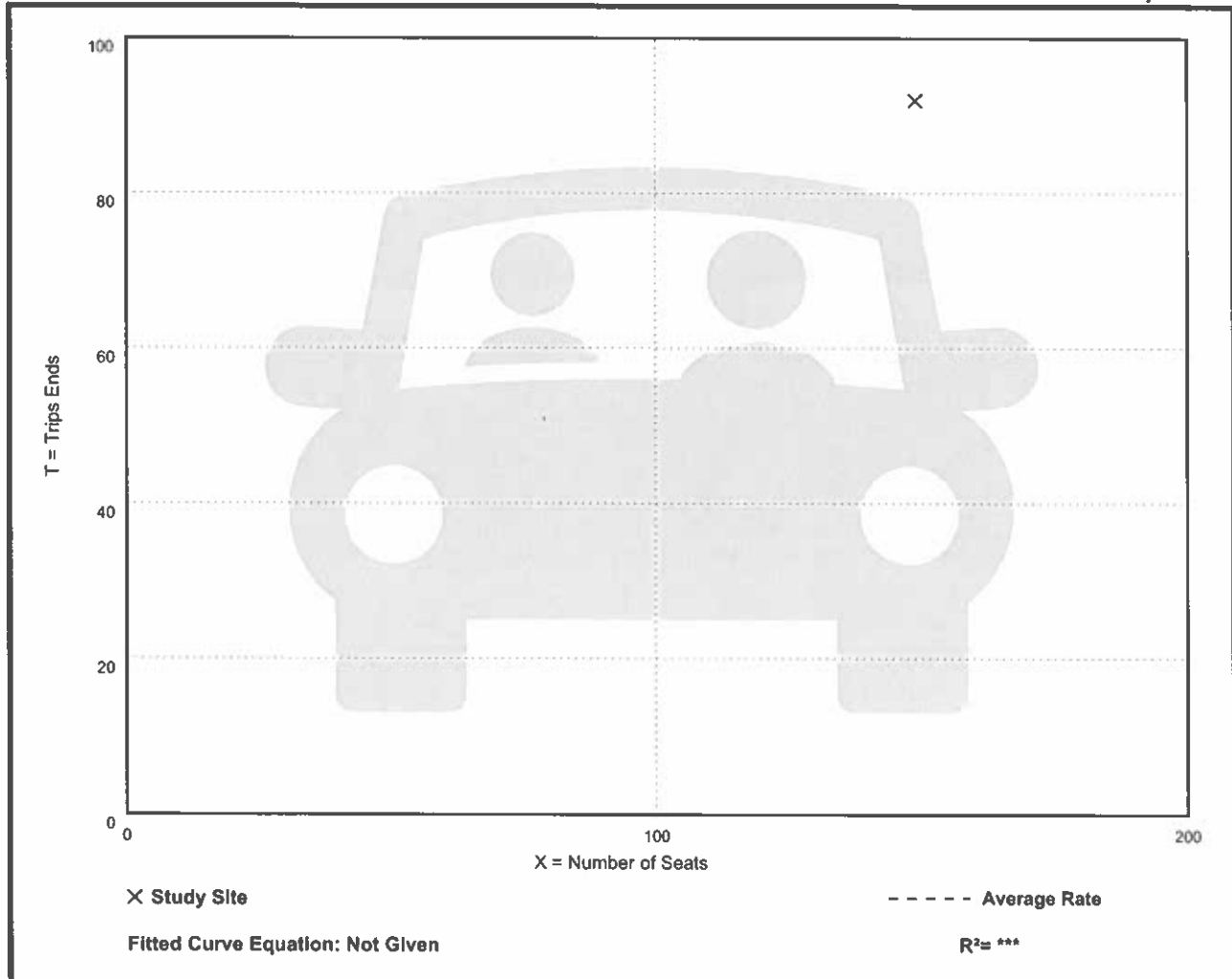
Directional Distribution: **50% entering, 50% exiting**

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.62	0.62 - 0.62	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: Seats
On a: Sunday

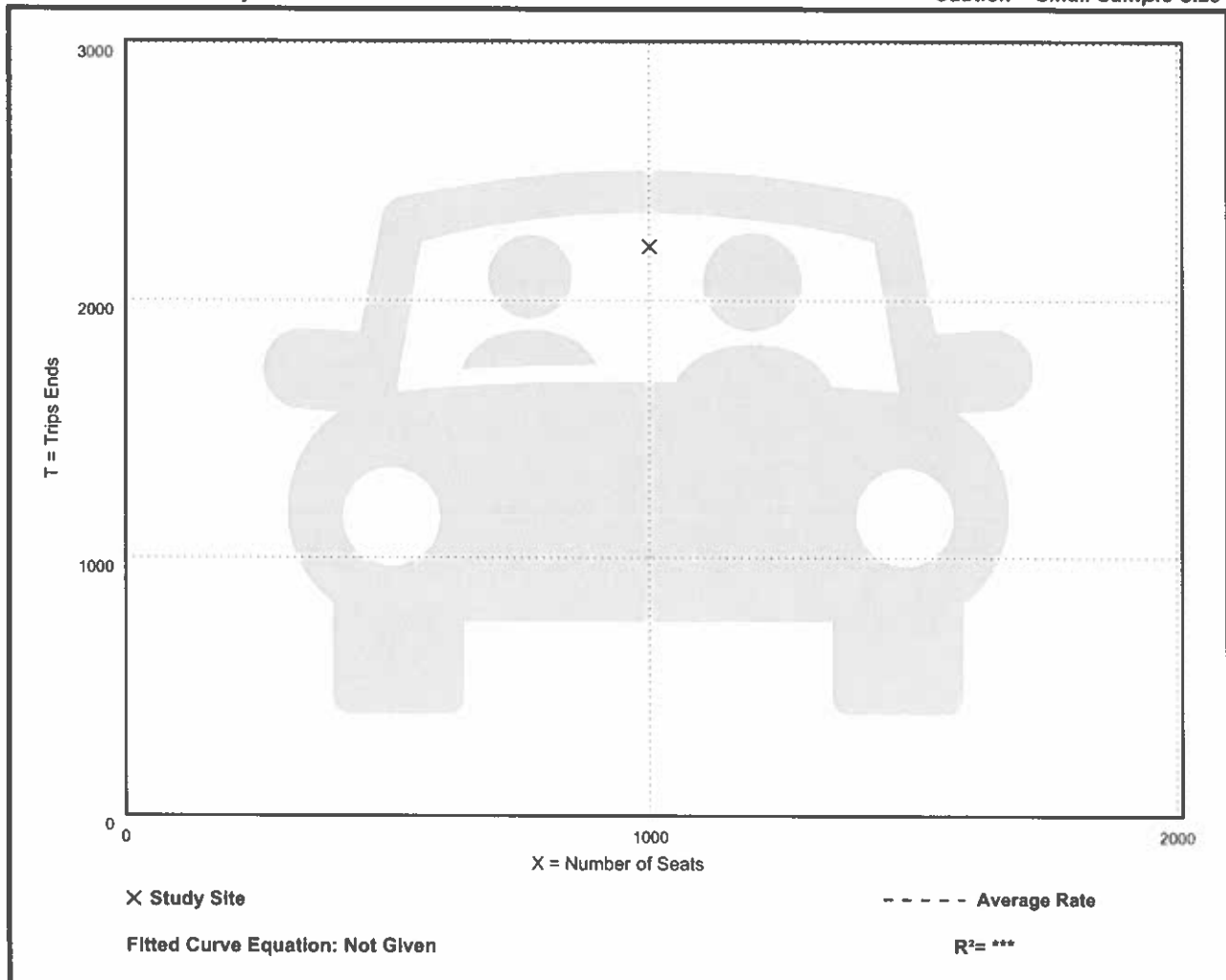
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Seats: 1000
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.21	2.21 - 2.21	***

Data Plot and Equation

Caution – Small Sample Size



Church (560)

Vehicle Trip Ends vs: Seats

On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 12

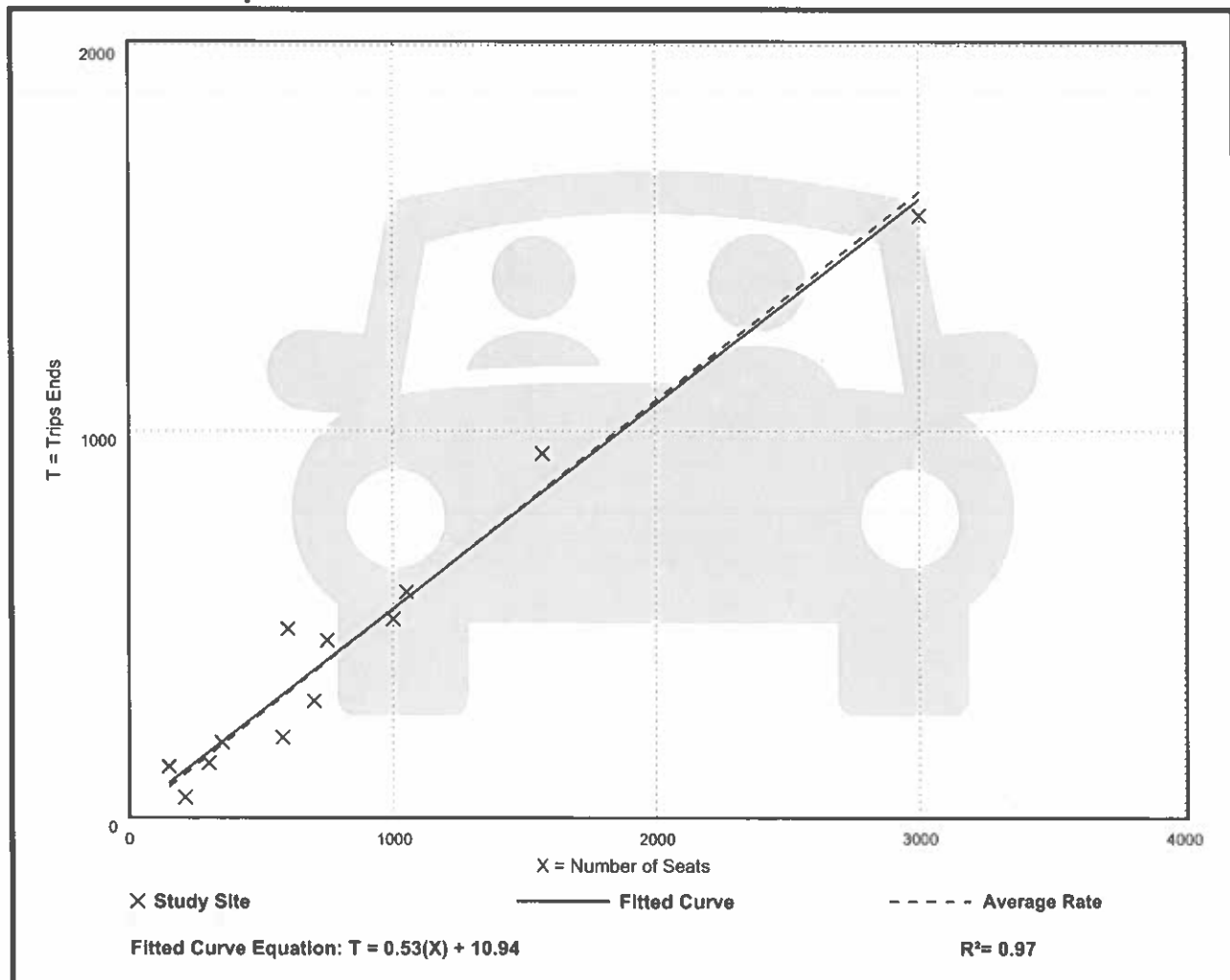
Avg. Num. of Seats: 855

Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.54	0.25 - 0.89	0.11

Data Plot and Equation



Church (560)

Vehicle Trip Ends vs: **Attendees**
On a: **Weekday,**
AM Peak Hour of Generator

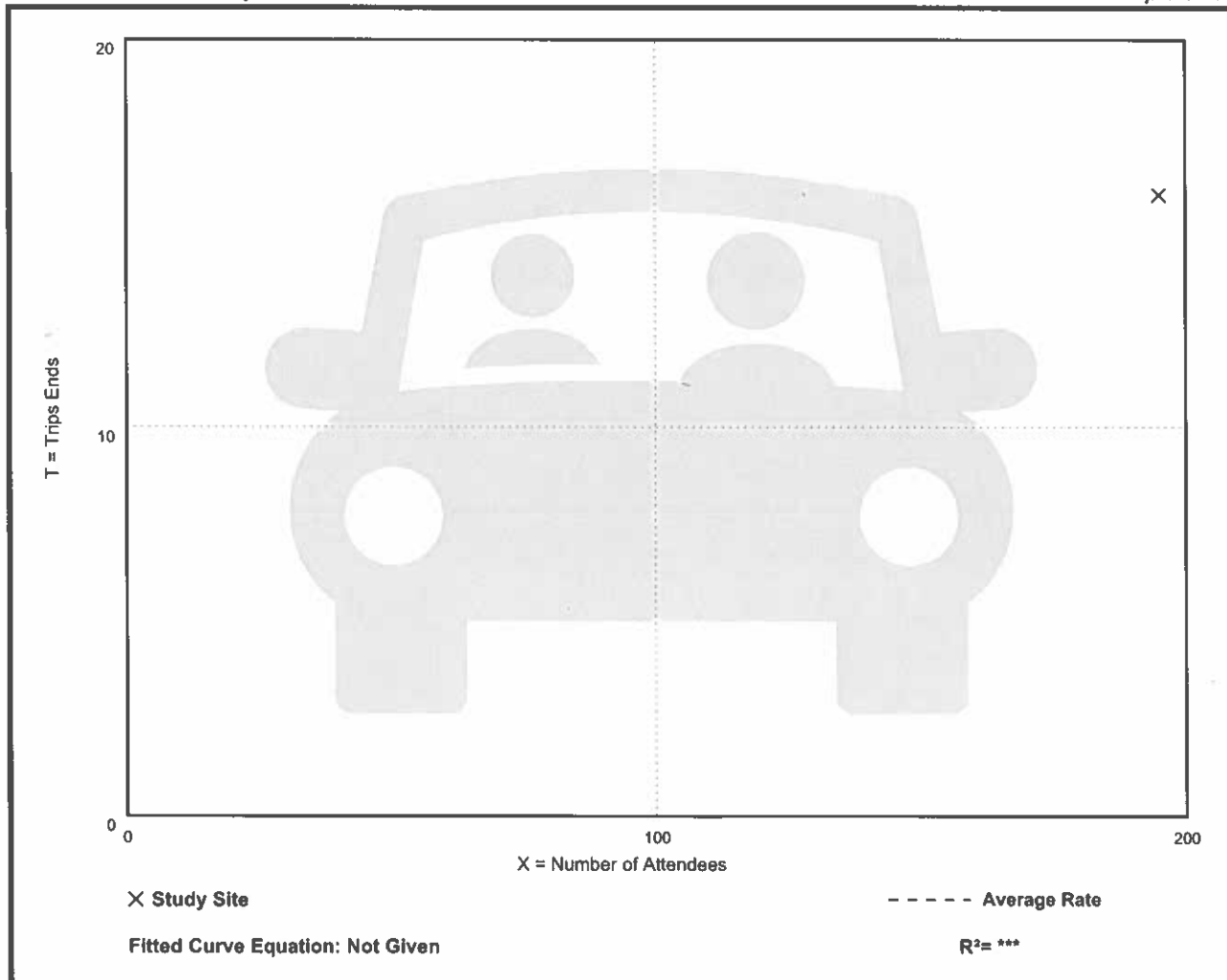
Setting/Location: **General Urban/Suburban**
Number of Studies: **1**
Avg. Num. of Attendees: **195**
Directional Distribution: **50% entering, 50% exiting**

Vehicle Trip Generation per Attendee

Average Rate	Range of Rates	Standard Deviation
0.08	0.08 - 0.08	***

Data Plot and Equation

Caution – Small Sample Size





Outlook

applicant-ref'd
during pres

LU-25-067 Northside Church Appeal – Applicant Materials for the Record

From Laura LaRoque <laura@pathfinderlanduse.com>

Date Mon 8/3/2026 7:23 PM

To RICHARDSON Bob <bob.richardson@bentoncountyor.gov>

2 attachments (23 MB)

Northside Church Local Trip Study 8.3.26.sgn.pdf; Northside_CUP_BOC_Appeal_PPT_Final.pptx;

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 Bob,

Attached are the following materials for the upcoming BOC hearing on the Northside Church appeal:

- Draft applicant PowerPoint presentation;
- Sandow Engineering's August 3, 2026, local trip study; and
- Draft revisions to Conditions P-12 and P-13.

The proposed revision to P-12 includes a shared-use path option and provides flexibility for the County Engineer to approve minor design modifications or dimensional adjustments necessary to accommodate right-of-way, topographic, drainage, utility, environmental, or other physical constraints. The proposed revision to P-13 corrects the cross-reference to Condition P-12 and clarifies that the required security is based on the full estimated cost of the improvements plus a 20 percent contingency.

Below are the revised draft Conditions P-12 and P-13 for the Board of Commissioner's consideration. **Bold text** indicates the proposed edits and additions.

I look forward to hearing your feedback and discussing how these proposed revisions can best be presented to the Board of Commissioners. Please feel free to reach out if you have any questions or would like to discuss the proposed changes further.

P-12. Road Improvements: The applicant shall survey, design, and construct roadway and pedestrian improvements to NW Powers Avenue between a point **approximately 50 feet west** of the **westerly boundary** of the subject property and Scenic Drive. **The final design shall be reviewed and approved by the Benton County Public Works Department and may consist of one or more of the following approaches:**

1. **Construction of a hybrid street section within the existing public right-of-way and the additional right-of-way dedicated by the applicant pursuant to Condition P-14.** The improvements shall generally consist of a 24-foot-wide Hot-Mix Asphalt Concrete (HMAC) paved section with two-foot crushed aggregate shoulders. The County Engineer may approve minor design modifications or dimensional adjustments where necessary to accommodate right-of-way, topographic, drainage, utility, environmental, or other physical constraints. Such adjustments may include localized reductions in shoulder width, minor roadway alignment modifications, adjustments to ditch slopes, or other minor dimensional changes;

2. Construction of a separate eight-foot-wide shared-use path behind the roadside ditch, if the applicant voluntarily obtains the easement or additional right-of-way necessary for its construction; or
3. A combination of these approaches, consisting of roadway improvements where they can be accommodated within the available public right-of-way and an eight-foot-wide shared-use path for the remaining segment, if the applicant voluntarily obtains any easement or additional right-of-way necessary for the shared-use path.

Compliance with this condition shall not require the applicant to obtain an easement or additional right-of-way from a neighboring property owner. If the applicant is unable to obtain property rights necessary for a shared-use path, the applicant shall satisfy this condition through roadway improvements within the available public right-of-way, subject to the minor design modifications authorized above. All improvements shall substantially achieve the intended roadway and pedestrian safety objectives and comply with applicable engineering standards to the greatest extent practicable.

4. The asphalt and crushed aggregate base (CAB) thickness for roadway widening shall comply with the Primary Local Road Standards and consist of three inches of HMAC over ten inches of CAB.
5. The applicant shall design and construct NW Powers Avenue drainage ditches, stormwater conveyances, detention or treatment facilities, and connections to off-right-of-way conveyances necessary to accommodate runoff in accordance with Benton County Development Code Chapter 99 and applicable ODOT standards, details, and methodologies.
6. The applicant shall provide calculations, designs, and specifications for all proposed public infrastructure to Benton County Public Works for review and approval.
7. Construction and post-construction stormwater discharge shall conform to Oregon Drainage Law and all applicable Oregon Department of Environmental Quality and Benton County stormwater requirements, erosion and sediment control details, and best management practices.

P-13. Road Improvements or Security: Prior to issuance of operating approval, the applicant shall fulfill ONE of the following TWO options for the improvements required by Condition P-12:

1. Construct the required improvements; OR
2. Enter into an Agreement for Improvements (AFI) with Benton County. The AFI shall require security for the full **estimated** cost of the work plus a 20 percent contingency. Security may take the form of a bond, conditional irrevocable line of credit, or cash deposit and shall ensure completion of the required improvements within 18 months after execution of the AFI.



Laura LaRoque | Land Use Consultant

a: P.O. Box 484, Lebanon, Oregon 97355

e: laura@pathfinderlanduse.com

p: Direct 503-501-7197

Andrew G. Biddle
4853 NW Dumbeck Ave
Albany, OR 97321

July 24, 2026

Benton County Board of Commissioners

Re: LU-25-067 — Northside Christian Church CUP appeal

Dear Commissioners,

I am a Benton County resident who lives in the immediate vicinity of the subject parcel. I am not an attorney. I am writing about the applicant's claim that denying this permit would violate the federal Religious Land Use and Institutionalized Persons Act (RLUIPA).

I have read the leading Oregon case on this question, and the standard is narrower than the applicant suggests. Under *Corp. of Presiding Bishop v. City of West Linn*, 338 Or 453 (2005), a county only creates a "substantial burden" if its decision forces a church to give up an actual religious practice in order to obtain a permit. Added cost, delay, or having to look at a different site does not meet that bar. The Court of Appeals said as much in *Timberline Baptist Church v. Washington County*, 211 Or App 437 (2007), where it upheld a county's denial of a church school. The applicant, not the County, has to prove the burden exists.

More than anything, I would ask the Board to put its reasoning in writing. Specifically, please make findings that:

1. The County applied the same written standards it would apply to any other applicant;
2. The applicant has not explained which of its site requirements are religious rather than practical or financial;
3. Nothing in the record shows denial would require the applicant to give up a religious practice; and
4. The County treated the applicant fairly, with no hostility toward its religion and no unusual delays.

Whatever the Board decides, clear findings on these points will make the decision much harder to overturn later. Thank you for your service and for considering this.

Respectfully,

Andrew G. Biddle
4853 NW Dumbeck Ave, Albany, OR 97321

Josanna Biddle-Croco and Andrew Biddle

4853 NW Dumbeck Ave
Albany, OR 97321

23 July 2026

Benton County Board of Commissioners

landuseappeals@bentoncountyor.gov.

LU-25-067

Dear County Planners,

Please verify the parking requirement from "LU-25-066 & LU-25-067 Northside Church Staff Report".

In reading the BCC 91.605 Off Street Parking (Exhibit 1) and reviewing the proposed facility shown in Northside Schematic Design (Attachment 1) it appears that the building's footprint was mistakenly used in place of the gross floor area in the staff report. Benton County Building Code 11.155 (Exhibit 2) adopts The Oregon Structural Speciality Code which defines gross floor area in Chapter 2 Section 202 (Exhibit 3).

Using the definitions in the code, the gross floor area includes the first floor (110'-3" by 171'-7" = 18,917 square feet) and second floor (110'-3" by 87'-3" = 9,619 square feet).

18,917+9,619 = 28,536 square feet gross floor area

To calculate the required parking stalls per BCC 91.605 (Exhibit 1):

28,536 square feet x 1 parking space / 100 sq feet = 285 parking stalls

To comply with BCC 91.605 the permit application must include 285 parking stalls

This revised parking requirement makes sense when you consider the building plan (Attachment 1) that shows sanctuary seating for 478 people plus four separate care rooms for infants (occupancy 11), toddlers (occupancy 18), preschool (occupancy 26), and elementary (occupancy 31). During a packed service we may need to park enough vehicles for Pastor (1) + Congregation (478) + Infants (11) + Toddlers (18) + Preschool (26) + Elementary (31) = 565 total people. This is assuming that during service no one is in the reception, fellowship room, kitchen, three separate offices, break room, or two flex halls (occupancy limits 147 and 118).

Due to the rural nature of this site there is no on-street parking, no public transit, and walking or biking is only a faint possibility for a tiny portion of the congregation. No variance to the Benton County Parking Code (Exhibit 1) should be considered.

Sincerely,

Josanna Biddle-Croco and Andrew Biddle

Exhibit 1:

Benton County Development Code

BCC 91.605 Off-Street Parking.

Except as otherwise required by other provisions of the Development Code, structures built, enlarged or increased in capacity shall provide for the following off-street parking space requirements. Gross floor is that area considered to be habitable under the terms of the Benton County Building Code.

(5) A place of public assembly including church, stadium, arena, club, lodge, auditorium, meeting room, and undertaking establishment shall provide one (1) space for each 100 square feet of gross floor area or one (1) space for each eight (8) seats, whichever is greater.

Exhibit 2:

Benton County Building Code

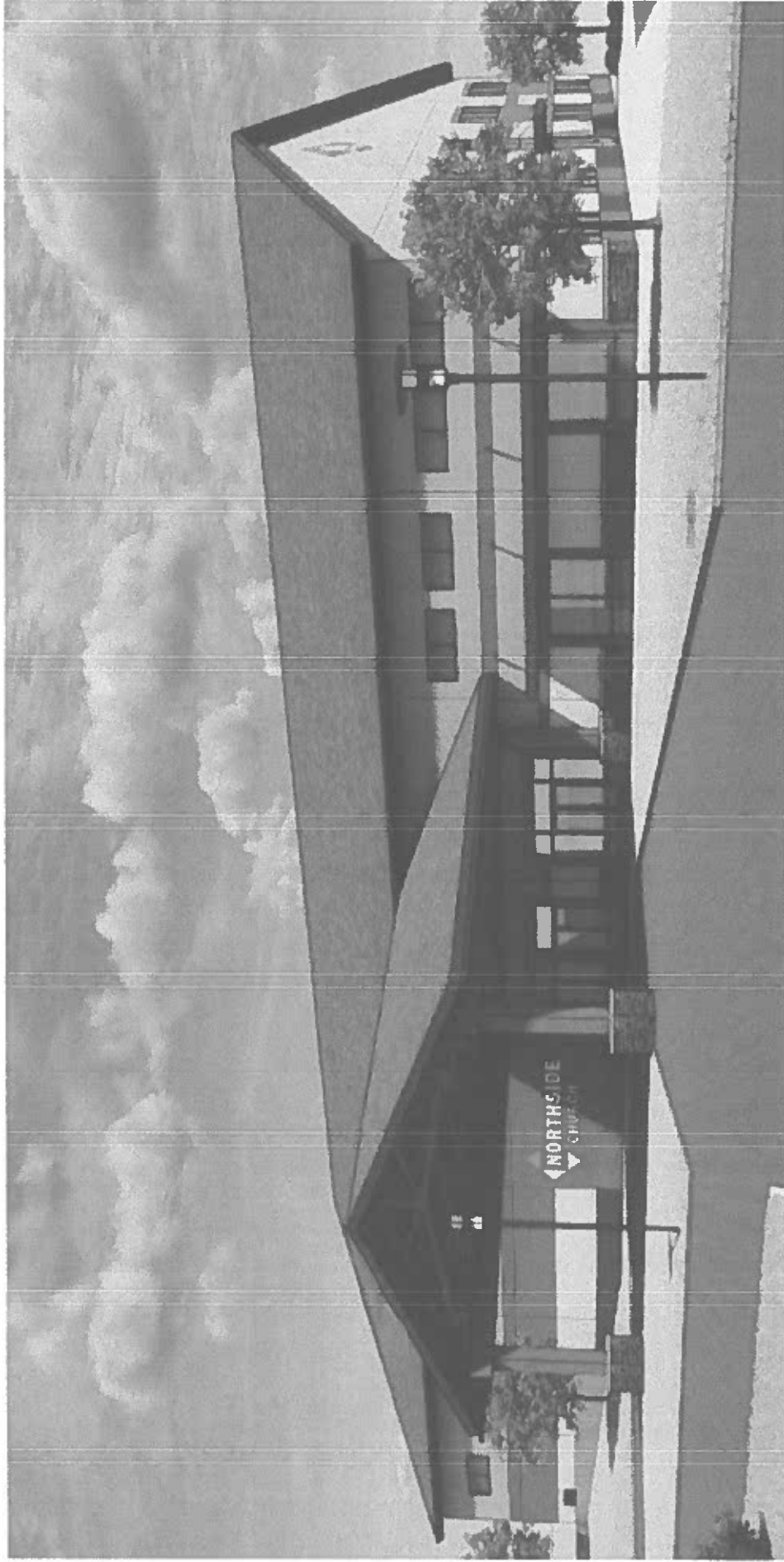
BCC 11.155 - Enforcement of State Code.

The Oregon Structural Specialty Code, as adopted by OSR 918-460-010 through 918-460-015, except as modified in this code, is enforced as part of this code.

Exhibit 3:

Oregon Structural Specialty Code (2025 ed.), Chapter 2, § 202

"FLOOR AREA, GROSS. The floor area within the inside perimeter of the exterior walls of the building under consideration, exclusive of vent shafts and courts, without deduction for corridors, stairways, ramps, closets, the thickness of interior walls, columns or other features. The floor area of a building, or portion thereof, not provided with surrounding exterior walls shall be the usable area under the horizontal projection of the roof or floor above."



VIEW FACING SOUTHEAST, GYMNASIUM BUILDING

NORTHSIDE CHURCH

SCHEMATIC DESIGN - EXTERIOR | DECEMBER 10, 2025

**Josanna Biddle-Croco, Jamie Harper, Vesper Biddle-Croco,
Matthew Croco, Andrew Biddle, & Ambrose Biddle-Croco**

4853 NW Dumbeck Ave
Albany, OR 97321

04 Aug 2026

Benton County Board of Commissioners

landuseappeals@bentoncountyor.gov

LU-25-067

Dear Commissioners,

LU-25-067 is missing important information regarding the septic system that should be resolved prior to approval.

The Septic Site Evaluation Approval (Staff Report Attachment B.108-111) states that septic demands for this large multipurpose facility exceeds the 2500 gallon per day limit, and will require a Water Pollution Control Facility Permit from ODEQ and is subject to Oregon Administrative Rules Chapter 340 Division 71.

OAR 340-71 requires both an "adsorption area" and a "replacement adsorption area". Looking at the latest site plan from Udell Engineering (Staff Report Attachment B.37), they have the septic field shown encroaching on required property boundary setbacks and did not designate space for the required "replacement (repair) absorption area". The septic studies show that the only place to put the absorption area is on the wooded hill (Staff Report Attachment B.111).

The applicant's engineers were clearly aware of the requirements. If you look at the original proposal (Staff Report Attachment B.114) you can see that both absorption area and replacement adsorption area were marked. Unfortunately, they were nestled between two seasonal streams in wetlands per the State of Oregon Department of Lands Statewide Wetlands Inventory <https://maps.dsl.state.or.us/swi/> (Exhibit 1). Per the Oregon Department of State Lands:

These soils often exhibit characteristics (e.g. "routinely flooded") that meet the definition of, and are designated as "hydric soils." (Exhibit 2)

OAR 340-071-0520 requires that effluent from large systems be distributed to an adsorption area divided into multiple relatively equal cells by means of at least two pumps per system. It also notes that the replacement (repair) absorption area must be divided into relatively equal units, with a replacement absorption area unit located adjacent to an initial absorption area unit. Effluent distribution must alternate between the absorption area units (Exhibit 3).

The proposed septic system will require around half an acre cleared down to grass for the 'absorption area' and 'replacement absorption area'. Additionally, they will need to clear a

corridor to bury piping from the septic storage tanks to the absorption area on the hill. Electrical will need to be run for the pumping stations to move the effluent up the 30-50 foot tall hill and for the adsorption area switching station. This work will necessitate moving large equipment up the hill which likely widens the clearance corridor.

The submitted landscaping plan (Staff Report Attachment B.118-122) indicates "existing landscaping to remain" and "existing trees to remain". This is clearly impossible.

The submitted site plan is missing major elements that should be considered prior to approval:

1. Corrected placement of the adsorption area to comply with setbacks
2. Placement of the required adjacent "replacement (repair) absorption area"
3. Location of the piping and electrical corridor (under a stream and up a hill)
4. Placement of pumping stations and the adsorption area unit switching facility
5. Access road(s)
6. Updated landscaping plan accounting for clearing the forested area
7. Updated water management (runoff) plan for the newly cleared hillside

Please do not approve LU-25-067 until adequate information is provided.

Sincerely,

**Josanna Biddle-Croco, Jamie Harper, Vesper Biddle-Croco,
Matthew Croco, Andrew Biddle, & Ambrose Biddle-Croco**

P.S. We are concerned that the wetlands situation has not been adequately addressed. The multi-use building is sited on top of the Statewide Wetlands Inventory's designated area of predominantly hydric soils. Per Redmond Geotechnical Services (Staff Report Attachment B.69) ground water is located 1-5 feet beneath existing surface grades and "ponding of surface water" was observed across the lower southerly portion of the site. This septic system will increase runoff from the hillside both by clearing trees and by adding effluent to the soil.

Exhibit 1:

State of Oregon Department of Lands Statewide Wetlands Inventory <https://maps.dsl.state.or.us/swi/>

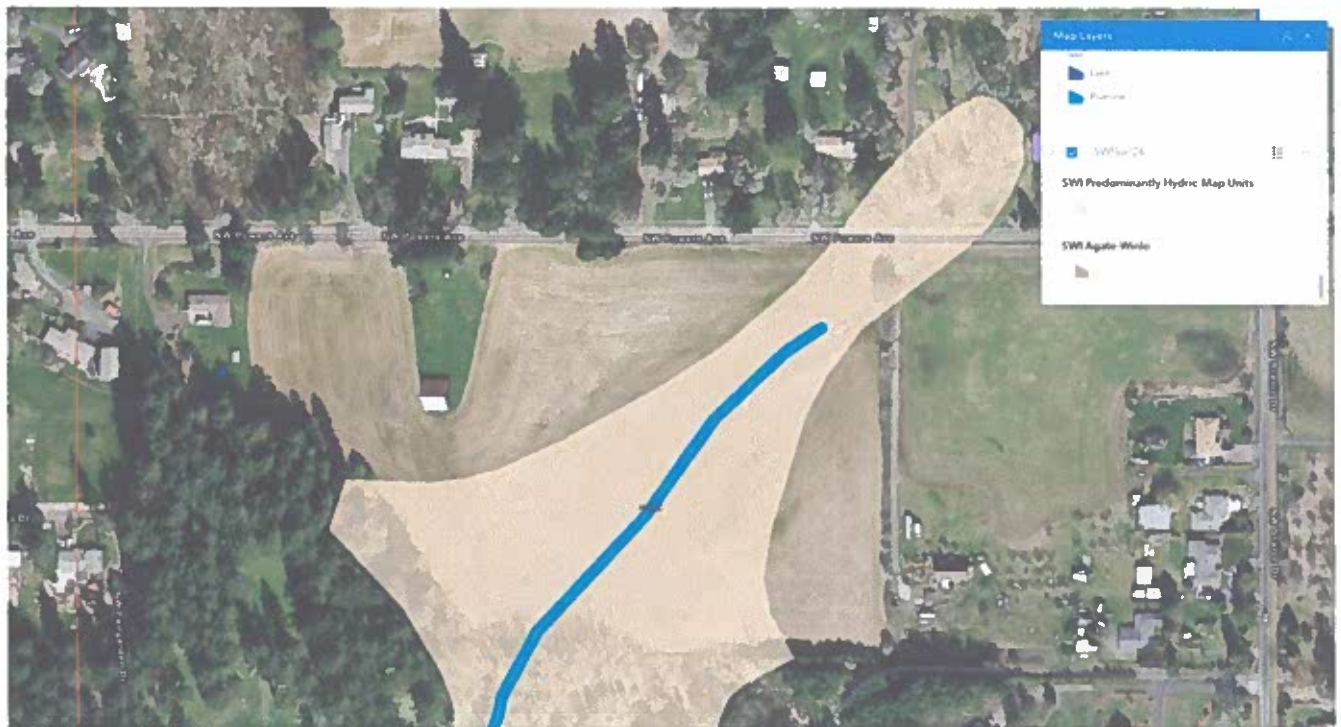
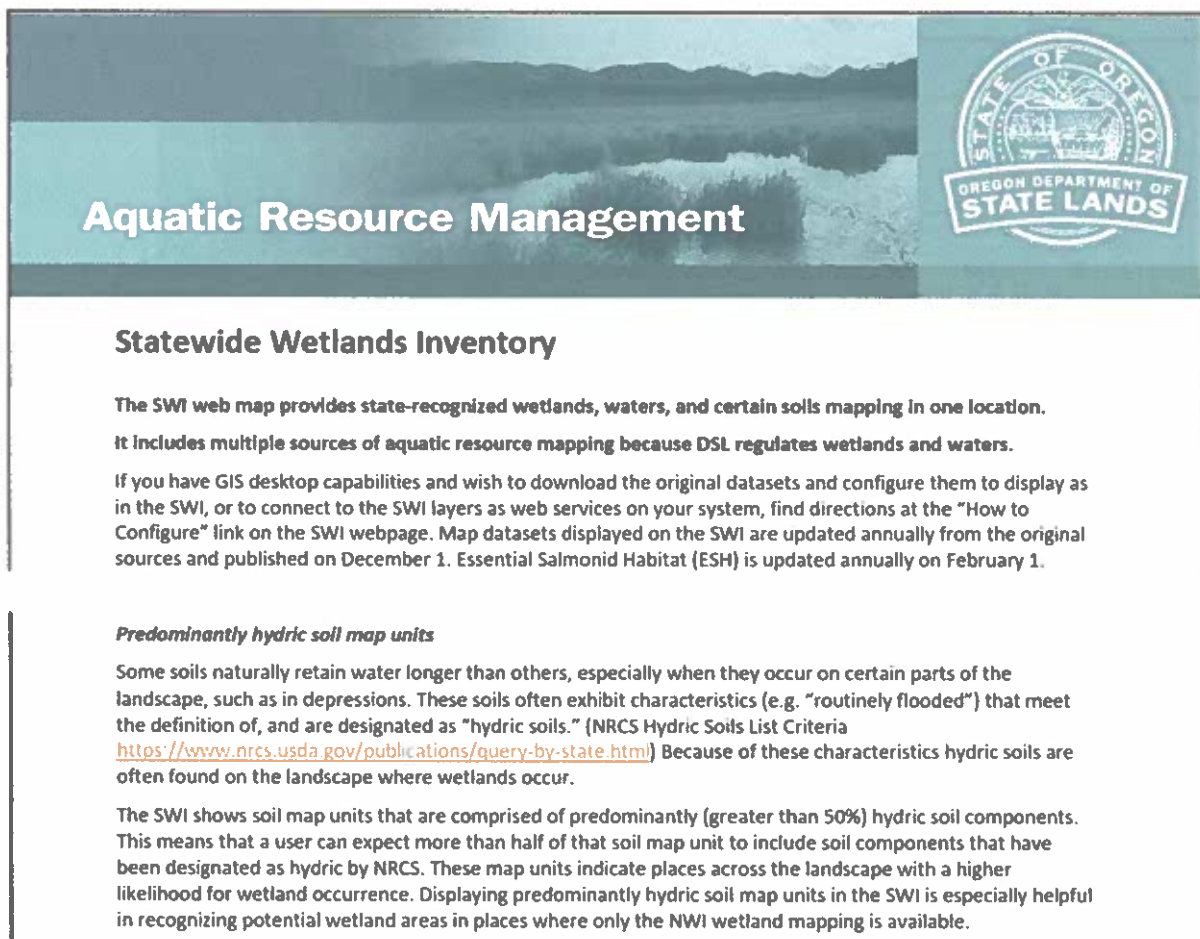


Exhibit 2:

https://www.oregon.gov/dsl/wetlands-waters/Documents/DSL_SWI_LayerLimitationsFinal.pdf

The graphic features a teal background with a landscape image of a wetland. On the right is the Oregon Department of State Lands seal. The title 'Aquatic Resource Management' is in white text on a teal banner. Below it, 'Statewide Wetlands Inventory' is in bold black text. The text describes the SWI web map, its data sources, and its use for GIS. A section on 'Predominantly hydric soil map units' explains how these soils indicate potential wetland areas.

Aquatic Resource Management

Statewide Wetlands Inventory

The SWI web map provides state-recognized wetlands, waters, and certain soils mapping in one location. It includes multiple sources of aquatic resource mapping because DSL regulates wetlands and waters. If you have GIS desktop capabilities and wish to download the original datasets and configure them to display as in the SWI, or to connect to the SWI layers as web services on your system, find directions at the "How to Configure" link on the SWI webpage. Map datasets displayed on the SWI are updated annually from the original sources and published on December 1. Essential Salmonid Habitat (ESH) is updated annually on February 1.

Predominantly hydric soil map units

Some soils naturally retain water longer than others, especially when they occur on certain parts of the landscape, such as in depressions. These soils often exhibit characteristics (e.g. "routinely flooded") that meet the definition of, and are designated as "hydric soils." (NRCS Hydric Soils List Criteria <https://www.nrcs.usda.gov/publications/query-by-state.html>) Because of these characteristics hydric soils are often found on the landscape where wetlands occur.

The SWI shows soil map units that are comprised of predominantly (greater than 50%) hydric soil components. This means that a user can expect more than half of that soil map unit to include soil components that have been designated as hydric by NRCS. These map units indicate places across the landscape with a higher likelihood for wetland occurrence. Displaying predominantly hydric soil map units in the SWI is especially helpful in recognizing potential wetland areas in places where only the NWI wetland mapping is available.



Exhibit 3:

OAR 340-071-0520 Large Systems

Unless DEQ authorizes otherwise, large systems must comply with the following requirements.

- (1) Large system absorption facilities must be designed with distribution to the cells by means of pumps.
- (2) The absorption area must be divided into relatively equal units. Each unit may receive no more than 1300 gallons of effluent per day.
- (3) The replacement (repair) absorption area must be divided into relatively equal units, with a replacement absorption area unit located adjacent to an initial absorption area unit.
- (4) Effluent distribution must alternate between the absorption area units.
- (5) Each system must have at least two pumps.
- (6) The applicant must provide a written assessment of the impact of the proposed system on the quality of public waters and public health, prepared by a registered geologist, a certified engineering geologist qualified as a hydrogeologist, or a subordinate under the direction of either, except as specifically exempted in ORS 672.535.
- (7) The owners of all new and existing large systems must register those systems with DEQ as Underground Injection Control (UIC) systems under OAR chapter 340, division 044. Large systems receiving domestic waste are regulated under this division. Drainfields receiving nondomestic waste are also regulated under the UIC rules.

Good afternoon. My name is Kevin Post, and I live on Terrace Drive, off of Powers. I share Northside's mission of reaching people with the gospel, but I am deeply concerned that they have become blind to the negative earthly impacts of their behavior. Ultimately, Pastor Jamie could be right that soul capacity is more important than square footage. But both of these matter when evaluating whether new construction threatens the safety of our families and the enjoyment of our property.

Rather than trusting their lawyers' filings which are unclear and contradictory as to the ^{size} scope of the project and what exactly will occur there, I reviewed Northside's weekly YouTube broadcasts to hear them in their own words. My full findings are in the record. (C.275)

During their capital campaign, a video was played for the congregation, featuring prominent church members explicitly citing looking forward to: "hosting crazy all-night events," "huge BBQs," and "concerts." Minutes later, the congregation was asked for money based on these promised uses. Other broadcasts mentioned "summer parties", "open gyms", "after school programs", "sports camps", and "24-hour access". I honestly can't tell whether this is a church or a YMCA with a chapel bolted onto it.

700 at Easter has been mentioned / Outreach events such as their Trunk-or-Treat bring "literally thousands of cars every year," with "a thousand people present... [not counting] the people that are coming and going", and "road parking completely all the way into the neighborhood". But this is not just about their annual events. Since 2022, Northside has explicitly directed its members to park illegally on Oak Grove so that guests can park on-site. This proves a years-long unmitigated reliance on a public right-of-way for overflow parking.

Also, every summer from June through September, they move services outdoors with a full amplified band. Condition O-4 currently allows outdoor amplified sound from 7 AM to 9 PM. This must be modified to include a clear standard such as 60 decibels at the property lines.

Condition P-12 requires a widened road – the county staff agrees that without it, our families are unsafe, yet Northside refuses to acquire the right-of-way to build it, and Public Works admits it 'may' not even fit within the existing space. "Maybe" is not substantial evidence. You cannot legally approve this permit on a road condition that the applicant ~~refuses to build and cannot~~ ^{did not} prove is even feasible. Without that road, Powers Avenue cannot safely handle this facility. This appeal must be DENIED because it violates County Code, state law, traffic safety caps, and common sense.

^{force us} Do not let Northside's lawyers bully our families into accepting unsafe driving conditions. Do not let Northside's lawyers bully our neighborhood into accepting outdoor concerts in a zone where an outdoor music venue would NEVER be approved. That application would be laughed out of the room. Our legal team is ready and willing to assist you in drafting findings for a denial that protect the County and our neighborhood.

Thank you.

To: Benton County Board of Commissioners
From: Angela Hendrickson
Date: August 4, 2026
RE: Opposition to LU-25-067 (Northside Church)

I live at 4890 Dumbeck Avenue. Our property is near the proposed development, and we border and contribute to the maintenance of Lakeview Lake, which is downstream from the wetlands on the Powers property. My husband, kids and I drive/walk/bike on Powers multiples times each day.

I did submit a letter in opposition to this proposal, which is included in your packet, so I won't rehash the same legitimate concerns that I and my neighbors share. But I spent substantial time this past week reading through the application materials, as well as all of the letters in support of and in opposition to the proposal. There were a few bullet points that stood out to me I'd like to highlight....

- First and most importantly - How large is the church building actually? I studied Business, not Engineering. But I do know Math, so I think I got these numbers right.... The notice of public hearing and staff report both say 18,902 square feet. The memo in the application from Northside, the memo from their attorney, and their site plans all say 18,902 square feet. The traffic study by Sandow Engineering is based on that number as well. However, the floor plans from Varitone Architecture (on pages 155 & 156 of the packet) submitted by the church show a total square footage of over 28,000 square feet. The square footage of just the lower floor of the building is around 18,900 square feet. This raises several questions – was the wrong floor plan submitted and there is actually an existing plan for the building to be 18,902 square feet? Has the county seen that floor plan? And if so, why isn't it part of the public packet? Or is the application and supporting materials based on the square footage of only the footprint of the building?
- My understanding is that the county traffic study was based on a 500-person capacity, assuming one service per Sunday. However, the church has stated their intent to offer two services each Sunday. Shouldn't the traffic study then factor in a capacity of 1000 people and related traffic?

I'm also curious that there's no recognition of the fact that Oak Grove Rd - a feeder to Powers - also has areas of no shoulder and how increased traffic will impact

I'm also concerned about the concern given about needing flexibility from the County to have smaller shoulders in some areas of the road.

- I'm concerned that if this project is approved, there are no guardrails in place regarding size and frequency of large events. Some letters in support referred to events held at Suburban Church as the type of community events that could be held at Northside to benefit the larger community. These events are fantastic in an Urban Residential area with adequate roads and public water and sewer access, like where Suburban Church is. But the neighbors in my Rural Residential area are very concerned about the impact that large events like this will have on the neighborhood, our roads, and our overall infrastructure. Once this church is built, there are no limits on the events that will happen there.
- Lastly, one letter stated that the group opposed to this project is "small in numbers" and are getting most of their support from outside of North Albany. It said the opposition to the proposal within North Albany is "overstated." When you read the letters and see the addresses of the homeowners, it shows that couldn't be further from the truth. Drive up Scenic, Oak Grove, Powers, Terrace, and Dumbeck roads and you will see "Save Powers" signs lining the street. We are a very large group of homeowners that live within close distance to this site and drive/walk/bike Powers every day, and we believe the character of our neighborhood will be impacted by this project.

Thank you for your time.

Cary Hoffer

Speech for Aug 4th Hearing

~~Good morning~~ and thank you for your time.

Reading through this appeal, the term that immediately comes to mind is arbitrary and capricious.

I want to remind you that you have the right to deny this application and here are a few of the reasons why I feel you should.

1- Northside's data is vague, misleading, and simply incorrect in many areas, and yet they have the capriciousness to release it as factual.

2- Vague in that it does not provide any detail. For example:

a. ~~septic solution~~ does not meet DEQ Chapter 340 Division 71 standards as it does not identify a backup/replacement area, which would appear to require many trees to be removed.

b. Our traffic engineer highlights several discrepancies in the study. Examples

- i. Benton County Mobility Standards Not Addressed
- ii. Driveway Spacing Requirement Not Met
- iii. Powers Ave Oak Grove Drive intersection Safety not addressed

c. Page 12: "...Outdoor activities will be limited to reasonable hours and managed to minimize disturbance to adjacent residents." How do they define reasonable?

rarely
I define it as outdoor activities that ~~cannot~~ be viewed from the street. There can be zero loud noises over 60 decibels.

Traffic will not alter my ability to drive, bike, or walk my dogs along the road. Just as I do now.

I also define reasonable hours in our neighborhood as between 8am and 6pm

OF NOTE- The field and surrounding area has 55DB. Readings at the Summer Festival were 123 DB – 10 times louder on average and 120 times at peak. 123 db = Jet airplane at takeoff – 55 = birds chirping, conversation

Given the church's behavior, I'm certain they see "reasonable" quite differently. Here is a past-present-future example

- a. Under Pastor Jamie's supervision, the submitted record contains stories of his youth group setting off improvised explosives and shooting water balloon launchers at 3 AM, resulting in SWAT and police calls".
- b. Apx 2 weeks ago Benton county Sherrif spoke with Pastor Jamie, regarding the theft of our neighborhood's "opposition signs" being stolen (15 in 12 days)
- c. Opening admitting how excited members of the congregation is to have all night parties once the campus is built.

None of this is remotely close to meeting 53.215 in that it most definitely and seriously interferes with the adjacent property, the character of the area, and the purpose of the zone.

3- Examples of incorrectness

Page 14 Northside incorrectly stated the square foot size of the building stating that it is 18,917, however they neglected to include the second floor adding and additional 9,619 making it 28,536 square feet.

In doing so it miscalculated the parking space requirements and instead of 260 spaces, it should be 285 per BCC 91.605

4- Our traffic study indicates the road needs to be widened resulting in

a. Removal of

9 fences

108 mature trees

90 feet of a 10 foot hedge

b. Required to be moved

Buried utility lines would need to be moved on both sides of the road

2 fire hydrants

15 power poles

22 mailboxes

Our attorney (Sean Malone as well as many members of our neighborhood are very willing to prepare findings for this denial.

*19,000 → 28,536
As has been stated*

WRITTEN TESTIMONY FOR THE RECORD

Benton County Land Use File LU-25-067 — Appeal of the Denial of the Northside Christian Church
Conditional Use Permit

Subject property: 4500 Powers Avenue NW, Albany (Tax Lot T10S R4W Sec. 26B, TL 600) — Zone:
Rural Residential, 2-acre minimum (RR-2)

Date: August 10, 2026

To: Benton County Board of Commissioners — submitted to landuseappeals@bentoncountyor.gov and the Community Development Department, 4500 SW Research Way, Corvallis, OR 97333

From: Kevin Post, 3576 NW Terrace, Albany, OR 97321 (resident off Powers Avenue in North Albany)

Re: Incompatibility of the proposed facility with the Rural Residential zone — building scale and the absence of any comparable building in Benton County's Rural Residential zones

1. Purpose of this testimony

I respectfully ask the Board of Commissioners to uphold the denial of LU-25-067. This submission is limited to a single, objective point: the proposed church facility is, by building scale, incompatible with the Rural Residential (RR) zone. To test that point I compiled every building in every Rural Residential zone in Benton County from public county and state data and compared them to the proposal. The result is unambiguous — there is no comparable building anywhere in the county's Rural Residential zones. Section 5 explains exactly how the data was gathered so the Board and any reviewing body can verify it independently.

2. The applicable standard

Under Benton County Code (BCC) 53.215(1), a conditional use may be approved only if it “does not seriously interfere with uses on adjacent property, with the character of the area, or with the purpose of the zone.” BCC 63.005 states that the Rural Residential zone exists to provide areas for “rural residential lifestyles ... without conflicting with agriculture and forestry uses.” The question in this section is therefore whether an assembly building of this size fits the character and purpose of a rural residential zone. The county's own building inventory answers that question.

3. What is proposed

The appealed application (as revised on appeal) proposes a main assembly building that the county hearing notice and staff report describe as **18,902 square feet**. The floor-plan dimensions in the record show an **18,917 square-foot ground floor** plus a **9,619-square-foot second-floor mezzanine**, for a gross floor area of about **28,536 square feet**. The proposal also includes a 2,160-square-foot storage building and a 261-space parking lot. The applicant anticipates two Sunday morning services (8:30 a.m. and 10:15 a.m.) with a capacity of up to 500 attendees per service — a designed capacity of up to roughly 1,000 attendee-visits per Sunday. The original submittal also included a 54,709-square-foot later-phase sanctuary; the applicant withdrew that

phase on appeal, and this testimony addresses only the current Phase 1 building.

4. Finding: nothing comparable exists in any Rural Residential zone

Benton County's Rural Residential zoning spans four zones and about 15,488 acres. I examined every building footprint in all four — 6,525 buildings in total. The table below summarizes each zone and, for each, the single largest building of any kind and the single largest worship building.

RR zone	Acres	Parcels	Buildings	Largest building (sq ft)	Largest worship bldg (sq ft)
RR-2	8,043	3,384	4,379	18,896	7,278
RR-5	3,651	816	1,190	15,522	none
RR-10	3,397	546	860	28,650	5,490
RR-20	397	68	96	4,819	none
Total	15,488	4,814	6,525	—	7,278

4a. The largest buildings in Rural Residential are homes, barns, and farm/forestry structures — not assembly buildings.

Only one building in any Rural Residential zone exceeds the proposed main building's footprint (whether measured as the staff-described 18,902 square feet or the plan-derived 18,917 square feet), and it is a single privately-owned building in RR-10 (owned by individuals, not an institution) — not a place of assembly. The ten largest RR buildings are:

Footprint (sq ft)	Zone	Use	Location
28,650	RR-10	residential/other	808 CATTLE DR, CORVALLIS
18,896	RR-2	ag/stable	3200 NW MARSHALL DR, CORVALLIS
18,051	RR-2	private (trust)	8193 NW ARBORETUM RD, CORVALLIS
17,352	RR-2	residential/other	UNASSIGNED, CORVALLIS
15,522	RR-5	private (LLC)	25629 BELLFOUNTAIN RD, MONROE
14,537	RR-10	residential/other	26928 NW SULPHUR SPRINGS RD, CORVALLIS
13,785	RR-5	residential/other	25737 SW AIRPORT AVE, CORVALLIS
13,367	RR-2	private (trust)	560 NW LEPRECHAUN LN, CORVALLIS
12,826	RR-5	residential/other	6219 NE PETTIBONE DR, CORVALLIS
11,923	RR-2	private (trust)	5017 PALESTINE AVE NW, ALBANY

4b. The actual churches in Rural Residential are a fraction of the proposal's size.

The largest worship building in any Benton County Rural Residential zone is Blodgett Community Church at about 7,278 square feet — roughly 38% of the proposed footprint and about 26% of the proposed gross floor area. Every worship building identified in the RR zones is listed below:

Footprint (sq ft)	% of proposed footprint	Zone	Church	Location
7,278	38%	RR-2	Blodgett Community Church	21160 BLODGETT RD, BLODGETT
5,490	29%	RR-10	Mid Valley Orthodox	6497 NE ELLIOTT CIR, CORVALLIS
4,040	21%	RR-2	Victory Christian Center Church Of God	1595 NE CONIFER BLVD, CORVALLIS
2,717	14%	RR-2	Northside Christian Church	4500 POWERS AVE NW, ALBANY
1,676	9%	RR-2	Blodgett Community Church	21168 BLODGETT RD, BLODGETT

4c. Scale comparison.

- The proposed footprint (~18,917 sq ft) is about **2.6 times** the largest existing Rural Residential church (~7,278 sq ft), and the proposed gross floor area (~28,536 sq ft) is about **3.9 times** larger.
- Neither RR-5 nor RR-20 contains a church of any size. (The ~3,684-square-foot Alpine Community Center, sometimes assumed to be an RR-5 civic comparable, in fact sits in the Alpine village core and is zoned Village Commercial — verified point-by-point against Benton County's live zoning service — so it is not a Rural Residential building. The largest building of any kind in RR-20 is a 4,819-square-foot private structure.)
- The facility would be, by a wide margin, the largest assembly building in any Benton County Rural Residential zone — and it would sit on Powers Avenue, a local road whose paved width the county staff report describes as varying between 18 and 19 feet.

4d. Churches sometimes offered for comparison are not in Rural Residential zones.

St. Anne Orthodox (6000 NE Elliott Circle) and St. Martin Orthodox (925 NW Camellia Drive) are sometimes cited as rural church comparables. Both are zoned UR-5 (Urban Residential), not Rural Residential, and both are small (approximately 2,679 and 4,848 square feet, respectively). The only Orthodox church actually located in a Rural Residential zone is Mid Valley Orthodox on NE Elliott Circle (RR-10), at about 5,490 square feet — still roughly one-third of the proposed footprint. In short, the comparables confirm rather than rebut the incompatibility.

5. How the data was gathered (so it can be independently verified)

Every figure above comes from public government data. The method was designed to be complete (every RR parcel and every building) and reproducible:

- **Zoning boundaries.** Rural Residential zone boundaries were taken from the State of Oregon's OregonExplorer Benton County zoning layer. I validated them against Benton County's own authoritative zoning-area figures: the per-zone totals match within 0.6% in every zone. Oregon's rural-residential rule (OAR 660-004-0040, "Application of Goal 14 to Rural Residential Areas")

requires a Goal 14 exception to designate new rural-residential land, so these boundaries change rarely — and, more importantly, every comparison parcel cited in this testimony was individually re-checked against Benton County's live zoning service.

- **Parcels and ownership.** Every tax lot intersecting a Rural Residential zone was pulled from Benton County's public GIS Taxlot and Taxlot-Owner services (owner name, situs address, acreage).
- **Building sizes.** Building footprints came from the Oregon Department of Geology and Mineral Industries (DOGAMI) Statewide Building Footprints dataset. Each footprint's area was computed from its mapped geometry in the Oregon North State Plane coordinate system, which yields square feet directly. As a check, the subject parcel measured 19.6 acres against the assessor's 19.43 acres (within 1%).
- **Verification against current zoning.** Every candidate building (all buildings of 5,000 square feet or more, plus every parcel owned by a church, school, grange, fire district, or similar institution) was re-checked one by one against Benton County's live zoning service to confirm its current zone. This step correctly removed village cores such as Alsea and Bellfountain (now Village Residential/Commercial), including the 35,667-square-foot Alsea public school, from the Rural Residential set.
- **Conservative by design.** The comparison uses building *footprint*, not gross floor area. Footprint undercounts multi-story buildings (the proposal's own ground footprint of 18,902–18,917 sq ft understates its ~28,536 sq ft gross floor area) and, if anything, understates how much larger the proposal is than existing RR buildings.
- **One documented limitation.** The county assessor's improvement (finished floor area) records are available only account-by-account and could not be exported in bulk, so building use was determined from ownership, parcel size, footprint, and current zoning. The handful of large or institutional buildings were each verified individually.

The underlying parcel and building datasets (spreadsheets and mapping files) are available on request so that county staff, the applicant, or any reviewing body can reproduce these results.

6. Conclusion and request

The county's own data shows that a church of this footprint and gross floor area has no precedent anywhere in Benton County's Rural Residential zones; the largest RR church is about 38% of its footprint (about a quarter of its gross floor area), and the only larger RR building of any kind is a single privately-owned, non-assembly building. A building of this scale does not fit the character of the area or the purpose of the Rural Residential zone. I respectfully request that the Board find the application fails BCC 53.215(1) on this basis and uphold the denial of LU-25-067.

Respectfully submitted,

Kevin Post

3576 NW Terrace, Albany, OR 97321

From: [Greg Sanker](#)
To: [BOC Land Use Appeals](#); [Benton Public Comment](#)
Subject: Opposition Rebuttal submission re: LU-25-067 (Northside Christian Church) Greg Sanker
Date: Wednesday, August 12, 2026 3:06:00 PM
Attachments: [Opposition Rebuttal LU-25-067 Greg Sanker.pdf](#)

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,

Please add my attached rebuttal to new evidence submitted by the applicant to the record for LU-25-067.

If you could please verify receipt and inclusion I would greatly appreciate it.

Greg Sanker
4723 NW Bramblewood LN
Albany, OR 97321
541 760 3449

BEFORE THE BOARD OF COMMISSIONERS FOR BENTON COUNTY, OREGON

In the Matter of: Appeal of Planning Commission Denial

File Number: LU-25-067

Applicant: Northside Christian Church

Submission Type: Opposition Rebuttal to Applicant's Post-Hearing Evidence

Submitted By: Greg Sanker

Date: August 14, 2026

I. PRELIMINARY STATEMENT: THE SCOPE OF CITIZEN EVIDENCE AND THE BURDEN OF PROOF

1. Empirical Evidence vs. Theoretical Modeling: I do not offer this testimony as a licensed civil engineer or an attorney. I offer it as a citizen of record providing verifiable, empirical data regarding the physical, observable conditions of Powers Avenue NW. A tape measure pulled across a paved surface, high-resolution photographs of active pavement failure, and direct physical observation do not require a professional engineer's seal to constitute *substantial evidence* in the record.

2. The Legal Standard for Citizen Measurements: While citizen testimony regarding future traffic predictions may be categorized as lay opinion, direct physical measurement of existing conditions and photographic documentation of active pavement failure constitute objective, factual evidence. A decision that relies on theoretical traffic models while ignoring uncontradicted physical measurements of a 19-foot choke point is not supported by substantial evidence in the whole record under Oregon land use law.

3. The Unshifted Burden of Proof: Under Oregon land use law and Benton County Code, the burden of proof rests entirely and continuously on the Applicant to demonstrate that public facilities are adequate to serve the proposed development. While the Applicant's legal counsel relies heavily on constitutional exaction theories (*Dolan v. City of Tigard*) to argue why the Applicant cannot be forced to pay for off-site improvements, claiming a constitutional protection against off-site costs does not satisfy the burden of proving that the road is safe. The Board's statutory mandate remains unchanged: BCC 53.215 requires an affirmative finding of adequacy. By offering arguments against exaction rather than factual evidence of physical road capacity, the Applicant has fundamentally failed to carry its burden of proof. Where infrastructure is physically inadequate and remains unmitigated, the legal remedy under Oregon law is not to grant a de facto code waiver—it is to uphold the denial.

II. REBUTTAL TO APPLICANT'S REVISED ROAD IMPROVEMENT PROPOSAL

1. The "Frontage-Only" Bottleneck Paradox

The Applicant's revised proposal to widen only their immediate site frontage and the segment extending east to Scenic Drive creates a fatal structural paradox:

- Operational Funnel:** Widening an isolated segment of Powers Avenue while leaving the remainder untouched does not resolve infrastructural inadequacy—it creates an operational funnel.

- Unrestricted Traffic Flow:** Traffic flow cannot be restricted to a single directional approach by administrative decree. Vehicles navigating to and from the west, including construction traffic, delivery vehicles, and congregants, will inevitably utilize the unimproved, 19-foot-wide section of Powers Avenue.

- Infeasibility Admission:** The Applicant's own engineering submittals acknowledge off-site physical infeasibility regarding full-corridor road widening due to right-of-way constraints, steep topography, and roadside drainage ditches. This is an admission on the official record that the physical corridor cannot accommodate standard two-way commercial traffic safely.

2.The "Proportionality Trap": Exaction Limits Do Not Grant a Code Exemption

The Applicant's legal counsel argues under *Dolan v. City of Tigard* that requiring a complete 0.6-mile road reconstruction constitutes an unconstitutional, rough-proportionality exaction.

- The Core Legal Distinction:** *Dolan* governs *what* a local government can constitutionally condition on a permit approval. It does *not* rewrite local approval criteria or force a governing body to approve a Conditional Use Permit on inadequate infrastructure.

- Unmitigated Bottlenecks:** If constitutional limits prevent the County from forcing the Applicant to construct off-site improvements, and the Applicant refuses or is physically unable to mitigate the known bottleneck, the County cannot simply declare the existing 19-foot paved ribbon "adequate."

- The Constitutional Shield Re-Framed:** *Dolan* limits what the County can force the Applicant to build; it does not force the Board to approve an unsafe permit. Where off-site mitigation is physically or constitutionally unachievable, the mandatory finding under BCC 53.215 cannot be met.

III. REBUTTAL TO CAPACITY DISCLOSURES & DUAL-SURGE TRAFFIC DYNAMICS

1.The Dual-Surge Operational Reality vs. 7-Day Averaging

The disclosure that the proposed 28,000-square-foot facility will operate a two-service model hosting up to 1,000 total weekly attendees fundamentally alters the site's operational footprint:

- The Mathematical Flaw of Average Daily Traffic (ADT):** The Applicant relies on annualized or 7-day average traffic metrics to mask peak operational impact. Averaging Sunday peak operational surges across low-volume weekday hours is an arithmetic abstraction that conceals true corridor stress.

- The Overlapping Surge:** A single assembly service produces a sequential entry surge followed by an exit surge. A two-service model creates a *simultaneous overlapping surge*: egress traffic from Service #1 attempting to turn out onto Powers Avenue at the exact same moment ingress traffic for Service #2 is queuing to turn in.

2.Zero Lateral Buffer and Emergency Corridor Access

- Physical Geometry:** Uncontradicted evidence in the record establishes that Powers Avenue consists of a 19-foot paved travel surface (9.5-foot lanes) with *zero feet of paved shoulder* and immediate transitions into drainage ditches.

- Corridor Stoppage:** When a vehicle waiting to make a left turn into the facility is delayed by opposing exit traffic during a peak Sunday surge, all trailing traffic is brought to an immediate standstill. On a 19-foot roadbed, trailing vehicles cannot safely pass on the right without dropping tires off the crumbling asphalt edge into the ditch.

- Emergency Response Degradation:** In the event of a medical or fire emergency during peak operational hours, emergency apparatus encountering a directional surge on a 19-foot corridor will face complete physical obstruction. The site's physical constraints cannot absorb compressed peak surges without violating Oregon Statewide Planning Goal 12 (Transportation) and local safety standards.

IV. ENGINEERING REPORT METHODOLOGICAL INCOMPLETENESS

1.DHV Definition Excludes Highest Hour Analysis

The Sandow Engineering report explicitly states: "*The DHV is not intended to represent the single highest hourly traffic volume experienced on the roadway.*" This admission confirms that the report does not analyze the traffic conditions that actually occur during Sunday service periods—the very conditions determining emergency access viability and intersection safety.

2.Seven-Day Averaging Masks Dangerous Surge Concentration

Per Tables 1, 9, and 11 of the Sandow Report:

- Sunday East Side DHV:** 197 vehicles/hour

- Weekday Average DHV:** 52 vehicles/hour

- Surge Ratio:** Sunday traffic represents a **278% increase** over weekday baseline.

The report acknowledges: "*The Sunday service period results in a higher concentrated traffic volume... however, the representative DHV calculated over the seven-day study period remains within the design-hour volume range.*" This confirms the methodology intentionally excludes the concentration the Board must evaluate for safety adequacy under BCC 53.215.

3.Dual-Service Overlap Not Modeled

The applicant describes two services (8:30 AM and 10:15 AM) with traffic distributed between 7:00 AM and 11:40 AM (Supplemental Overview, Section III). The report's 152 trips/hour

From: [RICHARDSON Bob](#)
To: [DELAVEGA Marriah](#)
Subject: Fw: LU-25-067 OPPOSITION TO THE BUILDING SITE OF THE NORTHSIDE CHRISTIAN CHURCH ON POWERS ROAD NORTH ALBANY
Date: Monday, August 17, 2026 1:44:35 PM
Attachments: [Outlook-qggjink0l.png](#)
[Outlook-3csnhhud.png](#)
[Outlook-hgx4ruij.png](#)
[Outlook-rfbibio3.png](#)
[Outlook-smu0fq1x.png](#)
[Outlook-yv24zqtt.png](#)

I think you also received this, but forwarding just in case.



Bob Richardson
Community Development Director
Phone: 541-766-6394
Email: bob.richardson@bentoncountyor.gov
bentoncountyor.gov



From: ANDY BENNETT <ydnaspace@yahoo.com>
Sent: Monday, August 17, 2026 1:12 PM
To: Benton Public Comment <PublicComment@bentoncountyor.gov>; RICHARDSON Bob <bob.richardson@bentoncountyor.gov>
Cc: Andy Bennett <ydnaspace@yahoo.com>
Subject: LU-25-067 OPPOSITION TO THE BUILDING SITE OF THE NORTHSIDE CHRISTIAN CHURCH ON POWERS ROAD NORTH ALBANY

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TO BENTON COUNTY COMMISSIONERS AND STAFF; LU-25-067:

I AM IN CONTINUED OPPOSITION TO THE LOCATING OF THE NORTHSIDE CHRISTIAN CHURCH ON POWERS RD LOCATED IN NORTH ALBANY, OREGON.

NEW INFORMATION

1. THERE IS NO WAY THIS AREA WILL NOT FLOOD, AS THE

**NATURAL DRAINAGE OF THE CHURCH PROPERTY WILL BE ALTERED FROM THE NATURAL FLOW ... THIS IS REALITY!!
HOW CAN THIS BE OVER-LOOKED AND APPROVED!**

2. THERE IS AT THE MINIMUM ONE HOUSE NEAR THE PROPOSED SITE RECENTLY BUILT THAT THE FOUNDATION HAD QUICKLY SHIFTED, AFTER THE APPROVAL OF THE BUILDING SITE BY BENTON COUNTY... INEXCUSABLE!! WHAT A COSTLY MISTAKE!

3. JUST SOUTH ON SCENIC DR FROM POWERS RD IS THE LAKEVIEW ESTATE HOMES DEVELOPMENT ... AGAIN, HOW CAN BENTON COUNTY BE TRUSTED THE WATER WAS TO BE PROVIDED FROM THE LARGE WATER TANK WHICH WAS INSTALLED ... HERE AGAIN WITH THE POOR PLANNING BY BENTON COUNTY, THE WATER TANK COULD NOT PROVIDE / SUPPORT THE NEEDS OF THE NEW HOMES AND ALL THE YARD LANDSCAPING... SO THE WELLS STARTED GETTING DRILLED, WHICH WERE NOT IN THE ORIGINAL DEVELOPMENT PROPOSAL!! MY PERSONAL HOMES WELL STARTED RUNNING OUT OF WATER ... GREAT PLANNING NOT!!!

IS IT REALLY TIME TO REPEAT THE SAME MISTAKE THINKING A 3/4" CITY WATER LINE INTO A WATER TANK, WILL WORK LEARN FROM YOUR PREVIOUS MISTAKES!! THE COMMUNITY IS ONLY ASKING FOR FULL TRANSPARENCY AND ACCOUNTABILITY!

4. THE CURRENT SPEED ON SCENIC DR, MAXIMUM SPEED LIMIT IS CURRENTLY 45 MPH ... THE SAME AS HWY 20 NORTH OF CORVALLIS, THE SAME AS HWY 99 GOING NORTH OF CORVALLIS, THE SAME AS 45 MPH ON HWY 20 GOING NORTH FROM THE ENTERING ALBANY CITY LIMITS SIGNCOME ON, THIS IS INSANE!!! WHERE IS THE COMMON SENSE!!

SCENIC DR IS IN A RESIDENTIAL RURAL AREA WITH THE RESIDENTS STILL HAVING TO CROSS THE STREET TO THE EAST SIDE OF SCENIC TO GET THEIR MAIL, WITH DRIVEWAYS ALL ALONG THE COMPLETE LENGTH OF THE 3.5 MILE SCENIC DR; SOME OF US HAVE TO BACK OUT OF OUR DRIVEWAYS!!

SCENIC DR SHOULD BE ABLE TO BE ACCESSED BY ALL THE LOCAL RESIDENTS, WHO FOR LACK OF SAFETY, CHOOSE NOT TO PUT THEIR LIVES OF THEIR FAMILIES IN JEOPARDY AND WALK OR BIKE ON SCENIC DRIVE NOW WITH THE INCREASED SPEEDING TRAFIC OVER THE YEARS!! THIS IS A FACT!

BENTON COUNTY SHOULD BE MAKING OUR COMMUNITY SAFER AND ADVOCATING FOR THE CITIZENS AGAINST A CORRUPT STATE AGENCY LIKE ODOT!!! NOT BOW DOWN TO ODOT!

THE INCREASED VOLUME OF VEHICLES WITH THE PROPOSED CHURCH TRAFFIC, ESPECIALLY ON SUNDAYS WHEN TRASH CANS

**ARE LINING SCENIC DR ON BOTH THE EAST AND WEST SIDES
MAKES SCENIC DRIVE EVEN MORE DANGEROUS THAN BEFORE FOR
PEDESTRIANS, BICYCLIST!!! THE CHURCH WILL NOT EVEN BE
PAYING TAXES, WHILE THE LOCAL TAX PAYING CITIZENS WILL
HAVE LOST THE USE OF THE ROADWAY FOR PEDESTRIAN USAGE
AT LEAST ONE DAY OF THE WEEK! THIS IS SO WRONG!!**

**WHY IS SCENIC DRIVE TREATED THE SAME AS HWY 99 AND HWY
20 WITH ALL THESE OTHER ELEMENTS ARE NOT FOUND ON HWY
99 AND HWY 20; LIKE SO MANY DRIVEWAYS ACCESSING
SCENIC!!!??? AND SO MANY MORE CITIZENS WHO WANT TO USE
THE ROADWAY, BUT WITHOUT A SAFE SPEED LIMIT OF 35 MPH
(THE APPLICABLE OREGON BASIC RULE FOR SCENIC DRIVE) IT IS
NOT POSSIBLE WITHOUT GREAT RISK!! ...THIS IS A RURAL
RESIDENTIAL AREA OF HOMES!!!**

**IF THE NORTHSIDE CHRISTIAN CHURCH IS APPROVED AND AFTER
THE BUILDING PROCESS HAS BEGUN AND THE REALITY OF
BUILDING ON A WETLAND AREA, ATOP SPRING HILL, OR THE
LAKEVIEW ESTATE LAKE IS CONTAMINATED BY SEWAGE
DRAINAGE FROM A POTENTIAL NEW CHURCH LOCATED TO THE
NORTH;**

**I HOPE THE RESIDENTS OF NORTH ALBANY HAVE A CLASS ACTION
LAWSUIT AGAINST BENTON COUNTY AND THE NORTHSIDE
CHRISTIAN CHURCH FOR APPROVING THIS WITH ALL THE
PRESENTED FACTUAL OPPOSITION EVIDENCE!**

**WHAT A BUILDING NIGHTMARE WHEN THE BUILDING SITE
PROVES TO BE UN-BUILDABLE!!!!!!**

**ME, ALONG WITH ALL THE WILDLIFE AND NATURE WHICH ARE
FOUND IN THIS AREA OF THE PROPOSED BUILDING LOCATION,
APPEAR TO NOT HAVE A VOICE IN THIS DECISION ...
ME, ALL THE WILDLIFE & NATURE, ARE IN TOTAL OPPOSITION OF
THE NORTHSIDE CHRISTIAN CHURCH AT THE POWERS RD
LOCATION!!**

**ANDY BENNETT
3449 SCENIC DR NW
NORTH ALBANY, OR 97321**

figure relies on the artificial assumption that traffic spreads evenly over 4.5 hours. In reality, assembly uses generate sharp, compressed arrivals and departures. When Service #1 egress coincides with Service #2 ingress, instantaneous peak demand will dramatically exceed the modeled 197 DHV—a dynamic the applicant's model entirely fails to analyze.

4.Left-Turn Queueing Analysis Absent

Sandow Engineering states: *"Detailed intersection operational analyses such as level of service and queueing... were not included within the scope of the transportation analysis."* Without queueing analysis, there is no evidence that the 19-foot corridor can accommodate turning vehicles during peak demand without blocking through traffic.

5.Emergency Access Time Not Calculated

No analysis exists in the record addressing emergency vehicle travel times during peak surge periods, nor any calculation of obstruction risks when left-turn queues block the travel lane on a 19-foot road.

CONCLUSION ON METHODOLOGY: The engineering reports provide ADT compliance data while explicitly excluding the highest-hour, surge-period, and operational analyses required to determine actual public facility adequacy under BCC 53.215.

V. CONCLUSION AND REQUESTED ACTION

1.Uncontradicted Physical Record: The record contains undisputed photographic evidence and direct physical measurements demonstrating that Powers Avenue features 9.5-foot travel lanes, zero paved shoulders, severe edge fragmentation, and hazardous ditch proximity.

2.Mandatory Application of BCC 53.215: Benton County Code mandates that a Conditional Use Permit can only be granted if public facilities are demonstrated to be adequate. The Board cannot lawfully base an affirmative finding of adequacy on a partial frontage widening that leaves the primary access corridor physically substandard and operationally unsafe.

3.Requested Action: The Board of Commissioners must separate constitutional exaction arguments from the objective evaluation of public safety. Respectfully request that the Board of Commissioners uphold the decision of the Planning Commission and **DENY** File LU-25-067.

Respectfully submitted,

Greg Sanker

4723 NW Bramblewood LN

Albany, Oregon 97321

From: [Benton Public Comment](#)
To: [BOC Land Use Appeals](#)
Subject: FW: LU-25-067
Date: Monday, August 17, 2026 4:22:48 PM

From: Charlotte Campbell <charclick1@yahoo.com>
Sent: Sunday, August 16, 2026 12:50 PM
To: Benton Public Comment <PublicComment@bentoncountyor.gov>
Subject: LU-25-067

You don't often get email from charclick1@yahoo.com. [Learn why this is important](#)

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Dear Members of the Benton County Board of Commissioners,

I write in response to rebuttals provided by Brian Vandetta. I oppose the building of the Northside Church.

Pertaining to #1, 2 and 3: It appears that the county regulations and permits allow for the proposed septic system(s). It is disconcerting that incorrect information was provided about the square footage of the main building.

Pertaining to rebuttal #4: The calculations made on the revised square footage of the church show that more parking spaces are necessary, increasing from 260 to 286 spaces. As the paving over of beautiful wetland and agricultural land is definitely deemed harmful by most of the community, more is worse. The LU-25-067 Northside Church Revised Staff Report states on page 14:

“Condition of Approval P-2 requires the applicant to construct a parking lot that meets the minimum BCC standards and does not exceed the proposed 261 parking spaces. The proposed cap on the amount of parking is intended to prevent an unnecessarily large parking lot that would seriously interfere with the character of the area.”

286 does exceed 261. The proposed Northside Church does not meet the criteria for a conditional use permit because it seriously interferes with the character of the area. Homes that could be built on 2 acre plots within the site would not produce the amount of light and sound pollution, intense traffic increase, or presence of a huge edifice that the Northside Church would produce. Powers Ave would not require widening as described in rebuttal #5. Changing the road to one that would accommodate more traffic is not desired by most of us who walk and bike on Powers.

In conclusion, implementing this church plan would seriously change the character of the area, adversely affect nearby properties, and impose an undue burden on Powers

Ave that other allowed Rural Residential uses would not. Because of these reasons the conditional use permit should be denied.

Respectfully,

Charlotte Campbell

3425 NW

Pineview Pl, Albany, OR

August 16.2026

From: [Benton Public Comment](#)
To: [BOC Land Use Appeals](#)
Subject: FW: LU-25-067 (Northside Christian Church) 4500 Powers Ave NW, Albany, OR, 97321
Date: Monday, August 17, 2026 4:22:50 PM

From: RICARDO SMALL <ricardosmall@comcast.net>
Sent: Friday, August 14, 2026 11:21 AM
To: Benton Public Comment <PublicComment@bentoncountyor.gov>
Subject: LU-25-067 (Northside Christian Church) 4500 Powers Ave NW, Albany, OR, 97321

You don't often get email from ricardosmall@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.

Dear Benton County Commissioners:

The size of the proposed church at 4500 NW Powers Ave in North Albany is not an appropriate use for that location.

The inclusion of churches in RR2 zoning is not a guarantee of approval. Special permission is required to be sure that proposals, like this current one, do not negatively impact existing residential uses nearby.

The proposed large building combined with the history of the applicant's activities in the church's current location that includes more people than the number stated in the documents are sufficient to demonstrate a major negative impact on current residents, their homes and visitors to the area ... particularly bicyclists, pedestrians and pets. The wildlife species that live in the area will also be negatively impacted. This proposed large building is similar to commercial retail-office centers that certainly are not allowed in RR2 zoned neighborhoods. The increased traffic and noise will have major negative impacts that cannot be mitigated.

Attached are 21 slides in JPG format that comprise an essay I created with photographs from the hearing on August 4, 2026. Please include them and consider the testimony submitted at that hearing in opposition to this proposal.

I urge you, Benton County Commissioners, to please deny this appeal and keep the rural residential integrity the Powers Avenue neighborhood intact.

Thank you,
Ricardo Small

1864 NW Ravenwood Dr
Albany, OR 97321

Powers Road

COMMISSIONERS HEARING

4th of August 2026





This is 4500 Powers Rd in North Albany, Oregon, USA.

A church wants to build a campus here: 28,000 sq ft building (including a 2nd floor), a paved parking lot for over 200 cars, a questionable septic sewer system, an on-site trickle-fill water storage tank, hundreds more vehicle trips per day on rural roads and noisy concerts.

To do that, a conditional use permit must be obtained, after showing that such a non-conforming use won't damage the surroundings in this rural residential (RR2) zoned area. There are many existing homes nearby and 90% do NOT want a commercial level of use wrecking this quiet rural neighborhood.



These are an architect's drawings of the proposed buildings at 4500 Powers Rd.



The LU-25-067 Public
Hearing will begin
today at 11 AM.

The Benton County commissioners held a hearing in this building in Corvallis on the 4th of August 2026. It was standing room only. Many homeowners voiced apprehension about such a large, busy building at 4500 Powers Road.



At your service,
every day.



Gabe Shepherd, Nancy Wyse & Patrick Malone - three Benton County commissioners.

Before the hearing started, Cary Hoffer smiled at dozens of North Albany homeowners who testified at the hearing.



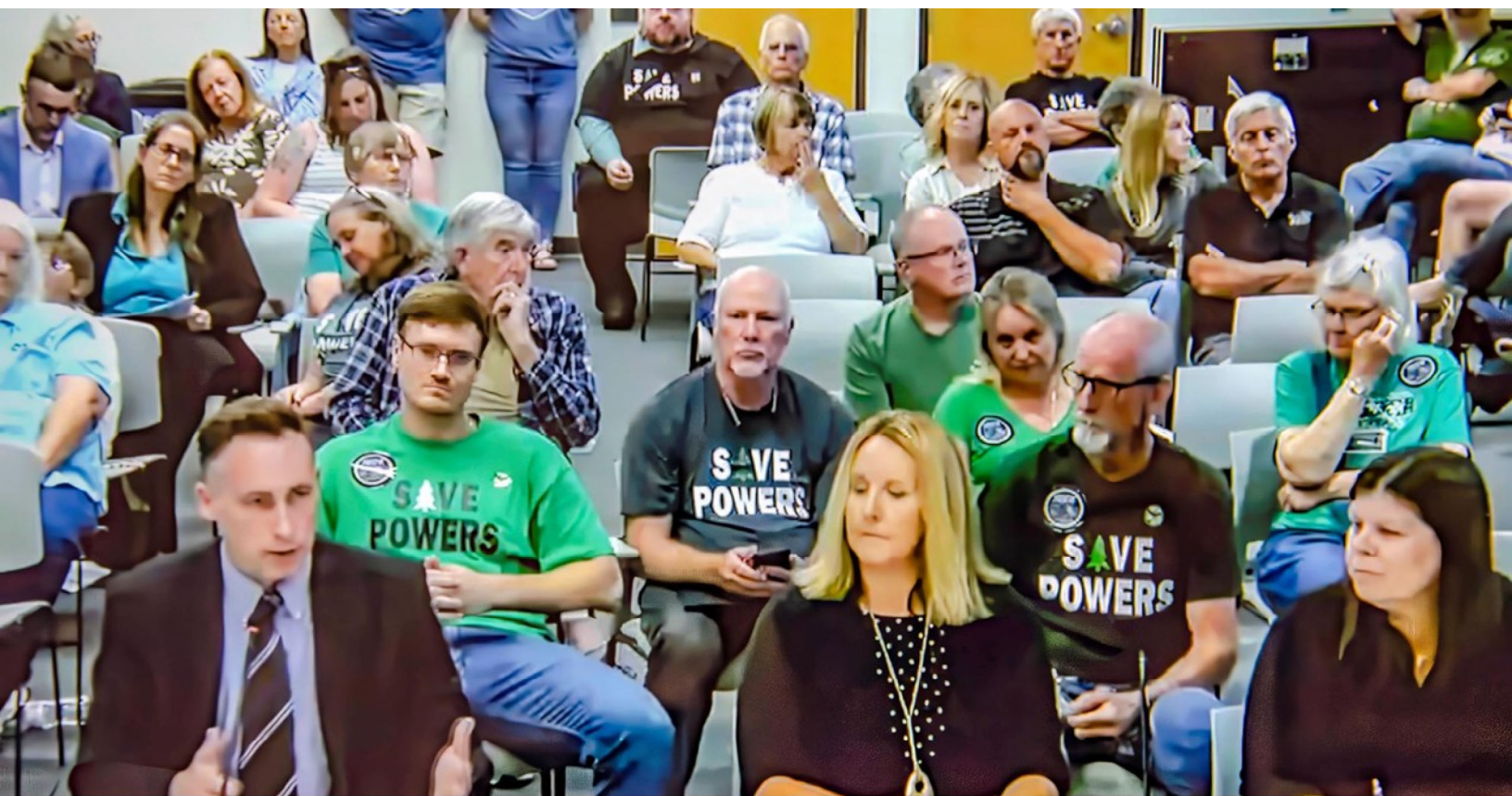


The Benton County planning staff gave an initial presentation that included a recommendation for approval of the commercial building on Powers Road ... with conditions.

The information provided by neighbors, who are opposed to such a detrimental use, refuted the staff's misinformed recommendation.

Commissioners have a history of rubber-stamping staff recommendations. Although ... there is a tidal wave of opposition to this project.





The church lawyer talked to the commissioners after Benton County's planning staff.

Photographs on the following 11 pages are from a ZOOM broadcast of the hearing. The audio-visual system Benton County uses places captions below the pictured speakers. Read the captions. The pictured people are not all who testified against the proposed commercial building.



Good afternoon. My name is Diana Inch. I'm an academic librarian of 30 years, and I've been living on Noelwood, which is only accessed through powers





Hello, my name is Erica. I live on the east side of Dunbeck Avenue near where the proposed church is seeking to be built.



So my name again is Elena Gorman. I live on Norwell Drive on the property immediately neighboring the west side of Powers Field. We are newer to ...



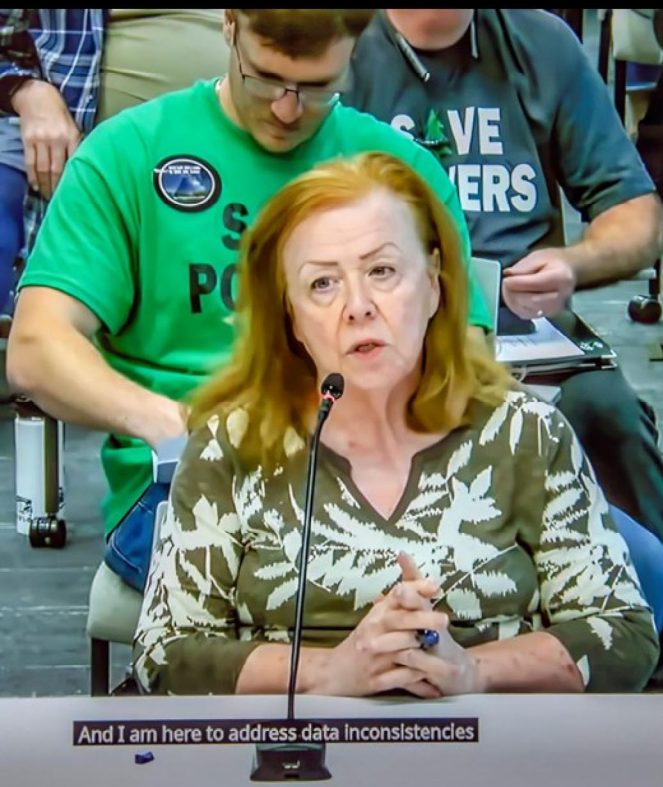


Kirsten Glazer and my family has lived in the same home in North Albany since moving



My name is Maggie, and I live on Northwest Nolwood Drive. And I want to begin by saying that this is not about opposing churches. My

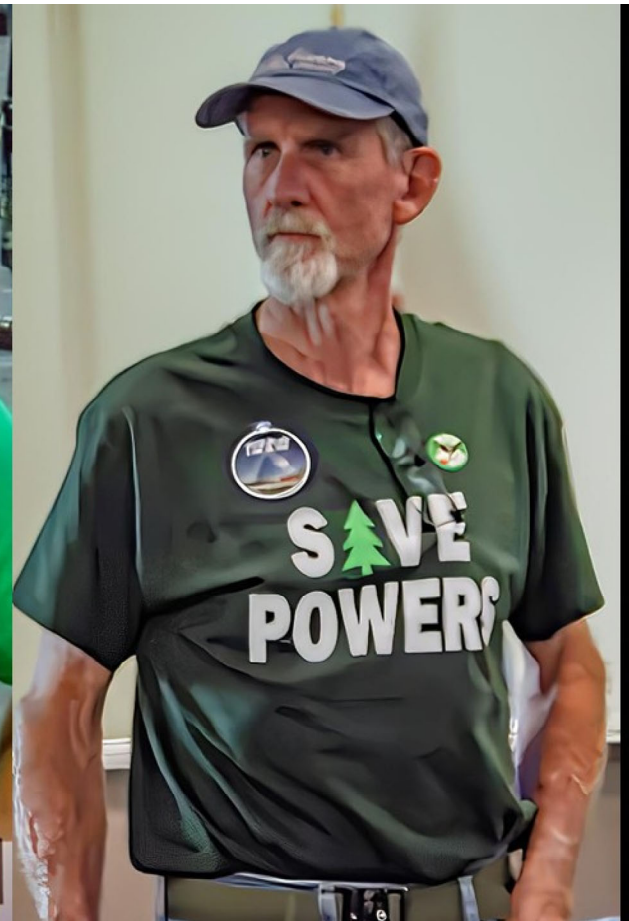




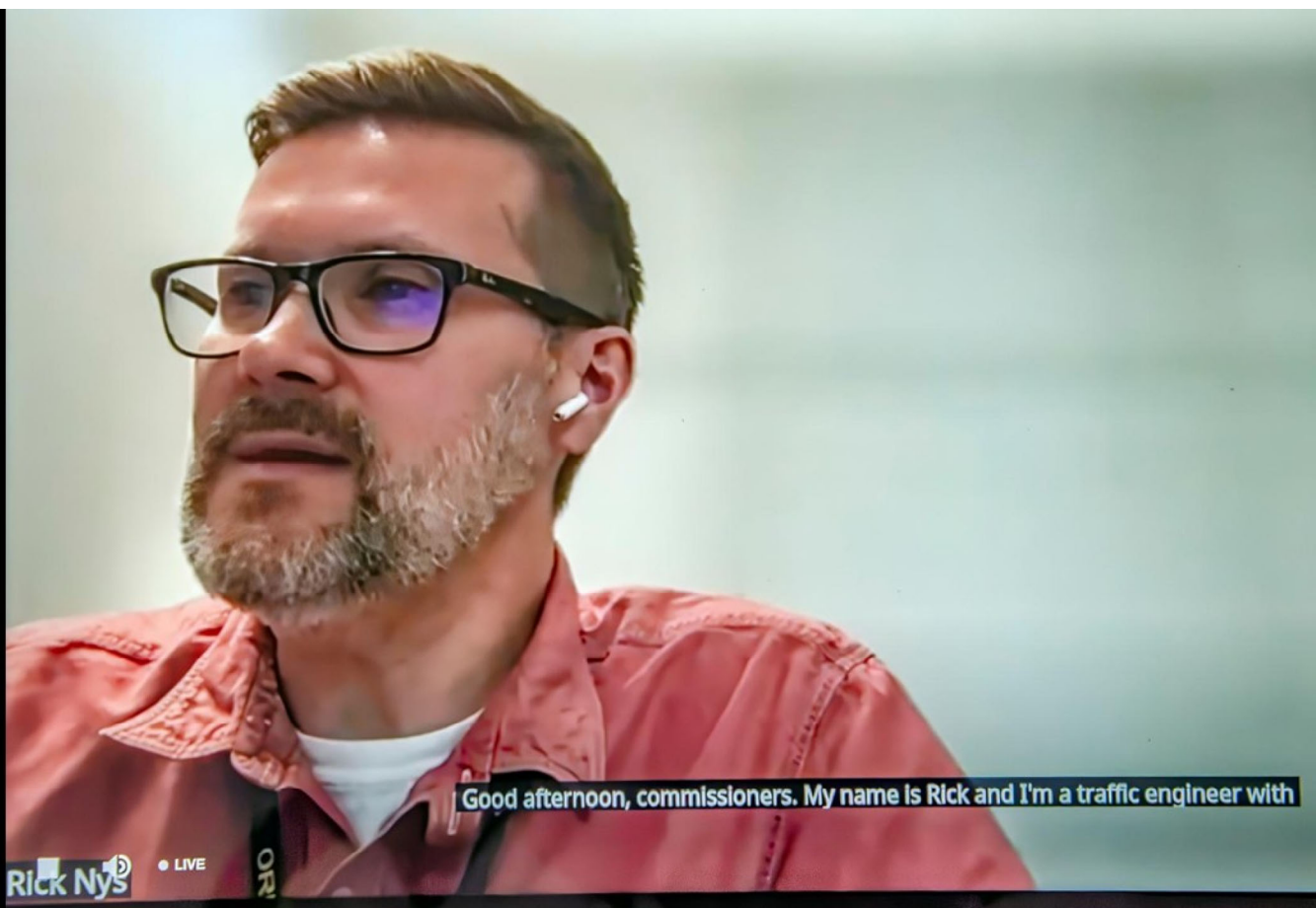
And I am here to address data inconsistencies



Concentrating hundreds of vehicles onto a narrow two-lane rural residential road like Powers Avenues, which is blind cur



Cary Hoffer hired this traffic engineer because the church's traffic study is full of mierda. The increase in traffic this new building would bring is too dangerous for a narrow road. That volume of traffic would drastically change the area.



Good afternoon, commissioners. My name is Rick and I'm a traffic engineer with





Yeah, kind of later, but let's just take a deep breath real quick

zoom

The commissioners did not make a decision about the church's appeal for approval of construction. The status of 4500 Powers Road, as of the 7th of August 2026, is best described by Hasso Hering at this link:

<https://hh-today.com/more-time-allowed-on-church-land-use-request/>

I hope the three Benton County commissioners turn down construction. The proposed campus is clearly NOT appropriate for Powers Road. It would change the area in violation of RR2 zoning.

Most importantly, this church is trying to use religious privilege to force a big building into a neighborhood that will be ruined if allowed. There are many places already zoned commercial that would accommodate such an intense use of real estate and not negatively alter a residential area.

Ricardo Small

August 7, 2026

From: [Charlotte Campbell](#)
To: [BOC Land Use Appeals](#)
Subject: LU-25-067
Date: Monday, August 17, 2026 10:23:36 PM

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

Dear Members of the Benton County Board of Commissioners,

I write in response to rebuttals provided by Brian Vandetta. I oppose the building of the Northside Church.

Pertaining to #1, 2 and 3: It appears that the county regulations and permits allow for the proposed septic system(s). It is disconcerting that incorrect information was provided about the square footage of the main building.

Pertaining to rebuttal #4: The calculations made on the revised square footage of the church show that more parking spaces are necessary, increasing from 260 to 286 spaces. As the paving over of beautiful wetland and agricultural land is definitely deemed harmful by most of the community, more is worse. The LU-25-067 Northside Church Revised Staff Report states on page 14:

“Condition of Approval P-2 requires the applicant to construct a parking lot that meets the minimum BCC standards and does not exceed the proposed 261 parking spaces. The proposed cap on the amount of parking is intended to prevent an unnecessarily large parking lot that would seriously interfere with the character of the area.”

286 does exceed 261. The proposed Northside Church does not meet the criteria for a conditional use permit because it seriously interferes with the character of the area. Homes that could be built on 2 acre plots within the site would not produce the amount of light and sound pollution, intense traffic increase, or presence of a huge edifice that the Northside Church would produce. Powers Ave would not require widening as described in rebuttal #5. Changing the road to one that would accommodate more traffic is not desired by most of us who walk and bike on Powers.

In conclusion, implementing this church plan would seriously change the character of the area, adversely affect nearby properties, and impose an undue burden on Powers Ave that other allowed Rural Residential uses would not. Because of these reasons the conditional use permit should be denied.

Respectfully,

Charlotte Campbell

NW Pineview Pl, Albany, OR

3425

August 16.2026

Sean T. Malone

Attorney at Law

PO Box 1499

Tel. (303) 859-0403

Eugene, OR 97440

seanmalone8@hotmail.com

August 18, 2026

Via Email

Benton County Board of Commissioners
c/o Bob Richardson,
4500 Research Way, 2nd Floor
Corvallis, OR 97333
Bob.Richardson@bentoncountyor.gov
landuseappeals@bentoncountyor.gov

Re: Testimony on behalf of Cary Hoffer Testimony before the Board of Commissioners on Appeal of a Denial of a Conditional Use Application for a Church, Daycare Center, Gymnasium, Offices, Storage Area, Playground, *etc.* in the RR Zone (File # LU-25-067, Northside Christian Church)

Dear Board of Commissioners,

Please accept this testimony on behalf of Cary Hoffer in support of the Planning Commission's denial of the application and in opposition to the appeal (File # LU-25-067, Northside Christian Church). I respectfully request that the Board of Commissioners affirm the Planning Commission's denial for the reasons set forth below, in my letter dated August 3, 2026, in my oral testimony provided to the Board of Commissioners on August 4, 2026, in the testimony of affected constituents, and the two Greenlight Engineering Reports. In short, the applicant has acknowledged that it failed to provide consistent information to the public, the Planning Commission, and the Board of Commissioners. Such failures could be excused if not for the continued failure to account for the number of attendees¹ and frequency of events related to the gymnasium and day care center (two additional conditional uses under the Benton County Code that have not been fully addressed and repeatedly minimized by the applicant), as well as

¹ For example, the applicant concedes that the occupancy of the structure is more than 1,400 but fails to actually use that figure in accounting for transportation impacts.

undefined “major events” and other events. With the continued obfuscation, the applicant has not carried their burden of proof to satisfy BCC 53.215(2)² or ORS 215.441(2)(b)³. The applicant has also plainly violated BCC 51.525, which requires that the applicant “shall withdraw the initial application and shall file a new application for the revised request” when the type of land use action “changes.”⁴ The Board of Commissioners has authority to deny the application based upon these failures, as well as others, and I am available to assist the County in preparing findings in support of denial of the application. Indeed, denial is the only legally defensible outcome, here.

Response to the applicant’s failure to provide basic information to the County and to the public

Consistent and correct information is the foundation of any land use application, and the failure to provide such information reflects poorly on the applicant, calling into question other allegations of the applicant, regardless of the continued failure to provide such information. This repeated failure throughout the land use process undermines the applicant’s basic attempt to ferry their application through to approval. Despite acknowledging this failure as it relates to square footage, this application cannot be approved because the applicant continues to present inconsistent and incorrect figures, as demonstrated below.

With certainty, the applicant submitted misleading and inconsistent information throughout the public process for this application, by undercounting the size of the proposed structure, undercounting the number of attendees, and refusing to account for the proposed uses. Indeed, the lack of candor from the applicant, here, is unique in my 18-year career in Oregon land use. At the hearing, counsel for the applicant alleged that

² BCC 53.215(2) provides that a “[t]he decision to approve a conditional use permit shall be based on findings that ... [t]he proposed use does not impose an undue burden on any public improvements, facilities, utilities, or services available to the area[.]”

³ ORS 215.441(2)(b) provides that “[a] county may ... [p]rohibit or restrict the use of real property by a place of worship described in subsection (1) of this section if the county finds that the level of service of public facilities, including transportation, water supply, sewer and storm drain systems is not adequate to serve the place of worship described in subsection (1) of tis section.”

⁴ In full, BCC 51.525 provides: “If the applicant proposes a revision to the application that changes the type of land use action or limited land use decision requested in the initial application, the applicant shall withdraw the initial application and shall file a new application for the revised request.” (emphasis added).

the square footage for the mezzanine was irrelevant, which the applicant now appears to understand is very relevant to the application and the approval criteria. Legal counsel for the applicant should withdraw that statement from the record in order to maintain consistency. If not, then the application is so fundamentally flawed that neither the applicant nor the applicant's legal counsel can agree on what is relevant and what is irrelevant for purposes of this application. Unfortunately, that is not the only problem with the application because the application continues to undercount attendees and fails to account for the impacts from all conditional uses (*e.g.*, gymnasium and day care center). Simply put, this application is a mess, and it is also reflected in the fact that every single notice provided to the public and neighboring property owners has been defective, as noted below.

The Udell Engineering & Land Surveying Memorandum (Udell 8/11 Memo) finally acknowledges the applicant's failure regarding square footage, yet continues to provide inconsistent information as to attendees and frequency of use. For example, the Udell 8/11 Memo alleges that there would be 500 seats for the church, 90 attendees for the Children's Ministry, and 313 attendees for the Youth Group. However, this continues to omit any figures related to the use of the Gymnasium (which is a conditional use that has yet to be accounted for) and the day care center (which is also a conditional use that has largely not been accounted for). To put it bluntly, the Udell figures are useless when the applicant fails to account for all of the proposed uses and their attendees.

The Sandow Engineering Memorandum (Sandow 8/11 Memo) also now accounts for its prior failures by presenting new figures based on the almost 29,000 square foot building. This should have been done from the start. Regardless of those conceded failures, the Sandow 8/11 Memo continues to omit account for the gymnasium use and the day care center use, two conditional uses that have largely been ignored. It is impossible to understand the applicant's rationale in their continued lack of candor with the public and the Board of Commissioners. Indeed, no figures have been presented for these conditional uses, and, therefore, the Board of Commissioners may deny this application on that failure alone.

Request to strike the unnamed memorandum dated 8/11/26

There is an unnamed memorandum dated 8/11/26 that bears no name, signature, or other indication that it has been prepared by the applicant or the applicant's agent. Consistent with the Board of Commissioners' direction at the 8/4/26 hearing that only the

applicant is permitted to participate in the first 7 days of the open record period⁵, the letter cannot be included in the record. Notably, there is no transmittal email or other indication that the memorandum came from the applicant, and, therefore, the letter must be struck from the record. Moreover, because this is the last opportunity to submit any information into the record, neither the applicant nor the County may supplement the record to demonstrate that it came from the applicant.

Response to unnamed memorandum dated 8/11/26

In response to the unnamed memorandum dated 8/11/26 (Unnamed 8/11/26 Memo), assuming it is from the applicant, though it bears no indication as such, the applicant attempts to downplay its continued lack of candor throughout this process. For example, the unnamed 8/11/26 memo alleges that “the 28,557-square-foot gross floor area does not represent an expansion, enlargement, or change to the worship and multi-purpose building previously submitted for review,” but the problem is that the applicant failed to disclose this information before the very last moment, despite the application stretching beyond a year prior. If it did not represent a “change,” it remains to be seen why the applicant was not previously candid with the Planning Commission, the public, or the Board of Commissioners. Indeed, this “change” is another reason to deny the application for violation of BCC 51.525.

At this point, if the applicant was candid, then the failures could possibly be excused, but the applicant continues its obfuscation. For example, the applicant alleges that the architectural “details do not establish separate land uses or fixed operational capacities for each individual room.” That is simply false. The gymnasium and the day care center are separate conditional uses that have not been fully addressed, either in their cumulative traffic impacts or the number of attendees and the frequency of attendees and/or events. The applicant’s repeated failures in this regard – as well as others – is simply beyond the pale. The applicant attempts to hide behind “primary” and “secondary” uses, but if those uses are conditional uses, under the code, then they need to be accounted for in the application materials. To the extent that the applicant alleges that the gymnasium or day care center is an accessory use, then such an argument is simply

⁵ Here, I reiterate my procedural objection noted at the 8/4/26, which prejudices my client’s substantial rights by not allowing my client to provide new information in the open record period. This provides greater opportunities to the applicant, while reducing the opportunities to others, including my client, which prevents my client from presenting his case and preventing a full and fair opportunity for a hearing on this application.

mistaken because there is no authority that a conditional use may have accessory uses that are actually conditional uses.⁶ As of now, the applicant has entirely failed to carry their burden of proof, after failing to provide accurate figures to the County and the public.

The unnamed 8/11/26 memo alleges that the Udell memo accurately characterizes the number of attendees, but that is simply not the case. Again, the applicant has failed to account for the number of attendees for separate gymnasium activities or the day care center attendees that would presumably operate at the same time as the religious services and throughout the week. Again, there is simply a lack of candor that the Board of Commissioners should not accept as normal. Indeed, the applicant's approach has been extraordinarily out of character for a land use application, and that does little to engender trust in the neighbors and the surrounding community.

Perhaps most disappointing is the applicant's continued effort to undermine the significance of its errors. For example, the applicant alleges that underestimating the square footage by roughly 1/3 "does not significantly alter the proposal." Again, this is simply false, and, at this point, it is unclear why the applicant continues to downplay its failures or why the applicant refuses to account for all proposed land uses, including conditional uses. Prior to accounting for the correct square footage, the applicant alleged that they were creating an oversized parking lot to account for major events, weddings, funerals, and so forth. Now, it is apparent that such allegations were hollow, which, if not for the due diligence of the public, would have resulted in a significantly undersized parking lot. Regardless, the applicant still fails to account for all the conditional uses and their effects on the transportation facilities. As such, the applicant cannot carry its burden

⁶ In the Rural Residential zone, a recreational facility (i.e., a gymnasium) and a day care center for the number of attendees sought here.

to satisfy BCC 53.215(2)⁷ or ORS 215.441(2)(b)⁸, regardless of the applicant's violation of BCC 51.525⁹.

The applicant alleges that the 500-seat figure refers “to the approximately 500 seats within the primary worship area and not to the maximum occupancy of the entire building[,]” but, if the applicant is designing a building for a “maximum occupancy” of more than 500, then the building must be held to that maximum occupancy. Why is the applicant proposing an oversized building if it does not intend to use that maximum occupancy? As the applicant finally concedes, the building, as proposed, can accommodate 1,419 occupants. This concession cannot be overstated, and the traffic related impacts of that many individuals must be accounted for in the application, as well as the number of attendees and frequency of events and uses. If that is the case, then the applicant must be held to that figure. To do otherwise would be to ignore the fundamental components of the building, namely occupancy. The notion that these figures are “preliminary” is nothing more than a façade. If an applicant proposes a structure for 1,419 occupants, then the applicant must be held to that standard for purposes of transportation effects. What recourse will the neighbors or the public have when as many individuals occupy the structure? These figures must be taken seriously at this point, not at some later point when there is no further recourse by the neighbors or public to participate. Moreover, the idea that these figures can be “refined” – upwards or downwards – is contrary to the land use process, including the idea that the applicant can change the figure at a later time when there is no opportunity by the neighbors to engage the public process. The notion that the applicant can change the proposed occupancy of the building after the public process has ended is simply unfounded and contrary to basic principles of the Oregon land use system. Instead of what the applicant “anticipates,” the applicant must be held to the standard of the size of the building it proposes to construct.

⁷ BCC 53.215(2) provides that a “[t]he decision to approve a conditional use permit shall be based on findings that ... [t]he proposed use does not impose an undue burden on any public improvements, facilities, utilities, or services available to the area[.]”

⁸ ORS 215.441(2)(b) provides that “[a] county may ... [p]rohibit or restrict the use of real property by a place of worship described in subsection (1) of this section if the county finds that the level of service of public facilities, including transportation, water supply, sewer and storm drain systems is not adequate to serve the place of worship described in subsection (1) of this section.”

⁹ Under BCC 51.525, “[i]f the applicant proposes a revision to the application that changes the type of land use action or limited land use decision requested in the initial application, the applicant shall withdraw the initial application and shall file a new application for the revised request.”

To do otherwise would make a mockery of the land use process, and it would elevate estimates over objective data.

The unnamed 8/11/26 memo also relies specifically on the ITE trip generation for a “church,” but, as noted above, omits any ITE trip generation for the other conditional uses sought, including a gymnasium and a day care center. Again, these conditional uses have been minimized, though they are not permitted outright in the underlying zone. The Board of Commissioners cannot accept the applicant’s invitation to ignore the Benton County Code and understate the impacts to the transportation system (i.e., “undue burden” under BCC 53.215(2) and the “level of service” standard for transportation under ORS 215.441(2)(b)). The applicant also identifies a variety of uses of the church that are not traditionally part of a church use, and those uses (“children’s ministry occurring in conjunction with Sunday worship services, Sunday evening youth activities, weekday office use, occasional evening classes and meetings, leadership meetings, men’s and women’s activities, classes and seminars, weddings, memorials, fellowship activities, and a potential weekday child care program”) and their transportation impacts must be addressed. To do otherwise would be to, again, understate the impacts on public facilities in violation of BCC 53.215(2) and ORS 215.441(2)(b). The applicant proposes to use its current use at a much smaller facility as an example or comparison, but fails to account for the significantly oversized structure that is proposed. Again, this is not a small, rural church that is proposed, but rather a multi-use facility with offices, flex rooms, day care center, gymnasium, and so forth. In essence, the applicant is attempting to gain approval for a church, when this is so much more.

As for “outdoor worship services and special events,” the applicant plainly undercounts such events and entirely fails to account for “major events,” events that the applicant has previously acknowledged will occur but failed to explain. How can the traffic impacts be accounted for based upon the number of seats when the applicant is proposing to hold services and events outside with unlimited seating and space? Opponents have also identified more than just two such events that occur at the current church. These events cause overflow parking and include hundreds and hundreds of more people than there are alleged seats in the church. The applicant attempts to hide behind the notion that it “may or may not” carry out such events. For purposes of land use, if such events and services could be held on the subject property, then they must be accounted for in the application. Again, the applicant has not been forthcoming with all the facts, which requires the public to perform their due diligence, and the applicant continues in this vein in the final stages of the application.

Notably, prior to acknowledging the actual square footage of the structure, the applicant alleged that it would be creating an oversized parking lot to account for the major events and likely parking overflow, which occurs at the church's current location. Now the applicant purports to satisfy the "minimum parking requirement," though the applicant has yet to account for all conditional uses entailed within the structure. These additional conditional uses must be accounted for, yet the applicant has failed to do so, much like other basic issues in this land use proceeding. For example, the applicant alleges that "[p]arking associated with the church use will be accommodated on the subject property, and ordinary church operations will not rely on NW Powers Avenue or neighboring properties for overflow parking." This omits the other proposed conditional uses, and it serves as another example of the applicant continually downplaying the impacts from proposed conditional uses. The applicant cannot carry its burden under BCC 53.215(2) and ORS 215.441(2)(b) by sticking their head in the sand as it relates to the gymnasium and the day care center.

The applicant's proposed Transportation Management Demand (TMD) is utterly ineffective because it is not mandatory and – indeed – it cannot be mandatory. The TMD is purely hortatory or aspirational, and there is no analysis that demonstrates it will be effective or ameliorate the issues that exist at the current facility. For example, the applicant proposes "volunteer parking coordination, carpool and rideshare encouragement, directional and event signage, designation of a parking coordinator, and monitoring of on-site parking conditions." Not only are these proposals not mandatory but they have not been demonstrated to be effective. To the extent the applicant wants this to be a condition of approval, it has not been proven to be effective, certain, or capable of addressing the underlying issue, including ameliorating the undue burden on transportation facilities (*e.g.*, parkin on Powers Avenue as the applicant's congregants already do at their existing site).

The unnamed 8/11/26 memo attempts to address staff's proposed conditions, but those conditions do not account for the new square footage, as well as the failure to account for other conditional uses. In other words, staff's proposed conditions of approval are stale in light of the applicant finally acknowledging its failure to present consistent and correct information to the County and the public. Moreover, the conditions of approval do not account for the gymnasium or day care center, both of which are conditional uses, not accessory uses.

The unnamed 8/11/26 memo proposes alternatives with regard to condition P-12 that are apparently at the discretion of County staff and the applicant. This violates LUBA's caselaw by deferring discretionary decision-making to a time when the public

no longer has the opportunity to participate, appeal, and so forth, including all the participatory rights that have been provided as part of this process. Conditions of approval are not optional; they are mandatory. By including proposed alternatives and options for the County engineer, the applicant is violating LUBA's caselaw for conditions of approval.¹⁰ See *Citizens Against LNG v. Coos County*, 63 Or LUBA 162 (2011); *Broderson v. Jackson County*, 28 Or LUBA 645 (1995); *McKay Creek Valley Assoc. v. Washington County*, 24 Or LUBA 187 (1992).

Every notice from the County for this project was defective – procedural error

Not a single notice from the County accurately identified the proposal before the Board of Board of Commissioners. BCC 51.605(1)(b) requires public notice for a conditional use permit, and, here, three separate conditional uses are proposed (*i.e.*, church, gymnasium, and day care center). Accordingly, the public notice was required to “[e]xplain the nature of the application or land use action and the use or uses which could be authorized.” BCC 51.615(1)(a). Here, the square footage of the building and the proposed uses in the proposed worship structure never changed. It has always been roughly 28,557 square feet with a church, gymnasium, and a day care center for phase 1, yet no notice issued by the County has accurately identified the size of the building or the proposed uses. Below are the various excerpts from the notices sent by County, but no notice actually identifies the correct square footage or all of the conditional uses associated with the proposal. That failure plainly violates the Benton County Code's requirement identified above.

Revised Notice for Board of Commissioners' Hearing:

“The Board of Commissioners will consider the appeal of the Planning Commission's decision to deny the above-mentioned CUP application. The application proposes to construct an 18,902-SF church building to serve as a

¹⁰ A decision to approve an application must demonstrate that compliance with all discretionary approval criteria is “feasible.” *Meyer v. City of Portland*, 7 Or LUBA 184 (1983), *aff'd*, 67 Or App 274 (1984). Conditions of approval can be used by a local government to ensure compliance will be achieved. “[F]easibility means that ‘substantial evidence supports findings that solutions to certain problems ... are possible, likely and reasonably certain to succeed.’” *Meyer v. Portland*, 67 Or App 274, 280 n. 6, 678 P2d 741, *rev. den.* 297 Or 82 (1984).

worship space and multi-purpose facility for up to 500 attendees. A 2,160 SF storage shed is also proposed.”

Here, the notice provides an incorrect square footage and omits two conditional uses, including the gymnasium and day care center. This notice was plainly defective under BCC 51.615(1)(a).

Notice for Board of Commissioners’ Hearing:

“The Board of Commissioners will consider the appeal of the Planning Commission’s decision to deny the above-mentioned CUP application. The application proposes to construct an 18,902-SF church building to serve as a worship space and multi-purpose facility for up to 500 attendees. A 2,160 SF storage shed is also proposed.”

Here, the notice provides an incorrect square footage and omits two conditional uses, including the gymnasium and day care center. This notice was plainly defective under BCC 51.615(1)(a).

Notice of Planning Commission Decision:

“Conditional Use Permit- to establish a church on a 19.43-acre Parcel”

Here, the notice provides an incorrect square footage and omits two conditional uses, including the gymnasium and day care center. This notice was plainly defective under BCC 51.615(1)(a).

Notice of Planning Commission Public Hearing

“Proposed Action: LU-25-067: CUP – Church 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 to a two phase construction process of a site build out, as identified below.

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. In addition the applicant proposes construction of a 36’x60’ structure for storage.

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.”

Here, the notice provides an incorrect square footage for phase 1 and omits the day care center as a conditional use and fails to identify the gymnasium as a conditional use. This notice was plainly defective under BCC 51.615(1)(a).

Published Notice for Planning Commission Hearing:

LU-25-066 & LU-25-067 Notice of Planning Commission Hearing
The Benton County Planning Commission will hold a public hearing on Tuesday, March 17, 2026, from 6:00–9:00 p.m. to consider a Conditional Use Permit (File #LU-25-066 & LU-25-067) for Variance to Parking Standards and a Church on a 19.43-acre parcel zoned Rural Residential (RR) at 4500 Powers Ave NE, Albany, (T10S R4W Section 26B, Tax Lot 600). The applicant and property owner Northside Christian Church. The hearing will be held in

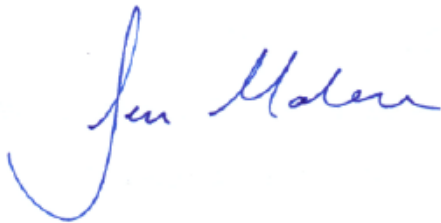
Here, the notice provides no square footage and omits two conditional uses, including the gymnasium and day care center. This notice was plainly defective under BCC 51.615(1)(a).

Each of these notices, which is to say every notice provided by the County, fails to provide sufficient notice to the public, as well as Cary Hoffer, as to the nature and scope of the proposal, as well as the basic uses that are proposed. These failures plainly violate the land use regulations identified above and prejudice the substantial rights of Mr. Hoffer, as well as anyone that read notices in good faith.

Conclusion

For the above reasons, including the lack of candor that has permeated this application, the Board has the authority to deny the application on numerous grounds, and I am available to prepare or assist in preparing findings in support of a denial.

Sincerely,



Sean T. Malone

Attorney for Cary Hoffer

Cc:

Client



August 16, 2026

Benton County Board of County Commissioners
4500 SW Research Way
Corvallis, Oregon 97333

**RE: Appeal of Northside Christian Church Conditional Use Permit (File #LU-25-067)–
Transportation Impact Review – Response to Sandow Engineering Reports**

Commissioners:

I have reviewed Sandow Engineering's August 3 Trip Generation Study, August 11, 2026 response letter, and August 11, 2026 updated Local Trip Study.

These reports do not resolve the fundamental transportation concerns with the proposed church.

Executive Summary

First, Sandow has not established that its local trip generation study provides a more reliable basis for estimating traffic from the proposed church than the applicable Institute of Transportation Engineers (ITE) *Trip Generation Manual* data, particularly for Sunday. DKS Associates and Benton County identified legitimate limitations in the weekday ITE data, but neither identified a comparable deficiency in the Sunday data. The ITE *Trip Generation Handbook* also provides methods for considering local and national data together rather than simply replacing the broader ITE dataset with a small local sample.

The three local comparison churches also show substantial variation in observed traffic generation. Sandow has not provided sufficient information about their services, schedules, attendance, programs, staffing, and other operating characteristics to establish that the resulting weighted rate is representative of Northside. The local observations were also conducted during the summer. The available record therefore does not establish that the local observations are representative of typical Northside operations.

Second, even accepting Sandow's trip generation conclusions, the proposed development raises significant concerns under the adopted TSP. The TSP identifies less than 700 ADT and less than 100 DHV as thresholds for a Primary Local Road. Sandow reports approximately 683 ADT at the east end, but the County Public Works June 17th memorandum adjustments would increase that figure to approximately 823 ADT. That is a significant exceedance of the TSP's 700 ADT threshold. Sandow's reported DHV is already 99, and with the County's adjustments, Sunday peak hour traffic at the east end exceeds 100 vehicles per hour. At the west end, using the DKS, Benton County, and ITE *Trip Generation Manual* supported Sunday data, the available information places

the Sunday peak near 100 DHV, with the County's adjustments potentially pushing it above that threshold.

Third, Sandow's methodology for calculating DHV has not been established as appropriate for Powers Avenue. Powers Avenue is a rural roadway, while OAR 734-051-1070(33) defines "Highway peak hour" as "the highest one-hour volume observed on an urban roadway during a typical or average week, or the 30th highest hourly traffic volume on a rural roadway typically observed during a year."

Sandow instead appears to average daily peak hours from a seven-day count, which does not appear to follow the applicable methodology for a rural roadway. National references, including FHWA and AASHTO, likewise recognize the 30th highest hourly volume as the conventional design hour measure for rural highways.

Finally, the County has determined that the existing roadway cross section is inadequate to accommodate the development's anticipated peak period pedestrian and bicycle conflicts and is requiring a 24-foot paved roadway with two-foot gravel shoulders, rather than the 20-foot paved cross section with two-foot gravel shoulders identified in the TSP for a Primary Local Road.

The issue is not whether the County has identified legitimate transportation concerns. The proposed wider roadway may provide a meaningful safety benefit for pedestrians and bicyclists and may be needed to safely serve the proposed development and its peak weekend traffic. The issue is whether that improvement is consistent with the adopted TSP, particularly where the development is projected to significantly exceed the TSP's volume threshold, the County has determined that the existing functional classification is intended for residential rather than institutional uses, and the County is requiring a roadway cross section materially different from the adopted TSP cross section.

The County's required improvement may address the identified transportation concerns, but it does not resolve the underlying TSP issues. The development is projected to significantly exceed the TSP's 700 ADT threshold and to approach or exceed the 100 DHV threshold, while the required roadway does not conform to the TSP's typical cross section. OAR 660-012-0045(1)(a)(B) provides that dedication of right of way, authorization of construction, and construction of transportation facilities and improvements are to be consistent with "clear and objective dimensional standards."

The County should therefore explain how the required 24-foot roadway is consistent with the adopted TSP and that clear and objective standard, including what objective standard determines when the typical cross section may be increased, how the required additional width is determined, and how the same standard will be applied to future development to ensure consistent decision making.

The applicant also has not adequately addressed the Benton County TSP requirements concerning intersection operations and access spacing. The applicant has not provided sufficient analysis of

those issues, or of sight distance, queuing, and other safety and operational conditions, necessary to establish that the proposed development can be safely and adequately served by the existing transportation system. The County Engineer may have determined that additional analysis of these issues was not required, but the fact that the County Engineer did not require a particular analysis does not constitute evidence that the underlying TSP requirements have been satisfied. The absence of a requested analysis is not affirmative evidence of adequacy or compliance.

Trip Generation and Applicability of the ITE Data

Sandow's original traffic study cited the large size of the proposed church as one reason for conducting a local trip generation study. The original proposal was approximately 73,611 square feet. The current proposal is approximately 32,820 square feet. As with the previous proposal, the current building size falls within the range of the applicable ITE *Trip Generation Manual* church data, and the reduction in building size does not fundamentally change the applicability of the ITE methodology.

More importantly, Sandow has not established that Northside is substantially different from the churches represented in the applicable ITE dataset. The proposed use is a church, the proposed building size falls within the range of the church sites represented in the ITE data, and the description of the proposed church falls squarely within the definition of the applicable ITE land use code.

Although Sandow collected data from other rural churches, there is no evidence that the ITE dataset does not likewise include rural churches or churches located in similarly rural or urban fringe settings. In fact, because walking and bicycling to churches in rural or less developed areas are generally more difficult than in more developed areas, there is a reasonable basis to expect such churches to generate a greater proportion of vehicle trips, rather than fewer. If Sandow contends that Northside is sufficiently different from the numerous churches represented in the ITE studies that the national ITE data should be replaced or substantially discounted, the applicant should identify those specific differences and explain why they would materially affect trip generation.

There is a legitimate reason to examine local data for weekday trip generation. DKS Associates and Benton County both identified limitations in the weekday ITE data and indicated that local weekday data could potentially provide a better basis for those periods.

The record does not establish the same concern with the Sunday ITE data. Yet Sandow uses the local study to develop its Sunday trip generation rate as well. If the Sandow study is accepted, the result is significantly lower trip generation for Sunday periods than the applicable ITE data.

The question is therefore not whether local data can provide useful information. They may, particularly for weekdays. The question is why the local data should replace the ITE data for Sunday when the ITE data appear applicable to the proposed church and neither DKS nor Benton County identified the Sunday data as requiring replacement.

The ITE *Trip Generation Handbook* also provides methods for considering local and national data together rather than simply discarding the numerous national observations of churches. The local and national data therefore need not be treated as an either-or choice. Where local data provide useful supplemental information, they can be considered together with the broader ITE dataset rather than replacing it.

That issue becomes particularly important here because the local comparison churches show substantial variation, and Sandow has not established that those facilities are sufficiently comparable to Northside to justify relying on the resulting local rate in place of the broader ITE data. The substantially lower local rate makes it particularly important to establish why Northside is materially different from the churches represented in the ITE data. This remains unclear.

The relationship between the local observations also warrants consideration of the independent variable used to evaluate them. As reflected in Tables 4 and 5 of the August 11th Sandow trip generation study, the observed rates vary substantially among the comparison churches. This further demonstrates why the three local observations should not be treated as a sufficiently representative substitute for the broader ITE dataset without additional information establishing comparability.

The Local Trip Generation Study Shows Substantial Variation

The local comparison data do not establish a consistent trip generation pattern among the churches. Instead, they show substantial variation, with North Albany producing a notably lower rate than the other comparison facilities.

The study was also conducted during the summer, when families may be out of school or on vacation and churches may modify their normal schedules or reduce certain programs and activities. Sandow has not explained whether the operations observed during the study period were representative of typical operations throughout the year. This is particularly important when the local study is being used to establish a trip generation rate for Sunday, when church attendance and programming may vary depending on the time of year.

North Albany has significantly fewer seats than Northside, a smaller building footprint, and only one Sunday service. Those differences provide potential explanations for its lower trip generation and raise an important question about whether North Albany is sufficiently comparable to the proposed church to provide a meaningful basis for estimating Northside's traffic.

The other comparison churches have either more seats or a similar or larger building footprint than Northside. Calvary, which is most similar to Northside in square footage, has a higher trip generation rate and generates substantially more traffic during certain weekday periods and on Sunday.

These differences raise a fundamental question: Are the comparison churches actually similar to Northside in the ways that matter for trip generation?

Sandow has not provided sufficient information to answer that question. The report does not provide a detailed description of what services, programs, ministries, classes, meetings, or other activities each comparison church offers, when those activities occur, how many staff or attendees are associated with them, or how those characteristics compare with Northside's proposed operations.

Without that information, it is not possible to determine whether the differences among the local observations are primarily attributable to building size, number of seats, attendance, number of services, programming, staffing, seasonal conditions, or other operational characteristics.

The appropriate question is therefore not simply why North Albany generates fewer trips. It is what is different about the comparison churches that causes the substantial differences in observed traffic, whether those differences make one or more of the facilities more or less representative of Northside, and whether the summer observations reflect Northside's expected typical operations.

The broader ITE data are important for the same reason. The ITE dataset contains substantially more church observations than the three local facilities and provides a broader empirical basis for estimating trip generation for the proposed use. The applicable ITE data produce higher trip generation estimates for Northside than the rate proposed by Sandow.

This is also consistent with the DKS Associates analysis, which considered the broader national church trip generation data and identified weekday periods as those where local data could potentially provide a more reliable basis. The three local observations are a small and highly variable sample compared with the broader ITE dataset, and the ITE *Trip Generation Handbook* recommends five comparable sites rather than three.

The issue is not whether local data can provide useful supplemental information. They may, particularly for weekdays. The issue is whether the applicant has established a sufficient basis to replace or substantially discount the broader ITE data with a weighted local rate when the comparability of the local facilities has not been adequately demonstrated.

The current record does not adequately make that showing.

DHV, ADT, and the County's June 17th Memo Methodology

The TSP identifies less than 100 DHV as a threshold for a Primary Local Road. Sandow appears to calculate DHV using a methodology that does not correspond to the conventional method for determining design hour volume on a rural roadway.

OAR 734-051-1070(33) defines "Highway peak hour" as "the highest one-hour volume observed on an urban roadway during a typical or average week, or the thirtieth (30th) highest hourly traffic volume on a rural roadway typically observed during a year."

Powers Avenue is a rural roadway. The applicable Oregon definition therefore identifies the 30th highest hourly traffic volume typically observed during a year as the relevant measure for a rural roadway, rather than an average of the highest hourly volume occurring on each day of a seven-day count.

The 30th highest hour concept is also consistent with established national transportation engineering practice. Federal and national transportation guidance, including FHWA and AASHTO, recognizes the 30th highest hourly volume as an established design hour concept for rural highways.

Sadow appears instead to use an urban style approach by identifying the highest hourly volume on each day during the seven-day count and averaging those seven daily peak hours. Sadow has not identified a County standard, adopted methodology, or other authoritative basis establishing that this is the appropriate method for determining DHV on Powers Avenue.

Sadow has argued that the County's request for a full week of traffic counts implied that DHV should be calculated using the full seven-day count period. The record, however, does not establish that the County intended the seven-day count requirement to prescribe the methodology for calculating DHV, nor does it identify any County direction stating that the seven daily peak hours should be averaged to determine DHV.

The County's requirement for seven days of traffic counts establishes the duration of the data collection period. It does not, by itself, establish how the resulting data are to be converted into DHV or highway peak hour, although the count period may appropriately be used in establishing ADT. Nor does the County's count requirement establish that the applicant may use an urban style peak hour calculation for a rural roadway. Sadow should identify the specific County standard, adopted methodology, or other authoritative basis for calculating DHV as the average of the seven daily peak hours.

This distinction is particularly important here because the proposed church will create concentrated periods of Sunday traffic over several hours due to its multiple Sunday services. There is no indication that another existing use on Powers Avenue generates a comparable recurring peak over multiple hours. The church's Sunday traffic is therefore expected to produce some of the highest recurring hourly traffic conditions on Powers Avenue and is the type of recurring concentrated traffic condition that the 30th highest hour methodology is intended to capture.

The proposed church will have multiple Sunday services as well as recurring events. Accordingly, the traffic generated by the church will not consist of a single isolated peak or an unusual one-time occurrence. Rather, the same general pattern of concentrated Sunday traffic would occur

repeatedly throughout the year, with elevated traffic volumes occurring over several hours as attendees arrive for and depart from successive services and events. Those recurring hourly conditions could reasonably account for a substantial portion of the roadway's highest hourly traffic volumes.

If the church is the dominant source of an unusually high recurring hourly traffic condition on Powers Avenue, averaging the Sunday peak hours with the peak hours from the other days of a seven-day count tends to dilute the very recurring condition that the design hour analysis is intended to identify.

This matters because the TSP uses 100 DHV as a threshold for a Primary Local Road.

Sadow's reported 99 DHV is essentially equal to the TSP's 100 DHV threshold even under Sadow's trip generation methodology. More importantly, the available Sunday traffic data demonstrate that the 100 DHV threshold is exceeded at the east end under Sadow's own methodology with adjustments for the County's June 17th memorandum.

The County's June 17th memorandum identified 54 additional trips for traffic not captured by the count locations and 86 trips for future growth. Sadow reports approximately 683 ADT at the east end of Powers Avenue. Applying the County's adjustments results in approximately:

$$683 + 54 + 86 = 823 \text{ ADT}$$

That is a significant exceedance of the TSP's 700 ADT threshold for a Primary Local Road.

The same adjustments should be considered when evaluating DHV. Sadow's reported Sunday peak hour traffic at the east end already exceeds 100 vehicles per hour under its own methodology. Because the church will have multiple Sunday services and recurring events, this is expected to occur repeatedly rather than being an isolated condition.

The west end also warrants consideration. Sadow reports an existing Sunday hourly flow of approximately 28 vehicles at the west end. Using the DKS Sunday peak hour trip generation estimate of 270 trips and the assumed 25 percent distribution of site traffic to the west results in approximately 68 additional trips, or:

$$28 + 68 = 96 \text{ vehicles per hour}$$

This does not include the additional trips identified by the County's June 17th memorandum. The resulting west end Sunday peak would therefore be near or above the TSP's 100 DHV threshold, and the record does not establish that the threshold will remain below 100 after accounting for the County's additional traffic adjustments.

These figures should not be treated as final forecasts because the underlying trip generation methodology remains disputed and the appropriate DHV methodology has not been established.

They do demonstrate, however, that Sandow's analysis does not establish that Powers Avenue will remain within the TSP's 100 DHV threshold at either end of the roadway.

The significance of these calculations is not that exceeding 700 ADT or 100 DHV automatically requires Powers Avenue to be reclassified. Rather, they demonstrate that the proposed development is projected to push Powers Avenue beyond the traffic thresholds identified in the adopted TSP for a Primary Local Road, even under the applicant's own trip generation assumptions.

Exceeding the TSP Volume Threshold and the Basis for the Recommended Roadway Improvements

Sandow emphasizes that exceeding the TSP's ADT or DHV thresholds does not automatically require Powers Avenue to be reclassified. That point is acknowledged. The argument is not that exceeding 700 ADT or 100 DHV automatically converts Powers Avenue into a Minor Collector, or that those numbers necessarily represent the roadway's maximum capacity.

The significance of the TSP volume thresholds is that they identify the level of traffic contemplated for a particular roadway type and provide an objective reference for evaluating whether the roadway is being asked to accommodate traffic beyond those thresholds. The thresholds do not establish an absolute roadway capacity or automatically require reclassification. They are relevant to whether the proposed development is consistent with the existing roadway classification and whether the resulting traffic may affect the roadway's intended function, livability, pedestrian and bicycle environment, and need for additional transportation improvements. Those considerations are particularly relevant here because they are precisely the concerns the County identified in requiring additional roadway improvements to address pedestrian and bicycle conflicts associated with the development's heavy peak traffic volumes.

Here, the proposed development is projected to push Powers Avenue beyond, or very near, those thresholds. Even accepting Sandow's trip generation study, the County's June 17th adjustments result in approximately 823 ADT, which is a significant exceedance of the TSP's 700 ADT threshold. The DHV analysis likewise does not establish that Powers Avenue will remain within the TSP's 100 DHV threshold.

The County's own findings explain why those traffic conditions are significant. Public Works staff stated in its March 5, 2026 report that Powers Avenue is intended to support residential uses, not institutional uses, and that the roadway does not meet current minimum roadway or right of way standards. Staff also identified substantial pedestrian and bicycle activity along the corridor, including walking, running, and bicycling, and noted that these activities intensify on weekends when church traffic will peak.

Staff concluded that "The current functional classification of the road is intended to support residential uses, not institutional uses."

Staff further concluded that “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.”

These observations establish legitimate transportation concerns. The applicant has not, however, provided even a review of the crash history of the roadway or a conventional safety analysis addressing the existing and proposed conditions. For a development of this size and traffic generating potential, the absence of such analysis is notable.

The TSP establishes a typical Primary Local Road cross section of 20 feet of pavement with two-foot gravel shoulders. The County is requiring approximately 24 feet of pavement with two-foot gravel shoulders.

The issue is therefore not whether the County's proposed improvement addresses legitimate transportation concerns. A wider roadway may provide a meaningful safety benefit for pedestrians and bicyclists and may be needed to safely serve the proposed development and its peak weekend traffic. The issue is whether the development's transportation impacts, the TSP's volume thresholds, and the required roadway improvement are consistent with the adopted TSP. The proposed improvement, however, does not resolve those underlying TSP issues. The development significantly exceeds the TSP's 700 ADT threshold, and the available DHV analysis raises concerns regarding the 100 DHV threshold. The additional widening does not change the County's own determination that the existing functional classification is intended to support residential uses, not institutional uses, or that the existing functional classification cross section will not adequately protect pedestrians and bicyclists during the church's peak weekend periods. Nor does the proposed improvement conform to the typical cross section identified in the TSP for the existing classification. Instead, the County is attempting to accommodate the proposed institutional use through a roadway improvement that is materially different from that cross section. The County has described the required improvement as a hybrid between the Primary Residential and Minor Collector functional classifications. This raises a substantial question as to whether the County is effectively creating or applying a de facto roadway classification or cross section for this development that is not identified in the adopted TSP.

The additional widening may provide a safety benefit and may be needed to serve this development, but it does not resolve the underlying volume threshold issue, establish that the proposed institutional use is consistent with the intended function of the existing classification, or establish an adopted TSP standard authorizing the hybrid cross section. The County should therefore address those issues directly rather than treating the proposed 24-foot roadway as resolving the underlying TSP consistency concerns.

This also matters for future development. Here, the available information establishes that the TSP's volume thresholds are already exceeded or are at least very near being exceeded. The County should therefore explain how that circumstance will be treated for this and future

development, including development that may add traffic to Powers Avenue, particularly on the west end where DHV appears at or near the TSP threshold.

If exceeding, or approaching, the TSP's ADT or DHV thresholds can result in a requirement for a materially wider roadway, the County should explain how that standard will apply to other properties developing on Powers Avenue and to other roadways that already exceed, or are projected to approach or exceed, those thresholds.

Otherwise, individual developments could incrementally push a roadway beyond the TSP's volume thresholds while triggering case specific roadway requirements that are not contained in the adopted TSP, without a clear standard for determining when those requirements apply or what portion of the resulting improvement should be attributed to a particular development.

Taken together, these findings indicate that the proposed development would significantly exceed the traffic threshold contemplated for the existing roadway classification and require a roadway improvement beyond the adopted TSP cross section. The County has also determined that the existing classification is intended for residential rather than institutional uses and that its existing cross section is inadequate to address the pedestrian and bicycle conflicts created by this development.

These circumstances raise a substantial question as to whether the proposed development and the County's required roadway solution are consistent with the adopted TSP and whether the County is effectively applying a new de facto roadway standard to accommodate this particular use.

Exceeding the TSP's volume thresholds does not automatically require reclassification of Powers Avenue. It does, however, establish that the development is not operating within the traffic thresholds identified by the TSP for a Primary Local Road. The County should address that issue directly, along with its determination that the existing classification is not intended to serve institutional uses, rather than treating the proposed 24-foot roadway as resolving the underlying TSP consistency issues.

OAR 660-012-0045 and the Clear and Objective Roadway Standard

OAR 660-012-0045 requires local governments to implement their adopted transportation system plans through their land use regulations and decisions. Subsection (1)(a)(B) specifically provides for "Dedication of right-of-way, authorization of construction, and the construction of facilities and improvements, **where the improvements are consistent with clear and objective dimensional standards.**" (emphasis added)

The TSP identifies a typical dimensional cross section for a Primary Local Road applicable to Powers Avenue: 20 feet of paved roadway with two-foot gravel shoulders. The County, however, is requiring approximately 24 feet of pavement with two-foot gravel shoulders. That wider cross section is not the typical dimensional standard identified in the TSP for the existing classification.

Rather, it results from the County Engineer's discretionary determination that the existing cross section would not adequately accommodate pedestrians and bicyclists during the peak weekend periods generated by the proposed development. The County has therefore required a hybrid cross section combining the Primary Local and Minor Collector standards.

That determination may address legitimate transportation concerns. A wider roadway may provide a meaningful safety benefit for pedestrians and bicyclists and may be needed to safely serve the proposed development and its peak weekend traffic. The issue, however, is whether the County Engineer's discretion provides an objective standard authorizing a departure from the TSP's typical cross section, how the amount of additional width is determined, and whether that standard is consistent with OAR 660-012-0045(1)(a)(B). The record does not identify such criteria. This concern is particularly significant because the County's required improvement does not resolve the underlying TSP issues. The development is projected to significantly exceed the TSP's 700 ADT threshold and to exceed the 100 DHV threshold, while the required roadway does not conform to the TSP's typical Primary Local cross section. The additional widening may address the pedestrian and bicycle conflicts identified by the County, but it does not eliminate the volume threshold exceedance or change the County's determination that the existing functional classification is intended to support residential uses, not institutional uses.

The County's changing engineering recommendations during this application further underscore the issue. Where Engineer judgment is relied upon to impose a roadway dimension different from the adopted TSP cross section, the record should identify the objective criterion or adopted standard explaining when the typical cross section may be increased, how the required width is determined, and why the particular width required here is appropriate especially in light of the other issues with the TSP.

The concern is heightened because the County has expressly characterized the required improvement as a hybrid between functional classifications. It has determined that the existing classification and cross section are inadequate for the proposed institutional use and has imposed a materially wider cross section to accommodate that use. Taken together with the significant exceedance of the TSP's volume threshold, this raises a substantial concern that the County is effectively creating or applying a de facto roadway classification or cross section through a site-specific development condition.

If the County's position is that Engineer discretion permits an institutional use to be accommodated on a Primary Local Road through a wider hybrid cross section when traffic volumes, pedestrian and bicycle activity, or other conditions warrant, the County should identify the adopted standard authorizing that approach. It should also explain how the same standard will apply to future development so that similarly situated properties are subject to consistent requirements.

Otherwise, materially different roadway requirements could be imposed based on case specific engineering judgment rather than an adopted dimensional standard. The record should therefore establish how the required 24 foot cross section is authorized under the adopted TSP and how

that requirement is consistent with the clear and objective dimensional standard referenced in OAR 660-012-0045(1)(a)(B).

Intersection, Access and Safety Analysis

The principal purpose of the applicant's traffic analysis has been to establish trip generation, ADT, and DHV. It is notable that, for a development of this size and traffic generating potential, the applicant's analysis is so limited in scope and does not provide the more comprehensive transportation analysis needed to evaluate how the proposed development will affect the surrounding transportation system.

The Benton County TSP separately requires consideration of intersection operations and access spacing. Those requirements cannot be resolved simply by establishing the amount of traffic generated by the development. A development generating substantial and concentrated traffic, including multiple Sunday service and event periods, should be evaluated for its effect on the intersections and access points that will serve that traffic.

The applicant has ignored the TSP requirements concerning intersection operations and access spacing and has not provided sufficient analysis of those issues, or of sight distance, queuing, and other safety and operational conditions, necessary to establish that the proposed development can be safely and adequately served by the existing transportation system.

The TSP separately establishes requirements concerning intersection operations and access spacing, and those requirements cannot be treated as satisfied merely because the County Engineer did not require the applicant to provide a particular analysis. The absence of a requirement from the County Engineer is not evidence that the applicable TSP requirements have been met. Nor does the absence of analysis establish that the proposed access and intersections will operate safely or comply with the applicable spacing requirements.

The County Engineer may have determined that a particular analysis is unnecessary. However, the record does not document such a determination or provide a basis for it. That determination, standing alone, does not establish that the underlying transportation requirement has been satisfied. The absence of an analysis is not affirmative evidence of adequacy.

This is particularly important in determining whether the development satisfies the applicable undue burden and transportation system criteria. The County should have sufficient evidence to evaluate not only how much traffic the development will generate, but also whether that traffic can be accommodated adequately at the affected intersections and access points.

The applicant must provide sufficient evidence to establish compliance with the applicable transportation requirements. The applicant has not demonstrated compliance with the TSP's intersection operation and access spacing requirements, nor has it provided sufficient analysis of sight distance, queuing, and other relevant safety and operational conditions to establish that the

proposed development can be safely and adequately served by the existing transportation system.

Conclusion

The Sandow reports do not resolve the fundamental transportation concerns in the record.

The proposed 32,820 square foot church falls within the applicable ITE church data, and Sandow has not established why that data, particularly the Sunday data, should be replaced by a small local sample. Nor has Sandow provided sufficient information to establish that the comparison churches are representative of Northside, and the local study was conducted during the summer.

Even accepting Sandow's trip generation, the County's June 17th adjustments increase the reported 683 ADT to approximately 823 ADT, significantly exceeding the TSP's 700 ADT threshold. Sandow's 99 DHV is essentially at the 100 DHV threshold, its methodology has not been established as appropriate for Powers Avenue, and the available Sunday data raise additional concerns at both ends of the roadway.

The thresholds do not automatically require reclassification, but they provide an objective reference for evaluating whether the development's traffic is consistent with the existing classification and its intended function, livability, pedestrian and bicycle environment, and improvement needs. The County itself determined that the existing cross section would not adequately protect pedestrians and bicyclists during the church's peak weekend periods.

The required 24-foot roadway may provide a safety benefit and may be needed to serve the development, but it does not resolve the volume threshold issues, the County's determination that Powers Avenue is intended for residential rather than institutional uses, or the departure from the TSP's 20-foot cross section. The record does not identify a clear and objective standard authorizing that departure or explain how it will apply to future development.

The applicant also has not demonstrated compliance with the TSP's intersection operations and access spacing requirements or provided sufficient analysis of queuing, sight distance, and other safety and operational conditions. The County Engineer's decision not to require additional analysis is not evidence that those requirements have been satisfied.

Taken together, the significant volume threshold exceedance, DHV concerns, lack of demonstrated TSP compliance, residential rather than institutional functional classification, and site-specific hybrid roadway requirement raise substantial concerns regarding TSP consistency and the adequacy of the transportation system. Although the proposed conditions may mitigate some impacts, they do not establish compliance with the TSP or demonstrate that the remaining transportation burden is not undue under BCC 53.215(2). They also implicate ORS 215.441(2)(b), which permits denial where the level of service of public facilities, including transportation, is not adequate to serve a place of worship. Based on the record, the required findings for approval have not been established.

Sincerely,

Rick Nys, P.E.
Principal Traffic Engineer



RENEWS: 12/31/2026

DEMONSTRATED INCOMPATIBILITY AND STATUTORY MANDATE FOR DENIAL of Land Use File LU-25-067

A Comprehensive Evaluation of Infrastructure Infeasibility, Procedural Defects, and Zone Incompatibility for Land Use File LU-25-067 (Northside Christian Church)

SUBMITTED TO: Benton County Board of Commissioners

4500 SW Research Way, Corvallis, OR 97333

landuseappeals@bentoncountyor.gov

PREPARED BY: The Saving Powers community members and Technical Experts:

Including:

- *Legal Analysis in Support of Denial, from attorney, Mr. Sean Malone*
- *Traffic Engineering Analysis by Greenlight Engineering, Mr. Rick Nys*

DATE: August 18, 2026

Contents

Statutory Mandate for Application Denial	3
Executive Summary	3
Examples of Key Discrepancies, Errors, & Omissions	5
Legal Analysis of Deferral & Discretionary Decision-Making	14
Professional Traffic Engineering Analysis	14
Reasons for Initial Denial Have Worsened	15
Evaluation of Gross Floor Area & Comparative Scale Analysis	16
Community Traffic Memos.....	21
Rebuttal of Sandow Engineering Studies	21
Analysis of Sandow’s Updated Trip Study.....	33
P-12 Roadway Improvements, Feasibility, & Concerns.....	43
Photo Documentation of Powers Avenue Degradation.....	49
LU-25-067 — Northside Christian Church CUP appeal — participant response, open record	53
P-2 Parking Capacity Analysis & Code Compliance	62
Water Supply & Storage Infrastructure Infeasibility Analysis	64
On-Site Wastewater & Septic Approval Review	71
Rural Ambient Acoustic Baseline & Amplified Sound Analysis & Concerns	75
Statements Related to Noise, Light, and Operating Envelope Considerations.....	83
Memo on Light and Noise Concerns.....	83
Response to Claims of No Other Suitable Properties	85
Response to Light, Noise, and Hours of Operations Concerns	86
Character of the Area & Agricultural Impacts.....	91
Concluding Statements & Recapitulation	96
Saving Powers Committee in opposition to LU-25-067	98
Appendix A — RR-2 lots with a mapped footprint of 5,000 sq ft or more	102
<i>113 PSO accounts on 103 tax lots. Sorted by assessor livable size. This table lists all RR-2 lots meeting the $\geq 5,000$ sq ft DOGAMI footprint filter. Church properties under 5,000 sq ft identified via institutional keyword search are detailed on Page 1 of the main exhibit.</i>	
	107

Statutory Mandate for Application Denial

Executive Summary

This memo documents the impact of persistent errors, technical omissions, and changing operational details in Northside Christian Church's (Northside) Conditional Use Permit (CUP) application for 4500 Powers Ave NW. This includes their most recent filing, 8/11/2026, a package that includes significant changes, continuing errors, and incomplete information about the application and intended uses for which they are seeking approval.

The applicants' plans have continuously changed in scale and scope of their request and plan. Expanding from:

- An initial ~100+ person church statement (sought by the applicant in 2022),
- To the applicant's initial notice (2/10/2026 staff packet Att. J) "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",
- To their revision (8/11/2026) "The proposed development consists of the 28,557 square foot worship and multi-purpose building: 286 on-site parking spaces..." and "Preliminary building code occupancy-load calculations identify a calculated occupant load of 1,419 persons of the building..."

This shifting trajectory—compounded by incomplete engineering data required for a complete review—violates the public's and Benton County staff's right to a fair, transparent process. Discretionary decision-making must occur openly during the initial land use process with full public participation; it cannot be deferred to a later administrative stage without proper public notice, opportunity for comment, and appeal rights.

It is important to note that the applicant did not voluntarily uncover these widespread errors, contradictions, and omissions; until they were exposed through hundreds of hours of painstaking technical analysis by the Saving Powers Committee members. Identifying basic science and engineering errors, omitted disclosures, and unverified claims is the sole responsibility of the applicant, not the county staff or local residents. The 8/11/2026 filing does acknowledge the problematic nature of these inaccuracies, including Udell Rebuttal pg 4, "The project team acknowledges that the earlier submitted material did not consistently characterize the building's gross floor area between the architectural drawings, narrative, traffic study and proposed site plan." Also in the 8/11/2026 filing by the applicant, the Supplemental Memorandum, pg 3 acknowledges "Earlier references in the application materials to the '500 attendees' or a '500-person capacity' are clarified as referring to the

approximately 500 seats within the primary worship area and not to the maximum occupancy of the entire building.”

At the August 4, 2026 public hearing, Northside openly stated that they were still in the "Concept Level" of their proposed development. A conceptual idea is not a complete land-use plan; any standard commercial application submitted at a conceptual stage would be rejected immediately. Relying on an incomplete, moving proposal deprives BCC staff, the Board of Commissioners, and the community of the ability to clearly, accurately, and fairly evaluate the project's true scale, environmental footprint, and neighborhood impacts.

The summary of procedural and administrative impacts is not a complete accounting of all the errors, omissions, and issues the community have identified but illustrates the breadth and scope of these concerns.

Statutory Mandate for Denial: Relying on incomplete, shifting, and unverified data, Northside has failed to meet its legal burden of proof under ORS 215.441(2)(b) and BCC 53.215. **To protect public infrastructure and upholds sound land-use standards, the Benton County Board of Commissioners must deny File No. LU-25-067.**

- **Undue Administrative & Community Burden:** Rather than submitting verified engineering packages, Northside has piecemealed basic environmental and infrastructure plans. This has forced BCC staff and volunteer community members to expend hundreds of hours attempting to reconcile conflicting occupancy data, analyze unverified site claims, and disprove missing approvals.
- **Improper Deferral of Discretionary Decisions:** Key conditions of approval attempt to defer mandatory safety and utility verifications (e.g., water supply in P-17 and road feasibility in P-12) to post-approval administrative reviews. This violates established Oregon Land Use Board of Appeals (LUBA) precedent (e.g., *Citizens Against LNG v. Coos County*), which prohibits deferring discretionary determinations to post-approval phases where the public is stripped of notice, hearing, and appeal rights.

Examples of Key Discrepancies, Errors, & Omissions

Gross Floor Area & Scale Incompatibilities

Issue Description: In the applicant's 8/11/26 memorandum, they explicitly disclose their true Gross Floor Area (GFA) of 28,557 sq ft (after inclusion of the mezzanine), plus a 2,160 sq ft shop/storage building and a 432 sq ft water component facility. At 28,557 sq ft GFA, the proposed facility would be 6.7 times larger than any existing church in any Rural Residential (RR) land in Benton County. It would also be the single largest building of any kind on RR-2 land in the county. This change in square footage also undermines earlier staff character and land compatibility findings under BCC 53.215(1). Furthermore, we demonstrate that there is no secular place of assembly of even remotely similar magnitude in Benton County's RR-2 zones. Therefore, denial of this permit would not be discriminatory on RLUIPA "equal-terms" grounds.

Aligned Memos / Sections: *Evaluation of Gross Floor Area & Comparative Scale Analysis; Reasons for Initial Denial Have Worsened; Northside LU-25-067 Supplemental Memorandum (8/11/2026).*

Condition P-2: Internal Conflict & Parking Cap Breakdown

Issue Description: Staff originally capped site parking at 261 spaces under Condition P-2 to mitigate visual and rural character impacts under BCC 53.215(1). However, Benton County Code 91.605(5) mandates one space per 100 sq ft of GFA (or 1 per 8 seats, whichever is greater). For a 28,557 sq ft facility, the mandatory code minimum is 286 spaces. The applicant cannot satisfy code minimums (286 spaces) while adhering to staff's 261-space cap, rendering Condition P-2 broken. Furthermore, county staff never conducted Condition P-3 analyses for an expanded 286-space lot.

Aligned Memos / Sections: *P-2 Parking Capacity Analysis & Code Compliance*

Condition P-12 & P-13: Roadway Widening, Safety, & Feasibility Failures

Issue Description: County staff concluded that development traffic will exceed the 700 Average Daily Trips (ADT) maximum for a Primary Local Road, projecting up to 990 ADT on the east leg, and recommended denial unless condition P-12 or "similar" road widening occurs. We demonstrate and the applicant admits that P-12 is not feasible as written due to right-of-way constraints. There are two pinch points along the current P-12 span with 4 of 5 pinch-point property owners now in the record stating they are opposed to the use of their land for this purpose. We argue that the modified P-12 suggested by the applicant is not "similar". Deferring important safety conclusions

about skinny shoulders and steeper ditches at “pinch points” is an illegal deferral of discretionary safety conclusions without input from the public.

Aligned Memos / Sections *P-12 Roadway Improvements, Feasibility, & Concerns; Rebuttal of Sandow Engineering Studies.*

Condition P-14: Right-of-Way Dedication Shortfall

Issue Description: Condition P-14 improperly limits right-of-way dedication to 50 feet based on an assumed volume under 100 average daily trips (ADT), contradicting both existing traffic (307–513 ADT) and projected traffic (990 ADT). Under BCC 99.515 Table I standards, actual and projected traffic volumes legally require a minimum right-of-way of 60 feet from RL-3. Furthermore, applicant’s updated site plan (8/11) shows only 5 feet of frontage dedication, bringing the ROW width to 45 feet. There is no evaluation in the record of the impact on other required elements such as setbacks once the full 10 feet of frontage is dedicated.

Aligned Memos / Sections: *Professional Traffic Engineering Analysis; Community Traffic Memos; P-12 Roadway Improvements, Feasibility, & Concerns*

Transportation & Traffic Analysis Flaws (Sandow Engineering Studies)

Issue Description: The applicant's traffic studies (Sandow Engineering) contain foundational errors. Sandow calculated Design Hour Volume (DHV) using building footprint (18,902 sq ft) rather than total GFA (28,557 sq ft). Additionally, Sandow collected traffic data during summer months without applying standard Seasonal Adjustment Factors, ignoring well-documented summer attendance declines (20% to 50%) and program hiatuses. Sandow also averaged peak Sunday traffic across weekdays to artificially deflate DHV figures. All applicant traffic related artifacts are limited to Sunday traffic, ignoring other uses and traffic impacts throughout all days of the week (e.g. daycare, youth services, gymnasium, special events, etc). Failure to document expectations for traffic impacts beyond Sunday services leaves BCC staff and community members with insufficient information to assess the application.

Aligned Memos / Sections: *Professional Traffic Engineering Analysis; Community Traffic Memos; P-12 Roadway Improvements, Feasibility, & Concerns*

Condition P-6, P-7 & P-8: Wastewater & Septic Approval Misrepresentations

Issue Description: Northside repeatedly asserted to the public and board that they have an approved "septic application". In reality, they hold only a preliminary County Site Evaluation (138-23-000125-EVAL), which merely allows them to apply to the Oregon DEQ for a Water Pollution Control Facilities (WPCF) permit. Furthermore,

applicant submittals (Udell Engineering 8/11/2026) cap wastewater design flows at 4,200–4,515 gallons/day, for only 903 concurrent users, ignoring the facility's 1,419 planned occupancy capacity. Soil studies (Redmond Engineering) omitted testing on the SE and SW portions of the property, ignoring mapped heavy Willamette clay soils, high water tables, and severe infiltration limitations. Finally, independent sampling (applicant's Redmond Eng. study) and USDA ratings both confirm severe infiltration constraints on-site. These findings cannot substitute for the mandatory DEQ/County Sanitarian site evaluation and test pit approvals required under BCC 99.710 and OAR 340-071-0150 **before building permits can be issued** (Condition P-7, Staff Report).

Aligned Memos / Sections: *On-Site Wastewater & Septic Approval Review*

Condition P-17: Water Supply & Storage Infrastructure Failure

Issue Description: Northside expanded site operations to include two 500-seat Sunday worship services (1,000 total), 313-person evening youth groups, a 35-child weekday daycare, an *estimated* 10 outdoor amplified worship events annually, and mid-week convenings. Despite the proposed multi-use expansion, claims regarding water supply rely solely on an informal email that lacks substantive engineering analysis.

Consequently, the City of Albany's assertion that a 3/4-inch "trickle feed" water line connected to an on-site tank is adequate remains unverified and inaccurate. Standard commercial engineering shows peak daily potable water demands for 1,400+ users range between 14,000 and 21,000+ gallons. A restricted trickle feed delivers only 360 to 1,440 gallons/day, **creating a massive deficit** that would require a 26,000–30,000 gallon domestic storage tank (taking up to 14.5 days to refill) plus separate fire suppression storage tanks. As of August 17, 2026, the City of Albany has produced zero written commitments, Water Availability Certificates, or hydraulic modeling runs. Thus, the veracity of claims that the City of Albany has evaluated the applicant's plans are unconfirmed and appear unfounded given recent expansion of scope and scale.

Aligned Memos / Sections: *Water Supply & Storage Infrastructure Infeasibility Analysis*

Conditions, Hours of Operation, Exterior Lighting (P-4), & Noise Control (O-4; O-5)

Issue Description: Staff's proposed conditions contain no limits on hours of operation, no exterior lighting shut-off schedules commensurate with RR2 zoning, and no decibel limits for amplified sound also commensurate with the character of an RR2 zone.

While Northside offered self-imposed limits for outdoor sound between 7:00 AM and 9:00 PM, their proposal specifically exempted arrival, departure, parking lot circulation, and maintenance noise from the curfew. Additionally, their offered lighting condition allows full parking lot illumination past 10:30 PM if an "evening activity" is

taking place. How can congregants expect to be present an hour and a half after the 9:00 PM proposed departure? This inconsistency of illumination plans and justification underscores the vague and inaccurate nature of their plans in this regard. Northside also failed to provide objective property-line decibel standards (e.g., OAR 340-035-0035 standards of 60 dBA daytime / 50 dBA nighttime) requested by Commissioners during the 8/4/2026 hearing.

Aligned Memos / Sections: *Statement of Noise-Light Considerations*

Unaddressed Conditional Use Permit (CUP) Multi-Use Operational Scope

Issue Description: The public hearing notices issued by Benton County fail to accurately describe the scope of the proposed development, framing the application almost exclusively around Sunday morning worship services. This misleading framing has created demonstrable confusion—even at the highest levels of County administration. In a recent communication, Community Development Director Bob Richardson asserted that secondary operations like the daycare and gymnasium are merely "incidental," "subordinate," and "customarily associated with" Sunday worship under BCC 51.020. This mischaracterizes the applicant's actual filings, which reveal a high-intensity, seven-day-a-week commercial and community complex.

Because official County notifications omitted the true multi-use scale, the public and reviewing bodies were deprived of notice regarding non-worship operations that require independent, unbundled Conditional Use Permit (CUP) evaluations under County code and State law:

1. **"Commercial" Scale and Scope of Daycare (Exceeding Statutory Limits):**
County staff's reliance on BCC 51.020 assumes an incidental child care operation. However, the applicant's August 2026 submittals explicitly expand child care capacity to as many as 35 children as a daily, weekday business operation. Under Benton County Code and Oregon law, a facility hosting over 13 children operates as a commercial daycare center, not a minor Sunday school class, and requires distinct CUP scrutiny and traffic/safety reviews.
2. **Assembly-Scale Gymnasium / "Multipurpose Room":** The proposed 28,557 sq. ft. facility includes a full-sized indoor sports gymnasium/multipurpose hall. Gymnasiums are not a permitted or conditional use in the Rural Residential (RR-2) zone. Labeling a massive recreational venue as an "accessory use" bypasses the explicit land use prohibitions of the RR-2 zone and ignores the multi-use traffic and noise it generates six to seven days a week.

3. **Discretionary Outdoor Worship & Event Limits:** The applicant's revised operational plan requests at least ten (10) outdoor worship services and additional large-scale concerts per year. Under Oregon Administrative Rules and ORS standards for rural zones, outdoor mass-gathering events are capped at four (4) events per calendar year without independent authorization. In addition, there must be certainty as to those events and then 53.215 and 53.220 must be applied to these events. Any wishy-washy or discretionary allowance in a condition of approval for allowing for unknown types of events cannot be allowed for the reasons we've already identified related to discretionary conditions of approval. The problem is that these events are essentially unknown, so that violates the conditional use standards if there are unknowns about the events, including number and type and expected numbers of people. There needs to be certainty about the numbers to accurately impose conditions. Approving Unknown discretionary events without separate CUP findings violates statutory thresholds.
4. **Unreviewed Wetland & Drainage Impacts (P-12 Roadwork):** The applicant's updated P-12 road improvement cost estimate (Udell Engineering, August 11, 2026) explicitly budgets for "wetland mitigation work." Staff improperly deferred stormwater and environmental evaluations to post-approval Chapter 99 permits, leaving the Board without required BCC 53.215 findings on the environmental and drainage impacts of this required off-site construction.
5. **Cumulative Operational Impacts & Lack of Signage:** Historical events hosted by the applicant (e.g., Trunk-or-Treat) have drawn 1,000 to 1,419 attendees, resulting in extensive vehicle overflow onto adjacent rural streets. The applicant has consistently failed to evaluate the cumulative infrastructure, traffic, and acoustic impacts of these overlapping mid-week uses, nor have they provided a management plan for off-site parking enforcement or safety signage (e.g., "No Parking" signs along NW Powers Avenue).

Conclusion: The continuous shifting of building dimensions, occupant loads, and operating schedules throughout the appeal process underscores that the application remains fundamentally incomplete. When official County notices describe only a "Church," yet the applicant builds a seven-day multi-use complex, the public notice process is legally defective. The Board cannot grant a single CUP for an unbundled collection of commercial-scale uses; the application must be denied.

Aligned Memos / Sections: * *Water Supply Report (August 16, 2026)*

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

- *Reasons for Initial Denial Have Worsened; Professional Traffic Engineering Analysis; Community Traffic Memos; P-12 Roadway Improvements, Feasibility, & Concerns; P-12 Roadway Improvements, Feasibility, & Concerns; P-2 Parking Capacity Analysis & Code Compliance; Cumulative Public Safety Considerations; Water Supply & Storage Infrastructure Infeasibility Analysis; On-Site Wastewater & Septic Approval Review*
- *See screen shots of Benton County and newspaper notifications state Church only as shown below:*



Community Development Department
Office: (541) 766-6819
4500 SW Research Way
Corvallis, OR 97333
od.bentoncountyor.gov

The previously scheduled July 2nd hearing is postponed to August 4, 2026.

****REVISED****
NOTICE OF PUBLIC HEARING
For
AN APPEAL to the BOARD OF COMMISSIONERS
Tuesday, August 4, 2026, at 11:00 am.

Action:	Appeal of the Planning Commission to deny the Northside Christian Church Conditional Use Permit (CUP) application (File # LU-25-067) The Board of Commissioners will consider the appeal of the Planning Commission's decision to deny the above-mentioned CUP application. The application proposes to construct an 18,302-SF church building to serve as a worship space and multi-purpose facility for up to 500 attendees. A 2,160 SF storage shed is also proposed.
Review Criteria:	Benton County Code Sections 53.215-53.220, Chapter 63 - Rural Residential, Chapter 91 - Specific Use Standards, Chapter 99 - General Development Standards.
Property Location & Size:	The 19.43-acre property is located at 4500 Powers Ave NW, Albany, OR, 97321. It is identified as Tax Lot T105-84W Section 266, Tax Lot 600.
Appellant:	Northside Christian Church Jamey Mills, Pastor
Applicant(s) / Property Owner(s):	Northside Christian Church Kevin Kroff (Owner's Representative)
Zone Designation:	Rural Residential, 2-acre minimum (RR-2)
CAC Planning Area:	North Benton (not active)
Staff Contact Information:	Bob Richardson Bob.Richardson@bentoncountyor.gov (541) 766-6819 Email written testimony to: landuseappeal@bentoncountyor.gov

How to Participate in the Public Hearing
In person:
The meeting will be in the Holmes & Shipley Meeting Room on the first floor of the Benton County Kalapuya Building, 4500 SW Research Way, Corvallis.
Online:
Remote access is available through the Board of County Commissioners' agenda website, <https://boe.bentoncountyor.gov/events-calendar/>, access the agenda for the day's meeting and click on the link provided in the agenda.]

Planning File LU-25-067 | REVISED Notice of Appeal to the Board of Commissioners | Page 3 of 3

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26



4500 SW Research Way
Corvallis, Oregon 97333
Office: (541) 760-4424
cd@bentoncountyor.gov

MEMORANDUM

TO: Board of Commissioners
FR: Bob Richardson, Director, Community Development Department
DT: July 27, 2025
RE: Executive Summary: Appeal of Northside Christian Church Conditional Use Permit
(File #LU-25-067)

Background

The applicant, Northside Christian Church requests approval of a Conditional Use Permit to construct a church, consisting of a main building (18,902sq ft.), a storage building (2,160sq ft.), and a vehicle parking lot (263 spaces) on a 19.63-acre property. The original request first heard by the Planning Commission included a second development phase that envisioned additional building construction as well as a variance request¹ for reduced vehicle parking spaces. During the Planning Commission public hearing process and prior to their decision, the applicant withdrew the request for Phase II and the variance request.

The property is zoned Rural Residential, 2-acre minimum (RR-2) and is located on the south side of Powers Avenue in an area of Benton County commonly referred to as North Albany.

On May 5, 2026, the Planning Commission denied the application with a 4 – 2 vote. On May 18, 2026, the applicant appealed the decision and, over the following weeks, provided new information in support of their appeal and revised application that withdrew the Phase II building and parking variance requests. During this same period, additional written testimony was accepted, and County staff revised and updated their analysis of the proposal. Staff's revised findings and conclusions are included in the July 24, 2026, Staff Report to the Board of Commissioners.

The Board of Commissioners is scheduled to hold a de novo public hearing on the matter on August 4, 2026.

Purpose of Zone and Conditional Use Permit Review

The purpose of the Rural Residential zone is to "provide areas within Benton County where rural residential lifestyles can occur outside recognized urban areas without conflicting with agriculture and forestry uses".² The purpose and allowed land uses apply to the entire zone, regardless of parcel size. Some uses are permitted outright in the Rural Residential zone, while

¹ Planning File LU-25-066
² Benton County Code (BCC) 63.005

others – including churches – require review and approval through the Conditional Use Permit process.

Conditional uses are land uses which may have an adverse effect on surrounding permitted uses within the same zone, typically due to size, intensity, or other factors that are different from surrounding uses.³ The Conditional Use Permit review process evaluates such uses to determine if the proposed use will fit within the character of the area, either as proposed, or with conditions of approval designed to mitigate potential negative impacts.

Decision Making Framework

The decision to issue a conditional use permit is discretionary (BCC 53.210), and is based on findings that the proposal satisfies the following criteria found in BCC 53.215:

- (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;
- (2) The proposed use does not impose an undue burden on any public improvements, facilities, utilities, or services available to the area; and
- (3) The proposed use complies with any additional criteria which may be required for the specific use by this code.

If a decision-making body determines that a proposed use does not fully satisfy all applicable review criteria but it could satisfy those criteria through the application of conditions of approval, the decision-making body is expected, within reason, to apply conditions that would ensure operation of the proposed use in a manner consistent with the review criteria. In part, BCC 53.220 – Conditions of Approval states:

"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."

This code section also lists the following twelve topics that conditions of approval might address and acknowledges that this list is not exhaustive:

1. Size and location of site.
2. Road capacities in the area.
3. Number and location or road access points.
4. Location and amount of off-street parking.
5. Internal traffic circulation.
6. Fencing, screening, and landscaping separations.
7. Height and square footage of a building.
8. Signs.
9. Exterior lighting.
10. Noise, vibration, air pollution, and other environmental influences.
11. Water supply and sewage disposal.
12. Law enforcement and protection.

³ BCC 53.205

The above are topic areas for consideration, not decision-making criteria. They provide guidance to decision makers on issues that could be considered when evaluating the need, if any, to apply approval conditions to ensure consistency with the applicable review criteria.

Request and Recommendation

The Board of Commissioners is asked to hold a de novo public hearing, consider materials in the record, including public testimony, and evaluate the conditional use permit against applicable review criteria.

The Board of Commissioners has three decision options:

Option 1: Approve the application as submitted.

Option 2: Approve the application with conditions of approval, either those provided in the July 24, 2026, staff report or with conditions of approval revised by Commissioners through the public hearing process.

Option 3: Deny the application.

Staff recommend the Board of Commissioners approve the application subject to conditions of approval.

Suggested Motions

Based on the recommendation to approve with conditions of approval, the following two motions are suggested. The first motion references conditions that are currently proposed by staff. The second motion references conditions revised by the Board of Commissioners.

"I move to approve Planning File LU-25-067 (Northside Christian Church Conditional Use Permit application) as revised and presented to the Board of Commissioners, with the Staff recommended conditions of approval provided in the July 24, 2026, staff report."

Or,

"I move to approve Planning File LU-25-067 (Northside Christian Church Conditional Use Permit application) as revised and presented to the Board of Commissioners, with the revised conditions of approval developed by the Board of Commissioners during the public hearing deliberations."

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

Attachment D.6



Community Development Department
Office: (541) 766-6819
4500 SW Research Way
Corvallis, OR 97333
cd.bentoncountyor.gov

NOTICE OF PUBLIC HEARING For AN APPEAL to the BOARD OF COMMISSIONERS Tuesday, July 7, 2026, at 11:00 am.

Action:	Appeal of the Planning Commission to deny the Northside Christian Church Conditional Use Permit (CUP) application (File # LU-25-067) The Board of Commissioners will consider the appeal of the Planning Commission's decision to deny the above-mentioned CUP application. The application proposes to construct an 18,902-SF church building to serve as a worship space and multi-purpose facility for up to 500 attendees. A 2,160 SF storage shed is also proposed.
Reason for the Appeal	The appeal challenges the Planning Commission's decision, stating it was not supported by adequate findings or substantial evidence and that the revised application was not properly evaluated. The appellant further contends that the decision relied on speculative future impacts and included procedural errors. The appeal requests that the Board of Commissioners conduct a de novo review and overturn the Planning Commission's decision.
Review Criteria:	Benton County Code Sections 53.215-53.220, Chapter 63- Rural Residential, Chapter 91- Specific Use Standards, Chapter 99- General Development Standards.
Property Location & Size:	The 19.43-acre property is located at 4500 Powers Ave NW, Albany, OR, 97321. It is identified as Tax Lot T105 R4W Section 26B, Tax Lot 600.
Applicant(s) / Appellant:	Northside Christian Church Jamey Mills, Pastor Laura LaRoque, Pathfinder Land Use Consultant, LLC. Brian Vandetta, PE, PLS, Udell Engineering and Land Surveying, LLC.
Property Owner(s):	Northside Christian Church, Kevin Kropf- Owners Representative
Zone Designation:	Rural Residential-2 (Two acre minimum)
Staff Contact Information:	James Wright James.Wright@bentoncountyor.gov (541)-766-6819 Benton County Community Development Department 4500 SW Research Way Corvallis, OR 97333

Planning File LU-25-067 | Notice of Appeal to the Board of Commissioners

| Page 1 of 3



Office: (541) 766-6819
4500 SW Research Way
Corvallis, OR 97333
cd.bentoncountyor.gov

Attachment E.1

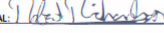
NOTICE OF PLANNING COMMISSION DECISION

PROPOSED ACTION:	Conditional Use Permit- to establish a church on a 19.43-acre parcel
PROPERTY LOCATION	T105, R4W, Section 26B, Tax lot 600
APPLICABLE BENTON COUNTY CODE:	Benton County Code Sections 51.605 through 51.725; 53.205 through 53.230; 63.205.
APPLICANT	Northside Christian Church
PROPERTY OWNER	Kevin Kropf, Owner's Representative
ZONE DESIGNATION	Rural Residential-2 (Two acre minimum)
STAFF CONTACT:	James Wright, James.Wright@bentoncountyor.gov
FILE NUMBER:	LU-25-067

DECISION

The Planning Commission held a duly noticed public hearing on March 17, 2026. At the close of the public hearing, the applicant requested that the record be left open. The Planning Commission granted this request pursuant to Oregon Revised Statutes 197.797, commonly referred to as the "7-7-7" process.

On May 5, 2026, the Planning Commission reconvened, held deliberations and **DENIED** the request.

PLANNING OFFICIAL:  Date: May 6, 2026
Date mailed: May 7, 2026

INDIVIDUALS WITH STANDING PURSUANT TO BCC 51.825(3) MAY APPEAL THIS DECISION TO THE BENTON COUNTY BOARD OF COMMISSIONERS BY SUBMITTING A COMPLETED APPEAL FORM PROVIDED BY BENTON COUNTY AND PAYING THE REQUIRED APPEAL FEE BY 5:00 P.M. ON MAY 19, 2026. Appeal forms may be obtained from, and submitted to, the Community Development Department located at 4500 SW Research Way, Corvallis. Individuals with standing who receive this notice by mail may appeal this decision only to the Board of Commissioners and may not appeal directly to the Oregon Land Use Board of Appeals. This decision will not become final until the appeal period has expired.

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

Attachment J.1	
	Community Development Department Office (541) 766-6819 4500 SW Research Way Corvallis, OR 97333 od.bentoncountyor.gov
Notice of Planning Commission Public Hearing	
The Benton County Planning Commission will hold a Public Hearing on Tuesday, March 17, 2026, from 6:00-9:00 p.m. , to consider a Conditional Use Permit to establish a Church (Northside Christian Church) located on a 19.43-acre parcel zoned Rural Residential-2 and a Variance to parking standards for the proposed church. The Public Hearing may be continued on Tuesday, April 7, from 6:00-9:00 p.m. if a final decision is not made.	
Proposed Action:	LU-25-067: CUP – Church 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 to a two phase construction process of a site build out, as identified below. Phase 1 is proposed as the construction of an 18,900-square-foot gymnasium building which will temporarily serve as the primary worship space for up to 500 attendees. In addition the applicant proposes construction of a 36'x60' structure for storage. 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. LU-25-066: Variance – Parking Standards Planning commission will determine alongside with the Conditional Use Permit if a variance can be granted for the parking standards. The code requirement is 520 spaces based on total square footage of all built out structures. The applicant is proposing 269 spaces with a traffic analysis as supporting documentation.
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 T105 84W Section 268, Tax Lot 600.
Applicant(s):	Northside Christian Church Laura LaRueque, Pathfinder Land Use Consultant, LLC Brian Vandetta, PE, PLS, Lidel Engineering and Land Surveying, LLC.
Property Owner(s):	Northside Church
Zone Designation:	Rural Residential-2 (Two acre minimum)
CAC Planning Area:	North Benton - Not Active

Planning File LU-25-067 | Notice of Planning Commission Hearing | Page 1 of 6

Attachment J.3	
such testimony to be included in the record and the transmittal is received during the comment period by the staff contact listed on the notice of application.	
Verbal testimony may be presented at the hearing. To put your name on the list of people testifying, please email james.wright@bentoncountyor.gov by March 17, 2026, 5:00 p.m. (the day of the hearing).	
Do You Want More Information About the Applications?	
Relevant application materials can be viewed at the Benton County Community Development Department.	
The draft staff report will be available beginning March 10, 2026, before 5:00 p.m. Upon request, a paper copy of the application materials and draft staff report, when ready, will be available for purchase.	
Here's How to Join the Meeting Online	
This webpage will be supplied with online attendance information. Search for LU-25-067. https://od.bentoncountyor.gov/planning-commission/	
What Should You Expect at a Planning Commission Hearing?	
What happens? The Planning Commission will evaluate this request based on applicable review criteria from the applicable Development Code (see page 1) and information submitted with the staff report and public testimony. The public hearing will be conducted in a manner that allows for a county staff presentation, followed by testimony from members of the public and other governmental bodies and agencies. Before the close of the hearing, any person offering testimony may request that the record be held open for at least 7 days to provide additional testimony.	
How do I know what the decision is? The Planning Commission decision will be announced at the final hearing for this application. A notice of the Planning Commission decision will be mailed to Interested Parties and people who submitted public testimony.	
What happens if I don't comment on the application? Failure to raise an issue in person or by letter, or failure to provide sufficient specificity to afford Benton County the opportunity to respond to the issue precludes an appeal to the Land Use Board of Appeals (LUBA) based on that issue.	
NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER: ORS 225 requires that, if you receive this notice, you must promptly forward it to the purchaser. The recipient of this notice is hereby responsible to promptly forward a copy of this notice to every person with a documented interest, including a renter or lessee.	

Planning File LU-25-067 | Notice of Planning Commission Hearing | Page 3 of 6

Staff Contact:	James Wright, james.wright@bentoncountyor.gov
File Number:	LU-25-067 & LU-25-066
Summary of Application	
Northside Christian Church has submitted a Conditional Use Permit and a Variance application. The request is to establish a church, gymnasium, and accessory structures. The applicant is also requesting a variance from the parking standards to reduce the parking requirements from 520 to 269. The applicant is proposing a two-phase construction for the site. Phase 1 will encompass construction of the gymnasium which will serve as the primary worship place for up to 500 attendees. The gymnasium will also host youth meetings and weekday daycare operations up to 58 children operating Monday-Friday (8:00am-5:00pm) Phase 2 will encompass within 10 years after completion of Phase 1. This phase includes a 54,709-square-foot main sanctuary building, when completed the worship services will relocate from the gymnasium to the main sanctuary building and the gymnasium will be used for ancillary activities. Phase 2 also includes development of a community playground and outdoor pickleball courts to support community recreation and outreach. This conditional use application is to evaluate the impact of establishing a church and associated buildings on this property and, if approved, provide conditions of approval.	
Ways to Attend the Public Hearing	
In person: The meeting will be in the Holmes & Shipley Meeting Room on the first floor, Benton County Kalapuya Building, 4500 SW Research Way, Corvallis. Online: Refer to the information on page 3 for instructions. If you need any physical or language accommodations, please notify Benton County Community Development, mex.rehborn@bentoncountyor.gov , at least 72 hours in advance of the hearing.	
Do You Want to Comment on the Application?	
Written testimony may be submitted before the hearing by mail, email, or drop-off <u>no later than March 9, 2026</u> to be included in the staff report: Benton County Community Development Department 4500 SW Research Way, Corvallis, OR 97333 james.wright@bentoncountyor.gov Written testimony must include the name and mailing address of the person commenting. <u>Please also include the above-noted file number (LU-25-067) in the subject line</u> in all correspondence to make sure it is filed correctly. Per BCC 51.615(1)(c), "...written testimony" shall mean statements written or printed on paper, whether delivered in person, by mail, or by facsimile transmission. "Written testimony" shall also mean electronic mail (e-mail), provided the transmittal clearly states an intent for	

Planning File LU-25-067 | Notice of Planning Commission Hearing | Page 2 of 6

Attachment J.7



INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Gazette Times - Democrat Herald** on the dates indicated below. If changes are needed, please contact us prior to deadline at (541) 926-2211.

Notice ID: hMcta2GT3qRNFx4Pxfpa | Proof Updated: Feb. 10, 2026 at 11:14am PST
Notice Name: LU-25-066 & LU-25-067

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

FILER: James Wright
james.wright@bentoncountyor.gov
(541) 766-6819

FILING FOR: Gazette Times - Democrat Herald

Columns Wide: 2
Total Column Inches: 4.77
Number of Lines: 23

02/17/2026: General Legal 233.53
Publish Fee 20.00

Subtotal	\$253.53
Tax	\$0.00
Processing Fee	\$0.00
Total	\$253.53

See Proof on Next Page

Conclusion & Statutory Mandate for Denial:

Because the applicant's proposal relies on incomplete, shifting, and unverified data, Northside has failed to satisfy its legal burden of proof under **ORS 215.441(2)(b)** (e.g. inadequate public facilities/transportation) and **BCC 53.215** (imposing an undue burden on public improvements and county staff). Consequently, **the Benton County Board of Commissioners must uphold sound land-use principles and formally deny File No. LU-25-067.**

Legal Analysis of Deferral & Discretionary Decision-Making

Please see the separately submitted, legal analysis in support of denial, from Saving Powers Committee attorney, Mr. Sean Malone.

Professional Traffic Engineering Analysis

Please see the separately submitted, Greenlight Engineering, Traffic Engineer, Mr. Rick Nys' letter for this full professional engineering analysis.

Reasons for Initial Denial Have Worsened

From: Kevin Post

8/18/2026

Purpose

This is rebuttal to the applicant's August 11, 2026 filings on square footage, capacity, parking, wetlands, and the Powers Avenue road condition. On May 5, 2026, the Planning Commission denied this CUP. The minutes record that commissioners voting to deny cited infrastructure constraints, road safety, wetland and drainage impacts, rural compatibility, and unresolved public improvement issues, and tied the motion to BCC 53.215 (character of the area, interference with adjacent uses, and undue burden on public improvements). They denied the Phase I proposal then described as an 18,902-square-foot building, a 261-space parking lot, and capacity for up to 500 attendees. Since then, new filings and information such as the August 11 filings have not resolved those concerns, rather they have aggravated them. The project is now even larger, even more intense, and it has been proposed to further weaken the already weakened road condition staff said was required to avoid denial. This submission asks the Board to affirm the Planning Commission's denial as the correct decision.

Findings

- **Rural compatibility is worse, not better.** The Planning Commission denied, and County staff analyzed, a project described as an 18,902-square-foot building, a 261-space parking lot, and capacity for up to 500 attendees. Those are the figures in the notice and the Revised Staff Report. On August 11 the applicant stated the same building is 28,557 square feet of gross floor area and the church parking lot is 286 spaces. In that same memorandum the applicant also disclosed a preliminary Building Code occupant load of 1,419, and recharacterized the "500" as sanctuary seats only. Staff has not made 53.215(1) findings for that larger floor area, that parking count, or that occupant load.

- **Roads and unresolved public improvements are worse, not better.** Staff recommendation is that the application should be denied if Condition P-12, or a similar road condition, is not applied. The original County recommendation to the Planning Commission was Oak Grove to Scenic. P-12 as written now includes a shorter span of Powers (50 ft west of property to Scenic), and less robust safety for pedestrians and bicyclists (2 ft gravel shoulder rather than 4 ft paved shoulder). The Applicant's August 11 filings then try to weaken this condition even further for this shorter piece. The applicant's engineer now says it can be met without more right-of-way from neighboring land owners if the County allows "minor concession of their standards such as shoulder width, ditch fore slope and/or ditch back slope". An unresolved

and weakened road condition that the applicant is asking to weaken even more does not address the Commission's infrastructure and road-safety concerns.

- **Wetland and drainage concerns are unanswered, and August 11 makes them sharper.**

The proposal's diagrams still include wetlands on the site. The applicant's P-12 cost estimate (Udell Engineering, August 11 2026) includes "wetland mitigation work." Staff did not evaluate those impacts as a CUP criterion; stormwater was deferred to later Chapter 99 permits. The Commission cited wetland and drainage impacts. The record now has a required road condition that itself budgets wetland mitigation, with no 53.215 finding on that work.

Respectfully,

Kevin Post August 18, 2026

Evaluation of Gross Floor Area & Comparative Scale Analysis

From: Kevin Post

8/18/2026

Purpose

In their August 11, 2026 submittals (Supplemental Memorandum, Revised Site Plan, etc.) the applicant documented that the proposed sanctuary is 28,557 square feet of gross floor area, and is asking the Board to find that this is appropriate in RR-2 zoned land. This submission provides rebuttal evidence to that assertion: we ask the Board to find that this building is incompatible with Rural Residential land under BCC 53.215(1), and we demonstrate that denial of the permit would not be discriminatory on RLUIPA "equal-terms" grounds.

This exhibit tests that size against every existing church on RR-zoned land in Benton County, and against the largest buildings of any use on RR-2 land.

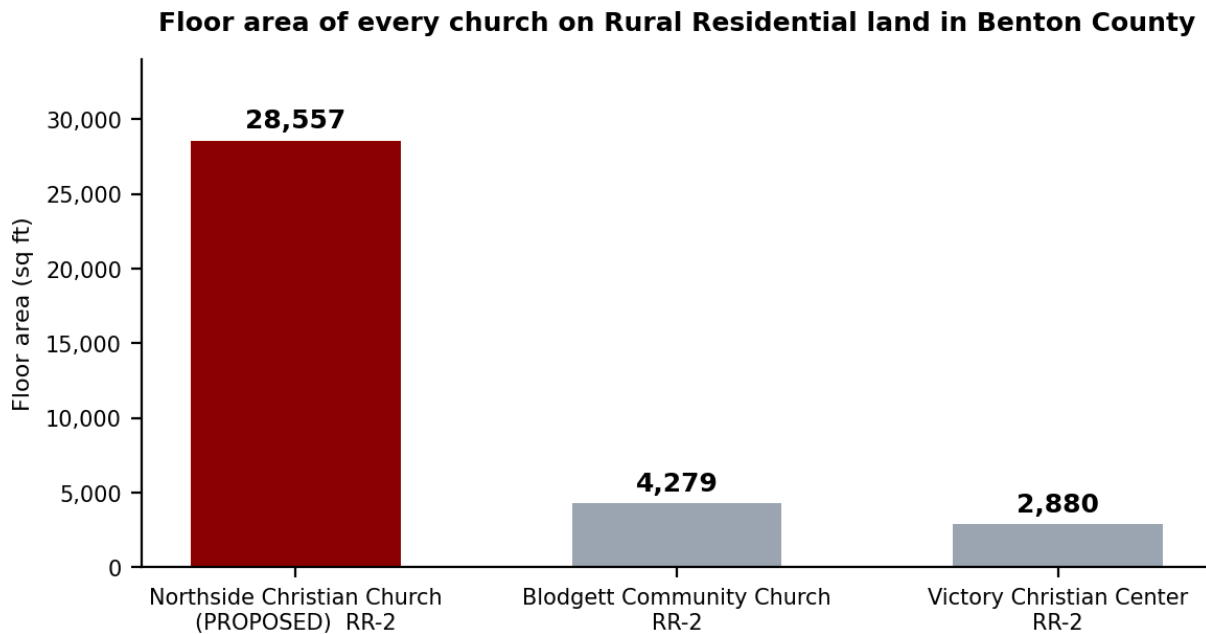


Figure 1: Northside GFA (Supp. Memorandum 8/11/26) & RR-zoned churches livable floor area per county assessor

Findings

- The proposed church building would have the **single largest gross floor area of ANY kind or use on RR-2 land in the entire county.**
- After screening every single building in every RR zone in the county (methodology below), two church-class buildings were found to exist on land currently zoned Rural Residential. The Benton County Assessor records them as “Churches” with livable floor area of 4,279 sq ft at Blodgett Community Church (acct 135164) and 2,880 sq ft at Victory Christian Center (acct 265540). The proposed building is 28,557 sq ft GFA, which is **6.7 times Blodgett’s assessor floor area and 9.9 times Victory’s.**

How the proposed building compares with the 30 largest existing buildings on RR-2 land (any use)

The table below ranks the thirty largest existing buildings on land now zoned RR-2, and the assessor’s use for each one. They are private riding arenas, barns, hay covers, houses, two utility buildings, one forestry office, and one commercial building. No church, and no other place of public assembly, appears in the top 30. Blodgett Community Church (4,279 sq ft) is smaller than every building on this list.

There is no secular place of public assembly of comparable scale on RR-2 land. Under BCC 91.605(5), a place of public assembly includes a church, stadium, arena, club, lodge, auditorium, meeting room, and undertaking establishment. The Starker office is an office, not

an assembly use. The “riding arenas” in the table are private equestrian buildings, not the kind of arena referenced in that list.

RLUIPA’s equal-terms rule compares a church to a nonreligious assembly or institution. It does not require the County to treat a 28,557 sq ft church as if it were a barn, a house, or a horse arena. Because no similarly sized nonreligious place of public assembly has been allowed in this zone, applying BCC 53.215 to this building is not unequal treatment of religion.

#	Owner / location	Building	Floor area (sq ft)
—	PROPOSED: Northside Christian Church, 4500 Powers Ave NW	Church	28,557
1	Crescent Valley Stables LLC, 3200 NW Marshall Dr	Private riding arena	17,640
2	Higginbotham Jack F, TR, 8193 NW Arboretum Rd	Private riding arena	17,280
3	Selby, Corvallis	Utility building	12,798
4	Hurst, 560 NW Leprechaun Ln	Feeder barn	12,700
5	Gray Family Trust, 5017 Palestine Ave NW	Feeder barn	12,000
6	Cook, 8600 NW Oak Creek Dr	Private riding arena	10,080
7	Squires Trust, 7278 NW Mountain View Dr	House	9,064
8	Starker Forests Inc, 7240 SW Philomath Blvd	Office	8,073
9	Howes, 6460 NW Sisters Pl	House	8,046
10	Richardson, 6968 NW Grandview Dr	House	7,534
11	Haslam Trust, 2014 Calderwood Dr	House	7,217
12	Bailey, 7219 NW Grandview Dr	Hay cover	7,200
13	Lager, 26710 Alpine Cutoff Rd	House	6,512
14	Mastropietro Trust, 3735 NW Glenridge Dr	House	6,278
15	Peterson Trust, 7155 NW Grandview Dr	House	6,146
16	Brawn Family Trust, 7235 NW Lathrop Ln	House	6,077
17	Westberg, 4075 Camala Dr NW	House	5,727
18	Pickett Family Trust, 5960 NW Wildview Pl	House	5,688
19	Stutzman, 4085 Camala Dr NW	Private riding arena	5,632
20	Walker, 5100 Scenic Dr NW	House	5,559
21	Sorensen, 115 NW Harmony Ln	Hay cover	5,400
22	Delp, 950 Scenic Wood Pl NW	House	5,384
23	Wall (Cory), 26699 Shady Oak Dr	House	5,324
24	Gross Living Trust, 4060 Camala Dr NW	House	5,276
25	Soltero Trust, 24244 Finch Ln	House	5,270
26	Kudlo, 3439 Eagle View Dr NW	House	5,245
27	Gee, 24441 Gellatly Way	Commercial building	5,232

28	Euske Family Trust, 4768 Bramblewood Ln NW	House	5,136
29	Wall (Jeff), 26695 Shady Oak Dr	Utility building	5,000
30	Lupcho Trust, 34825 Goshawk Ln	House	4,989

Floor area = Benton County Assessor "livable size". Building = use as defined by PSO assessor data. Source: Benton County Property Search Online (apps.benton-or.helioncloud.com) accessed Aug. 14, 2026.

Methodology

1. Mapped every Rural Residential zone in Benton County — RR-2 (8,043 ac), RR-5 (3,651 ac), RR-10 (3,397 ac), RR-20 (397 ac) — from the county zoning layers.
2. Retrieved every tax lot intersecting those zones: 5,427 lots (Benton County GIS TaxlotService / TaxlotOwners, including owner of record and situs address).
3. Retrieved every mapped building on those lots: 6,525 building outlines from Oregon's Statewide Building Footprints dataset, release 1.1 (SBFO-1.1 / DOGAMI, 2023). Those outlines were used only to find lots that have a large footprint. They are not the floor-area figures used in this exhibit.
4. Flagged every RR-2 lot with a mapped footprint of 5,000 sq ft or more (103 lots), and separately flagged every parcel in any RR zone whose owner name matched a worship / assembly / institutional search term listed below.*
5. Re-verified current zoning of every flagged parcel against the county's live zoning service. Parcels no longer zoned RR were excluded (noted below).
6. For all 103 RR-2 lots in the 5k sq ft footprint screen, pulled the Benton County Assessor improvement records (Benton County PSO, accessed Aug. 14, 2026). Ranked each lot by the largest building's "livable size." Paving, "Farm Bldg/Paving," and "Residential Site Improvement" rows were not counted as buildings. The top 30 of that ranking are the table above.
7. For every parcel identified as a possible church, used the Assessor's building classification ("Churches," State class 920) and livable size. That is the church chart's data.
8. Used the applicant's own figure for the proposal: 28,557 sq ft gross floor area (Supplemental Memorandum, Aug. 11, 2026).

*Search terms

Owner-name search terms (institutional screen): CHURCH, TEMPLE, PARISH, MOSQUE, SYNAGOGUE, CHAPEL, MINISTR-, CONGREGATION, GRANGE, FIRE, SCHOOL, ACADEMY, DAYCARE, DAY CARE, COMMUNITY, ASSEMBLY, HALL, DISTRICT, DIOCESE, FELLOWSHIP, GOSPEL, BAPTIST, CATHOLIC, ORTHODOX, LUTHERAN, METHODIST, PRESBYTER-, SAINTS, WORSHIP, CHRISTIAN, CHRIST, JESUS, BIBLE, MINISTRY, MINISTRIES,

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

TEMPLE, PARISH, MOSQUE, SYNAGOGUE, MASJID, KINGDOM HALL, LATTER, SAINTS, ADVENTIST, NAZARENE, PENTECOST, EPISCOPAL, PRESBYTER-, METHODIST, LUTHERAN, CATHOLIC, ORTHODOX, BAPTIST, GOSPEL, FELLOWSHIP, CONGREGATION, WORSHIP, CHAPEL, CHURCH, MISSION, TABERNACLE, COVENANT, CALVARY, REDEEM-, SALVATION, MONASTERY, CONVENT, DIOCESE, ARCHDIOCESE, EVANGEL-, ASSEMBLY OF, ASSEMBLIES, SHALOM, TORAH, BUDDH-, HINDU, SIKH, ISLAM, MUSLIM, JEHOVAH, WITNESS, UNITARIAN, QUAKER, FRIENDS MEETING, YOUTH FOR CHRIST, CAMPUS CRUSADE, YOUNG LIFE, INTERVARSITY, WESLEYAN, MENNONITE, BRETHREN, REFORMED, HOLINESS, APOSTOLIC, CHARISMATIC, NONDENOM-, NON-DENOM-, SANCTUARY, HOUSE OF PRAYER, HOUSE OF WORSHIP, HOUSE OF GOD, BODY OF CHRIST, RELIGIOUS, RELIGION, SPIRITUAL, CLERGY, PASTOR, RABBI, IMAM, PRIEST, DEACON, GRACE, FAITH, HOPE, GOD.

Excluded “false positive” properties:

-23929 Alsea Hwy, Philomath: Owned by surname “LaChapelle” – flagged by keyword match “chapel”. The assessor PSO shows a house, garage, hay cover, and farm building, no church-class improvement.

-Mid Valley Orthodox, 6497 NE Elliott Cir: Flagged by the owner name (“Orthodox”). The assessor PSO shows a two-story residence with garage and sheds — no church-class improvement. An earlier filing listed this parcel as a possible church from the name and a 5,490 sq ft roof outline; that was a house, not a church, and it is excluded here.

-Tax Lot 14532A001200, owned by St. Rose of Lima, Monroe: Excluded because the assessor PSO shows vacant RR-2 land with no buildings.

-Bellfountain Community Church and Alsea Christian Fellowship: Excluded because they are churches, but they are no longer zoned RR (Village Center / Village Residential).

Respectfully,

Kevin Post August 18, 2026

See Appendix A for RR2 table of all lots with a mapped footprint of 5000 sq ft or more per SBFO-1.1 / DOGAMI.

Community Traffic Memos

Rebuttal of Sandow Engineering Studies

Josanna Biddle-Croco

4853 NW Dumbeck Ave
Albany, OR 97321

18 Aug 2026

Benton County Board of Commissioners

landuseappeals@bentoncountyor.gov.
LU-25-067

Dear Commissioners,

Purpose: I would like to provide an analysis of Sandow Engineering Memo RE: LU-25-067 Northside Church- Response to August 4, 2026, Testimony dated August 11, 2026.

Summary: Sandow's memo fails to provide any new information that mitigates the inadequacy of the transportation available to this site. LU-25-067 would place an undue burden on a public improvement, Powers Ave contrary to the approval criteria of BCC 53.215. ORS 215.441(2)(b) separately authorizes the County to deny a place of worship where transportation service is inadequate. On both grounds, the application must be denied.

Note: This letter is a direct rebuttal, please refer to the referenced memo for context.

Item #1: Clarification of why different methods for estimating the Northside Church trip levels have been provided.

Overall this section can be set aside as having no current value. In this section Sandow provides justifications for the trip studies they conducted.

- The Sandow May 30, 2026 Local Trip Study is no longer relevant as the provided justifications were only applicable to the original two phase proposal. The clarifications provided in item #1 are summed up in two quotes: ○ "The previously proposed Phase 1 and Phase 2 Northside Church would have had approximately 73,611 square feet." - *Sandow Engineering Memo RE: LU-25-067 Northside Church- Response to August 4, 2026, Testimony, Item #1*
 - "Therefore, a local study was prepared using churches with similar types of uses and sizes (50,000 sf-197,000 sf)." - *Sandow Engineering Memo RE: LU-25-067 Northside Church- Response to August 4, 2026, Testimony, Item #1*

- Then they explain the reasoning for the Updated Trip Study Aug 11, 2026. Unfortunately, the Updated Trip Study has foundational deficits and should be disregarded unless corrected. ○ See Letter “Rebuttal of Sandow Engineering Memo RE: LU-25-067 Northside Church- Updated Local Trip Study” dated August 18, 2026 from Josanna Biddle-Croco.

Item #2: The trip generation estimate provided by DKS vs the trip estimates provided by Sandow Engineering.

This section justifies the use of ITE calculations based on square footage. I agree that using ITE land use code 560 calculations is a robust method for determining estimated vehicle counts.

Unfortunately Sandow incorrectly claims that calculating by square footage is why their numbers were so much lower than DKS. The actual reason is that they used the building footprint (18,902 sq ft) instead of total square footage (28,557 sq ft).

The failure to correct their previous calculations perpetuates the errors. When corrected, the calculations based on square feet give higher numbers than seats. Attached are the calculations for DHV based on seats vs square feet **(Exhibit 1)**.

Sandow provides no credible calculations for ADT in any of their memos due to persistent flaws in their source data. Therefore, DKS’s traffic analysis results should be used as agreed by county staff **(Exhibit 2)**.

As an aside I would like to address Sandow’s Issue #2 argument 3 (b) below.

“Additionally, the weekday ADT using a per-seat calculation is estimated at more than 400 trips. This trip generation level would require full service of the entirety of the 500 seats being filled during the weekday.” - *Sandow Engineering Memo RE: LU-25-067 Northside Church- Response to August 4, 2026, Testimony, Item #2 Argument 3(b)*

It is misguided to assume that weekday usage is equivalent to Sunday usage. On Sundays the whole family attends, weekdays generate higher vehicle trips per person than a family attending a service together. A clarifying example can be found below:

The applicant has listed a 58 seat daycare.

- Each child will be dropped off in the morning and picked up in the afternoon generating 4 trips per child.
- The school will require 6-15 caregivers based on the ages of the children and Oregon minimum ratios **(Exhibit 3)**. Each caregiver will need 2 vehicle trips. ○ $58 \text{ children} * 4 \text{ trips/child} = 232 \text{ vehicle trips}$
 - $10 \text{ caregivers} * 2 \text{ trips/caregiver} = 20 \text{ vehicle trips}$

- $232 + 20 = 252$ trips

Item #3: What is DHV and how it is applicable to this application

The Item #3 response from Sandow appears to be reaching for a way to justify misuse of DHV. Saying that “Benton County does not specifically define what they consider the DHV time period” ignores the Oregon Administrative Rules, ODOT, and all standard definitions.

Averaging Sunday peak traffic over weekdays unduly deflates the DHV. This is not in alignment with standards or best practices.

Averaging is often performed for weekday peak hour over the course of the work week. This is acceptable as the traffic is expected to be similar across days of the week, and they are therefore averaging equivalent measurements.

Standard practice for Sunday DHV would be to average the peak hour of multiple Sundays. Averaging it with any other day of the week brings it out of alignment with its own definition.

There are 52 Sundays in a year. Each Sunday will have a peak hour. These 52 Sunday traffic hours per year are well within the standard 30th hour of the year calculation.

- This correctly sets aside the outliers that are likely to be generated from the applicant’s stated intention of hosting: weddings, funerals, outdoor special events such as “worship, fellowship, holiday, religious, and community-oriented events conducted by or in association with the church”. - *Northside Memo Subject: Supplemental Operational Overview, Gross Floor Area Clarification, Transportation Demand Management, and Proposed Conditions of Approval dated Aug 11, 2026*
- Historically some of these special events have exceeded 1200 people. **(Exhibit 4)**.
- Even Sandow recognizes that the Sunday Peak Hour will exceed the thresholds of both BCC 99.515 and the TSP. They report, “Again, using the ITE Manuals trip generation rate. The DHV for the weekday and Sunday hours is estimated at: 11 weekday peak hour, 314 Sunday peak hour” - *Sandow Engineering June 9, 2026 Memo; StaffReport 7/24/2026 Attachment B.18*

Compounding the issue, the applicant submissions from August 11, 2026 show the DHV may be significantly higher.

- Sunday service will be for 500 sanctuary seats plus concurrent 90 person children's ministry **(Exhibit 5)**.
- Sunday will host two services. The second service will be arriving within the same hour as the first service is exiting. As the church grows this creates a spike in DHV between services equivalent to 1180 seats (590 for each service).

- “The church anticipates two Sunday morning worship services, currently scheduled at approximately 8:30 a.m. and 10:15 a.m.” - *Northside Memo Subject: Supplemental Operational Overview, Gross Floor Area Clarification, Transportation Demand Management, and Proposed Conditions of Approval dated Aug 11, 2026*

Item #4: Northside Church trips will require Powers Avenue to be reclassified to a higher functional classification

Northside has argued that they should not be held to the Benton County Transportation System Plan. The Transportation System Plan tells us what roadways were designed to handle over the next 20 years. If a development would exceed those numbers it indicates a mismatch between the requested use and the transportation system. This is overburdened infrastructure.

Adequate infrastructure is described by the Benton County Development Code (**Exhibit 6**).

BCC 99.515 - Road Design and Construction Standards.

(2) All roads within existing or proposed public rights-of-way located outside an Urban Growth Boundary shall be designed and constructed pursuant to the Rural Design Criteria identified in Table I and Figure II. Plans and construction shall be approved by the County Engineer.

(5) For the protection of the public interest, the County Engineer may require improvements in excess of adopted standards, if terrain or other conditions warrant such a change.

Please note that the language above says that roads “shall be designed”, this is not a “may” or a “could”. It sets a clear standard. Additionally, the code allows the county engineer to “require improvements in excess of adopted standards” nowhere does it allow for compromises that are below the standard.

Table 1: NW Powers Development Traffic Vs. Benton County Road Standards

	Primary Local	Minor Collector	Major Collector	NW Power Ave
Projected DHV	<100/Hour	<100/Hour	<300/Hour	247 E and 96 W ¹
Projected ADT	100-750	100-750	750-2000	990 E & 505 W ²
Surface Width	20'	20'	24'	≤ 20'
Shoulder	5' paved	5' paved	5' paved	< 1' gravel
Speed Limit	30 mph	45 mph	45 mph	45 mph

¹ Calculations attached in **Exhibit 7**

² Staff Report to the Board of Commissioners dated 7/24/2026.

BCC 99.515 Table I and Figure II are in **Exhibit 6**.

Based on BCC 99.515, to support a development of the scale proposed by Northside:

- Powers Ave West side requires an RC-1, as supported by the existing 45 mph speed limit and the addition of a “community center” which fits the definition of a collector class road. **(Exhibit 8)**
- Powers Ave East side requires an RC-2.

Reversing the planning commission's decision without requiring upgrades consistent with the Rural Design Criteria would directly violate Benton County Code BCC 99.515.

Church	Address	Pavement Width (including bike lanes)
Caverly	2125 NW Lester Ave, Corvallis	32'
Suburban	2760 SW 53rd St, Corvallis	32'
North Albany	1273 NW Thornton Lake Drive, Albany	32'
Northside	4500 Powers Ave, Albany	West: 19-20' East: 24'

In Conclusion:

No new data has been presented that mitigates the previous findings. On the day the development opens, transportation will be inadequate. It will only get worse moving towards the standard 20 year planning horizon.

The proposed conditions of approval P-12 though P-14 do not meet BCC 99.515. The restricted right of way prevents bringing the roadway up the development standard for a facility of the proposed size. Therefore, the conditional use should be denied for inadequate transportation per ORS 215.441(2)(b) and undue burden on public infrastructure per BCC 53.215.

Sincerely,

Josanna Biddle-Croco

Exhibit 1:

ITE Trip Generation Rates* - Sunday					
ITE Code 560: Church	Daily	Sunday Peak Period			
		In	Out	Total	
Trip Rates <i>per 1,000 square feet</i>	27.630	4.800	5.190	9.990	
Percentages	100%	48%	52%	100%	
Project Trip Generation - Sunday					
ITE Code 560: Church	Proposed Gross Square Footage	Daily	Sunday Peak Period		
			In	Out	Total
Trip Generation	28,557	789	137	148	285
New Project Trips		789	137	148	285
*Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017)					

Sunday peak traffic just for the development is 285 trips per hour when calculated using GFA.

Calculating the DHV by Seats

ITE Trip Generation Rates* - Sunday					
ITE Code 560: Church	Daily	Sunday Peak Period			
		In	Out	Total	
Trip Rates <i>per seat</i>	1.210	0.265	0.275	0.540	
Percentages	100%	49%	51%	100%	
Project Trip Generation - Sunday					
ITE Code 560: Church	Proposed Seats	Daily	Sunday Peak Period		
			In	Out	Total
Trip Generation	500	605	133	138	270
New Project Trips		605	133	138	270
*Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2017)					

Sunday peak traffic just for the development is 270 trips per hour when calculated using seats.

Exhibit 2:

Benton County Public Works Department Memo Dated June 17, 2026

StaffReport 7/24/2026 Attachment A.2

The County agrees that the trip distribution could be assumed 25% westbound and 75% eastbound. Therefore, with the above observations, Public Works staff conclude the average daily impact to Powers Avenue is as follows:

Average Daily Trips	West Side	East Side
Existing Counts	307	513
Additional Counts (to Scenic Dr)	0	54
Estimated Church Counts	113	337
Future Counts (assumes 50/50 distribution)	85	86
Total	505	990

Exhibit 3:

Oregon Department of Early Learning and Care

OAR Chapter 414 Division 305: CERTIFIED CHILD CARE CENTERS

OAR 414-305-0400: Staff-to-Child Ratio and Group Size

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

Certified Child Care Center Ratio Tables 414-300-0400(6)

TABLE 3A (For centers initially licensed after July 15, 2001)

Age of Children	Minimum Number of Staff to Children	Maximum Number of Children in a Group
6 weeks to 24 months of age	1:4	8
24 months to 36 months of age	1:5	10
36 months to School-Age	1:10	20
School-Age	1:15	30

Exhibit 4:

Northside hosts huge indoor/outdoor outreach events that per their counts **exceed 1,200 people**. (citation: northside-albany.com “Our Story” April 4th, 2026)

OUR STORY

With the rapid growth of North Albany and few churches in the area, **GOD OPENED A REMARKABLE DOOR** the opportunity to plant something new. Through His provision—leaders, staff, funding, and a passionate launch team—Northside Church held its first service on February 9, 2020, at Oak Grove Elementary.

Just five weeks later, COVID-19 forced us out of the school. We pivoted quickly to online services, uncertain of what lay ahead. Yet God remained faithful. Two local churches graciously opened their doors, and by June, we were gathering outdoors at North Albany Community Church. In a season marked by national tension and devastating local wildfires, Northside stepped up—rallying in prayer, serving fire victims, hosting outreach events, and continuing to gather whenever possible. It wasn't until August 2021 that we could return to the school building.

Since that time, **GOD HAS CONTINUED TO MOVE POWERFULLY**. We've celebrated over 80+ baptisms, launched new ministries, dedicated more than 30 children, and established an elder board. From school cleanup days to youth camps, missions to men's and women's ministries, Northside has become deeply woven into the life of our community.

What began as a group of 80 has grown into a thriving church of nearly 400 weekly attendees. We've seen more than 700 people gather for Easter and over 1,200 reached through outreach events. Each number represents a story: marriages restored, addictions broken, fathers leading their homes, prodigals returning, lives transformed by Jesus.

And this is only the beginning.



Transcript

Search transcript

21:01 those who volunteered to make that happen, whether it was giving candy or showing up and decorating a car or just the the massive amount of people that work behind the scenes to pull that out.

21:10 It's easily uh the largest outreach that we do. Somebody asked, you know, do you know how many people were here? And the only number I can give you, at one point in time, I think there was a thousandish people that were present on the campus.

21:21 However, that doesn't count the people that are coming and going. And so, I we don't know. Um, but it was, you know, up there, uh, with last year, which was our

Per Jamey Mills Lead Pastor at Northside their Trunk-or-Treat 2025 event “there was a **thousandish people that were present on the campus**. However, that doesn’t count the people that are coming and going” (citation: raw video file submitted with Staff Report C.275 taken from 11/02/25 Northside Live from Oak Grove Elementary timestamp 21:10 <https://www.youtube.com/live/5OvE8jsYbFM>).

They reported for the Trunk-or-Treat 2024, “okay uh yes it was a record setting year it's estimated that there was **twelve to fourteen hundred (1200-1400) people** here uh we had uh the road, the parking, completely all the way into the neighborhood over here. Um, which I don't know if that was good or bad, but factually that happened” (citation: raw video file submitted with Staff Report C.275 taken from 11/03/24 Northside Live from Oak Grove Elementary timestamp 20:55 <https://www.youtube.com/watch?v=eKk1u4U53gl>).

Exhibit 5:

Udell Engineering & Land Surveying LLC’s Memo Dated: Aug 11, 2026

Re: LU-25-067: CUP-Church, Northside Church Rebuttal to Opposition Testimony

Summary: “In addition to the primary church use they will also have children’s ministry classes on the ground level during church session.” The Udell memo assigns “500 seats” to the sanctuary and “90 occupants” to the children’s ministry.

OR 340-071-0220 establishes wastewater design flows for churches based on the number of seats provided (5 gallons per day per seat). The rule does not increase the design flow based on the number of worship services conducted. Accordingly, the calculation is based on the church's 500-seat capacity, consistent with the Oregon Administrative Rules.

Northside Church is designed currently with 500 seats. OR 340-071-0220, Table 2 states that for a church use the daily sewage flow is 5 gpd per seat.

Church Sewage Flow = 500 seats x 5gpd/seat = 2,500 gpd

In addition to the primary church use they will also have children’s ministry classes on the ground level during church session and youth group on the upper level potentially the evening of church. Both church associated uses will have calculated daily sewage flows in addition to the daily sewage flow based on the number of church seats. Their daily sewage flow will be added to the church sewage flow since they may occur on the same day.

The maximum occupant loads established by the Oregon Structural Specialty Code were used as a conservative estimate of anticipated daily sewage flows for the additional uses in response to opposition testimony. The children’s ministry area has a peak occupancy allowed by the building

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

code of 90 people. OAR 340-071-0220, Table 2 states that for church uses(children's ministry) use the daily sewage flow is 5 gpd per person.

$$\begin{aligned}\text{Children's Ministry Peak Daily Sewage Flow} &= 90 \text{ max occupant load} \times 5 \text{ gpd} \\ &= 450 \text{ gpd}\end{aligned}$$

The youth group area has a peak occupancy allowed by the building code of 313 people. OAR 340-071-0220, Table 2 states that for church uses (youth groups) use the daily sewage flow is 5 gpd per person.

$$\begin{aligned}\text{Youth Group Peak Daily Sewage Flow} &= 313 \text{ max occupant load} \times 5 \text{ gpd} \\ &= 1,565 \text{ gpd}\end{aligned}$$

$$\begin{aligned}\text{Total Peak Daily Sewage Flow} &= 2,500 \text{ gpd} + 450 \text{ gpd} + 1,565 \text{ gpd} \\ \text{Based on Maximum Occupant Load} &= \boxed{4,515 \text{ gpd}}\end{aligned}$$

Exhibit 6:

BCC 99.515 - Road Design and Construction Standards.

(2) All roads within existing or proposed public rights-of-way located outside an Urban Growth Boundary shall be designed and constructed pursuant to the Rural Design Criteria identified in Table I and Figure II. Plans and construction shall be approved by the County Engineer.

(5) For the protection of the public interest, the County Engineer may require improvements in excess of adopted standards, if terrain or other conditions warrant such a change.

Table I

Projected Standard	Zones	ADT	Projected DHV	Minimum ROW	Surface Width	Paving Material	Crushed Base Equivalent
RL-1	Resource	0-100	<30/hr	50 ft	18 ft	AC,PCC, APM	18 inches
RL-2	Dead end RR	0-200	<30/hr	50 ft	18 ft	AC,PCC APM	18 inches
RL-3	Resource, RR <1,000ft	100-750	<100/hr	60 ft	20 ft	4 inch AC,PCC	18 inches
RC-1	Resource	100-750	<100/hr	60 ft	20 ft	4 inch AC,PCC	18 inches
RC-2	Resource, RR	750-2000	<300/hr	60-70ft	24 ft	4 inch AC,PCC	20 inches
RA-1	All zones	1000-5000	<900/hr	80 ft	24-34ft	6 inch AC,PCC	20 inches
RA-2	All zones	>5000	>900/hr	100 ft	50-70ft	6 inch AC,PCC	24 inches

Standard	Shoulder	Maximum Grade	Bike Path	Min. Curve Radius	Design Speed	Parking	Road Approach
RL-1	4 ft gravel	17%	None	200 ft	30 mph	Limited Emergency	Shared 400ft gap
RL-2	4 ft gravel	15%	None	200 ft	30 mph	Parking Allowed	Shared 250ft gap
RL-3	5 ft paved	15%	RR Zone Class III	250 ft	30 mph	Limited Emergency	Shared 450ft gap
RC-1	5 ft paved	12%	RR Zone Class III	500 ft	45 mph	Emergency Only	Shared 400ft gap
RC-2	5 ft paved	10%	RR Zone Class III	760 ft	45 mph	Emergency Only	Shared 400ft gap
RA-1	6 ft paved	5%-8%	All zones Class III	800 ft	50 mph	Emergency Only	None
RA-2	6ft-12ft paved	4%-6%	All zones Class III	800 ft	50 mph	Emergency Only	None

Figure II

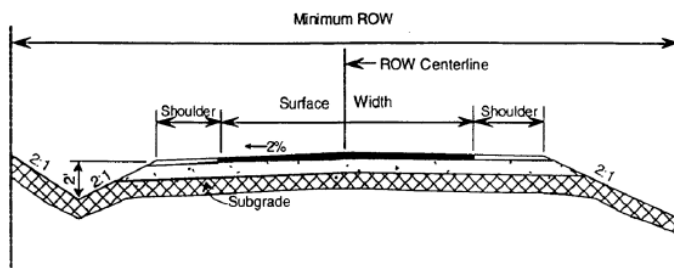


Exhibit 7:

Per Exhibit 1, the DHV for the proposed development is calculated as 270-285 trips/hour. If we split the traffic as agreed by Benton County staff in exhibit 2, we can expect 25% westbound and 75% Eastbound.

Westbound development DHV = $270 * 25\% = 68$ trips/hour

Eastbound development DHV = $270 * 75\% = 202$ trips/hour

We then need to add the existing Sunday Peak Hour traffic per the data collected by Sandow on May 31, 2026. - *StaffPacket Dated 7/24/2026 Attachment B.18*

TABLE 3: DHV-EXISTING

Day	West Side DHV	East Side DHV
May 27, 20206	41	50
May 28, 2026	36	50
May 29, 2026	39	51
May 30, 2026	30	63
May 31, 2026	28	45
June 1, 2026	33	49
June 2, 2026	30	53

Westbound Existing DHV = 28 trips/hour

Eastbound Existing DHV = 45 trips/hour

Total Sunday DHV includes current traffic and future development traffic.

Westbound Total = Existing DHV + Development DHV = 28 + 68 = **96 trips/hour**

Eastbound Total = Existing DHV + Development DHV = 45 + 202 = **247 trips/hour**

Exhibit 8:

This development has been described as both a community center and as a source for community services which designates the needed road as a Collector.

Benton County Transportation System Plan effective March 1, 2019

Street Functional Classification

Major Collectors carry local traffic between neighborhoods, or between neighborhoods and arterials, and provide access to minor collectors and community services. Access and parking are controlled. There is still a need to separate people walking and biking from auto traffic on major and minor collectors, but the degree of separation required to create a comfortable environment is often smaller compared to arterials.

Minor Collectors serve internal traffic within areas having a single land use pattern, and serve minor traffic generators such as schools or neighborhood shopping or community centers. They should form a continuous network in urban areas. Access and parking are allowed.

Local Roads may provide on-street parking and direct access to abutting property. Their design discourages through traffic. Dead-end street lengths are minimized. People biking can share the road with auto traffic, but separation from traffic is still needed for pedestrians.

With this TSP update, Resource Collectors have been removed from the County's functional classification system. All former Resource Collectors are now Minor Collectors.

Analysis of Sandow's Updated Trip Study

Josanna Biddle-Croco

4853 NW Dumbeck Ave
Albany, OR 97321

18 Aug 2026

Benton County Board of Commissioners

landuseappeals@bentoncountyor.gov.
LU-25-067

Dear Commissioners,

Purpose: I would like to provide a rebuttal of Sandow Engineering's Memo RE: LU-25-067 Northside Church- Updated Local Trip Study dated August 11, 2026.

Summary: Sandow's Updated Local Trip Study memo is deficient in meeting the basic minimums of a traffic study. Due to its flawed methodology, it does not provide credible values for ADT or DHV. Unless the report is corrected, Sandow's Updated Local Trip Study memo should be disregarded for this hearing.

Issue 1: Sandow's calculations rely on data collected during the well documented summer slump (Exhibits 1-3) and fails to apply a Seasonal Adjustment Factor as would be standard practice.

- Sunday Service attendance drops on average 20% during the summer (**Exhibits 2-3**).
- Churches in towns dominated by colleges show declines greater than 20%. In a cited example, the church's summer decline was reported around 50%. (**Exhibit 2**)
 - Both Calvary and Suburban churches are located in Corvallis which is a college town.
 - Calvary specifically calls out a robust college attendance. (**Exhibit 4**)
- Churches that give a summer break to their small groups typically have a decline greater than 20%. (**Exhibit 2**)
 - Calvary has reduced from two services per Sunday to one service per Sunday showing reduced capacity (**Exhibit 5**).
 - Group meetings on break (**Exhibits 6-8**)
 - North Albany's Preschool is closed for the summer (**Exhibit 9**)
 - Youth ministries are combined into the regular Sunday service instead of stand alone events. (**Exhibits 10-11**)

- Sandow claimed parity based on types of activities. A review of the websites for these churches demonstrates that they are operating at reduced capacity and many of Sandow's cited activities are not actually occurring. **(Exhibits 5-11)**
- Weekday activities such as prayer groups, preschools, and youth ministries are on summer hiatus **(Exhibits 5-11)**, resulting in minimal traffic flow to the site on weekdays.

Issue 2: The selected "comparable" churches are not actually comparable.

They are all within urban growth boundaries, on roads with fully developed two-way bike lanes, and closer to public transit than the proposed location for Northside. These are all factors that reduce vehicle traffic and were not addressed by Sandow Engineering.

Church	Address	Nearest Bus Stop	Distance to Bus Stop	In Urban Growth Boundary?	Pavement Width
Caverly	2125 NW Lester Ave, Corvallis	NW Highland Dr & NW Walnut Blvd	1.8 miles	Yes	32'
Suburban	2760 SW 53rd St, Corvallis	SW 53rd St & SW Meadow Flower Dr	0.6 mile	Yes	32'
North Albany	1273 NW Thornton Lake Drive, Albany	660-670 NW Hickory St, Albany	0.7 mile	Yes	32'
Northside	4500 Powers Ave, Albany	660-670 NW Hickory St, Albany	4.0 miles	No	West: 19-20' East: 24'

Issue 3: Sandow's Study relies on a single day of measurement in order to calculate Saturday and Sunday traffic.

In Conclusion:

Due to the flawed nature of the source data, there is a foundational deficit. This results in calculated values that are not representative of the operations of an equivalent church on an average day of the year. Please disregard the Updated Local Trip Study unless corrections are applied.

Sincerely,

Josanna Biddle-Croco

Exhibit 1:

Planning for Attendance Seasons in the Church Year

Lewis Center for Church Leadership

<https://www.churchleadership.com/leading-ideas/planning-for-attendance-seasons-in-the-church-year/>

"There are seasons in which attendance in most churches tends to be lower than usual. Traditional low times are the post-Easter period and summer."

Low Times

There are seasons in which attendance in most churches tends to be lower than usual. Traditional low times are the post-Easter period and summer. And yet, failing to concentrate on these periods sends the message that they are unimportant and reinforces low attendance.

The post-Easter period is a very critical time for engaging those who visit at Easter. And summer is often a time when people will visit churches particularly as more and more schools and colleges have pushed the beginning of their school year well into August. Churches that maintain a full schedule of worship and programming can be surprised to find that the people they assumed were "on vacation all summer" are in town much more than they had thought.

Exhibit 2:

Just How Bad Is the Summer Slump? Six Discoveries

by Thom S. Rainer founder of ChurchAnswers.com

<https://churchanswers.com/blog/just-how-bad-is-the-summer-slump-six-discoveries/>

"A typical average decline is 20 percent. We used average worship attendance as our metric."

"Churches in towns dominated by colleges have declines greater than 20 percent. Of course, this issue is often a reflection of the robustness of the church's college ministry. A pastor in a town where the college makes up a major part of the population told us his church's summer decline was around 50 percent!"

"Churches that give a summer break to their small groups typically have a decline greater than 20 percent."

1. **A typical average decline is 20 percent.** We used average worship attendance as our metric. The 20 percent number was the response from two of three pastors in this survey. So, for a church with an average worship attendance of 200 during the non-summer months, attendance drops to 160 in the summer.
2. **Snowbird churches tend to have greater fluctuations.** For example, churches in southwest Florida and south Florida tend to have an exodus of attendees in the summer, usually greater than 20 percent. On the other hand, a pastor in Minnesota told us his church's summer attendance was unchanged. Vacationers were offset by returning snowbirds.
3. **Churches in towns dominated by colleges have declines greater than 20 percent.** Of course, this issue is often a reflection of the robustness of the church's college ministry. A pastor in a town where the college makes up a major part of the population told us his church's summer decline was around 50 percent!
4. **Year-round school is impacting the summer slump.** A year-round school system could have a six-week summer break instead of the usual full summer break. Those six weeks of attendance could be down dramatically, well above the 20 percent norm noted by the majority of pastors.
5. **Churches that give a summer break to their small groups typically have a decline greater than 20 percent.** It is absolutely amazing how involvement in groups like community groups, small groups, life groups, and Sunday school classes affect ministry involvement, giving, and attendance frequency positively. When churches keep their groups active in the summer, attendance slumps are not as pronounced.

Exhibit 3:

The Summer Dip Is Real - Here's What the Data Actually Shows

By Kingdom Metrics

<https://kingdommetrics.com/insights/church-summer-attendance-dip/>

- -20% average drop from spring baseline at the summer trough
- 13 wks average duration from first sign to full recovery
- Early June when the dip typically begins - not Memorial Day
- 9 of 9 years with a measurable dip in one church's decade of data



Exhibit 4:

How It All Started — Calvary Corvallis

<https://calvarycorvallis.org/our-story>

"A small Bible study held on the OSU campus grew from 10 to 200 students within a matter of weeks. Many college students began flocking to Calvary and found a spiritual home."

CALVARY CORVALLIS

Home About ▾ I'm New ▾



How It All Started

In 1995, God called Rob Verdeyen from Calvary Costa Mesa, where he was serving as a High School pastor under Chuck Smith, to come be the Senior Pastor of Calvary Corvallis. He was 29 at the time. In faith and obedience, Rob, along with his wife Susie and their 1 year-old daughter Lauren, moved up from California to Beaver country.

At that time, Calvary Corvallis started with 15-20 people meeting in a Senior Center and in the following years grew to over 800 attenders. In the early years of being a mobile church, Calvary went on to meet in other various locations, including a high school cafeteria and then in a middle school gym.

In those years, the church started a weekly Saturday night prayer meeting. As a small group of faithful people prayed, God moved in powerful ways. Many youth began to give their lives to Jesus and they became catalysts for God doing a fresh work in their families at home. Calvary's college ministry was birthed in those years as well. A small Bible study held on the OSU campus grew from 10 to 200 students within a matter of weeks. Many college students began flocking to Calvary and found a spiritual home.

Exhibit 5:

<https://calvarycorvallis.org/>



Exhibit 6:

<https://calvarycorvallis.org/break-every-chain>

"ON BREAK - Break Every Chain"

Upcoming Events



ON BREAK - Break Every Chain

August 17, 2026 from 7:00 - 8:30pm

We meet most Mondays at 7pm in the Multipurpose Room! Check the Break Every Chain page each week to know if there will be a gathering. If you have tried unsuccessfully



ON BREAK - Break Every Chain

August 24, 2026 from 7:00 - 8:30pm

We meet most Mondays at 7pm in the Multipurpose Room! Check the Break Every Chain page each week to know if there will be a gathering. If you have tried unsuccessfully



ON BREAK - Break Every Chain

August 31, 2026 from 7:00 - 8:30pm

We meet most Mondays at 7pm in the Multipurpose Room! Check the Break Every Chain page each week to know if there will be a gathering. If you have tried unsuccessfully



ON BREAK - Break Every Chain

September 7, 2026 from 7:00 - 8:30pm

We meet most Mondays at 7pm in the Multipurpose Room! Check the Break Every Chain page each week to know if there will be a gathering. If you have tried unsuccessfully

Exhibit 7:

<https://calvarycorvallis.org/children>

“ON BREAK UNTIL SEPTEMBER - Mom’s Coffee and Play Group”



ON BREAK UNTIL SEPTEMBER - Mom's Coffee and Play Group

August 20, 2026 from 10:00 - 11:30am

A time for moms to connect and pray for one another & a sweet time for littles to play together. Every 3rd Thursday of the month from 10-11:30am in the Multipurpose Room! Email

Exhibit 8:

<https://calvarycorvallis.org/house-churches>

“Please note: most House Churches go on break during the summer, and resume in the fall.”

We weren't meant to do life alone.

“Let us consider how to stir up one another to love and good works, not neglecting to meet together...”
-Hebrews 10:24-25

House Churches are smaller gatherings where we pray, learn, connect, and care for one another in community. Meeting weekly throughout Corvallis and surrounding areas, they offer a welcoming environment to grow deeper in your relationship with Christ.

Please note: most House Churches go on break during the summer, and resume in the fall.

 [JOIN A HOUSE CHURCH!](#)

Serve with Us!

Interested in hosting a house church, or opening your home for a house church to gather? Email Pastor Scott at scott@calvarycorvallis.org.

Exhibit 9:

<https://www.northalbany.org/ministries/preschool>

“Our first day will be September 3rd from 9am-noon! We will be open Monday, Wednesday, and Friday.”



ABOUT US

MINISTRIES

EVENTS

VISIT US

North Albany Preschool

Led by: **Sara McCulloch**



Upcoming Events

Our first day will be September 3rd from 9am-noon! We will be open Monday, Wednesday, and Friday. Sign up now!



Exhibit 10:

<https://calvarycorvallis.org/high-school>

“During the summer: High School students will sit together during main service at 10:30am in our outdoor amphitheater.”

“During the school year: Gather with us Wednesdays from 7-9pm in the Foyer. Join us for worship, teaching, small groups and games.”

Gathering Times

Sunday Mornings

During the summer: High School students will sit together during main service at 10:30am in our outdoor amphitheater.

During the school year: High School students sit together during the main service (either 9am or 11am) in a designated section (back right of the sanctuary near the family room entrance). Leaders will sit with them each week to help them engage, connect, and process the message.

Our heart is to integrate High School students more fully into the life of the church while continuing to disciple them intentionally. We also want to encourage students, when possible, to embrace a culture of “Sit One & Serve One” — attending one service and serving in another. We believe students are not just the future of the church; they are a vital part of it right now.

Wednesday Youth Group

During the summer: Make sure to check our app/website for updates on the fun activities going on!

During the school year: Gather with us Wednesdays from 7-9pm in the Foyer. Join us for worship, teaching, small groups and games.

Exhibit 11:

<https://calvarycorvallis.org/middle-school>

“During the summer: Make sure to check our app/website for updates on the fun activities going on!”

“During the school year: We meet from 7-9pm for games, worship, small groups and a short teaching in the Kids Wing. Be sure to check out the Upcoming Events so you know when we're having a special night!”

P-12 Roadway Improvements, Feasibility, & Concerns

From: Kevin Post

8/18/2026

Purpose

County staff have stated that Condition P-12 is required to avoid denial. The July 24 Revised Staff Report says: "Staff recommend denial of the application if this, or a similar Condition of Approval is not applied to enhance safety for pedestrians and bicyclists along Powers Avenue in response to the increased amount of vehicle traffic the church would generate." The August 11 Supplemental Memorandum is not that condition, and it is not similar. It offers "proposed revisions to the staff-recommended conditions" and three approaches to satisfying P-12, labeled (a), (b), and (c) on page 7. Options (b) and (c) exist only if the applicant "voluntarily obtains the easement or additional right-of-way." The applicant has already said it cannot ensure that. Its March 31 memorandum states it "does not have the authority to acquire right-of-way from third parties, nor can it ensure delivery of improvements dependent on actions by unrelated property owners." Brian Vandetta, the applicant's engineer, told the Board on August 4 that they wanted to avoid "dealing with third-party property owners that may not want to give that right-of-way to us." That is not hypothetical:

There are two "pinch points" in the proposed P-12 right-of-way demonstrated in this report. At the west pinch point, all three property owners have either previously submitted (Chart family, Staff Report G.11-G.12) or are submitting today (Gorman, Ruthruff, attached) signed statements that they are opposed to the use of their land for widening Powers Avenue pursuant to the Northside development. At the east pinch point, the owner of the southern property (Welch) is today submitting a letter stating the same (attached). The *only* owner of pinch point property not on record opposing their land being used for road widening is the Wheelers who own the north side of the east pinch point, who verbally communicated "neutrality" to us and have nothing in the record agreeing to the use of their land.

This leaves only Option (a), which keeps the roadway and pedestrian improvements inside the existing right-of-way plus the applicant's own dedication of frontage under P-14. Option (a) asks the County to authorize a narrower shoulder, steeper ditches, and softer verbs ("generally," "practicable," "substantially achieve") that staff P-12 does not use. Public Works never found that even the staff-written 24+2 section fits. It wrote that the section "may" fit and that "additional analysis will need to be completed." That analysis is not in the record.

The Board therefore faces three independent problems.

- 1) If P-12 is enforced without modification, the permit must be denied because the record lacks substantial evidence proving it is "possible, likely, and reasonably certain to succeed" (*Meyer v. City of Portland*, 67 Or App 274, 280 n 5 (1984)) within existing right-of-way limits, rendering the County's finding of compliance

with BCC 53.215(2) unsupported by "substantial evidence" (*Gould v. Deschutes County*, 216 Or App 150, 161 (2007)).

- 2) If P-12 is modified under Option (a) to let the County Engineer decide details later, the permit must still be denied. Allowing staff to decide after the hearing whether skinny shoulders or steeper ditches are "safe enough" hands off judgment calls behind closed doors. Under Oregon law, the County cannot push discretionary safety choices to a staff review where neighbors get no notice, no hearing, and no chance to appeal (*Citizens Against LNG v. Coos County*, 63 Or LUBA 162 (2011); *Broderson v. Jackson County*, 28 Or LUBA 645 (1995); *McKay Creek Valley Assoc. v. Washington County*, 24 Or LUBA 187 (1992)). Routine building permits or Public Works plan checks do not count as a public hearing.
- 3) If the Board approves now and leaves Public Works to finish the "additional analysis" later, the permit must still be denied. That is the safety question, and it cannot be pushed to a later staff file with no notice, no hearing, and no appeal (*Citizens Against LNG v. Coos County*, 63 Or LUBA 162 (2011); *Broderson v. Jackson County*, 28 Or LUBA 645 (1995); *McKay Creek Valley Assoc. v. Washington County*, 24 Or LUBA 187 (1992)). A later plan check is not a public hearing.

Figures

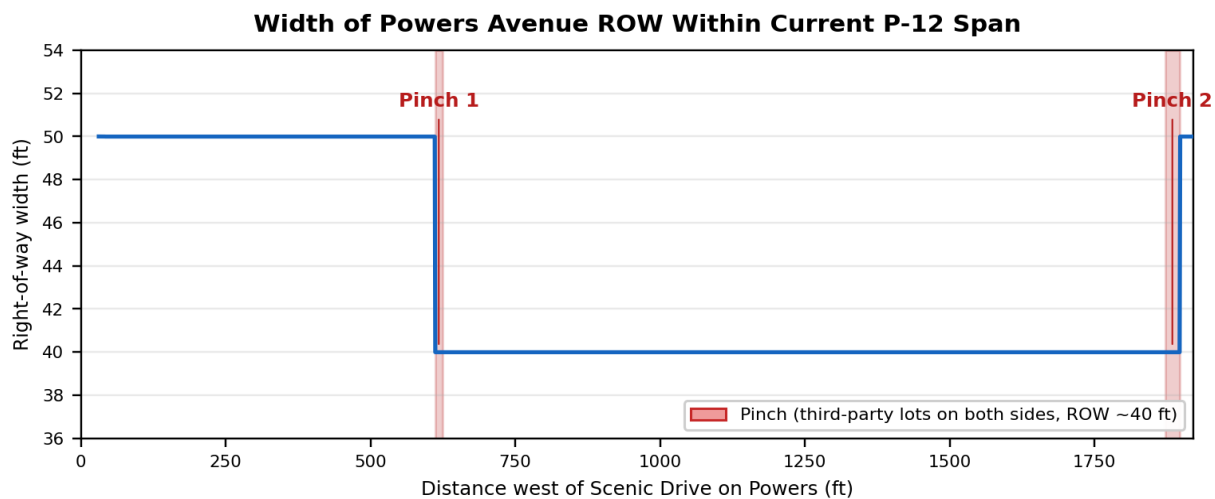


Figure 1 demonstrates the width of the Powers Avenue right-of-way inside the current P-12 span (Scenic Drive to 50 feet west of the 4500 Powers west property line) using the distance between Benton County tax lot lines, and indicates "pinch points" to the East and the West of 4500 Powers. At Pinches 1 and 2, third-party lots sit on both sides and the right-of-way is about 40 feet. While these figures rely on County GIS data rather than a certified boundary survey, the applicant bears the legal burden of proof to demonstrate that adequate right-of-way exists. There is no certified boundary survey in the record proving otherwise, therefore the County's official GIS mapping stands as unrefuted evidence of right-of-way width.

Third Party Pinches Inside Condition P-12



Figure 2 shows the two third-party pinches inside the current P-12 span. At both pinch points, the right-of-way is about 40 feet, and Northside cannot cure either pinch by dedicating its own frontage. Of the five “pinch point” property owners, Chart, Gorman, Ruthruff, and Welch are all on the record explicitly opposing the use of their land for road widening. Wheeler communicated “neutrality” to us and has nothing in the record agreeing to the use of their land.

Findings

- **“May” is not a finding that the section fits.** Public Works wrote that a 24-foot paved section with 2-foot shoulders and shallow ditches “may be able to fit within the existing 40’ right-of-way, but additional analysis will need to be completed.” That analysis is not in the record. Udell later wrote that the staff section can be met without neighbor right-of-way only if the County allows a “minor concession” of shoulder width and ditch slopes. Option (a) writes that concession into the condition. That is evidence the staff-written 24 paved + 2 gravel does not fit, not evidence that it does. Under *Meyer v. City of Portland*, solutions must be “possible, likely and reasonably certain to succeed.” *Gould v. Deschutes County* requires substantial evidence that a condition used to find compliance will be fulfilled. “May” is not that evidence.
- **The pinches have third-party land on both sides, and are about 40 ft wide.** Width at both pinches is about 40 feet. Northside cannot dedicate that land. Of the five pinch point property owners, four are now in the record explicitly opposing the use of their land for this development. There is no evidence in the record that Option (b) or (c) proposed by the applicant are possible, and we have proven that they are not.
- **The August 11 site plan does not prove Option (a) fits.** The August 11 sheet is labeled “TO MATCH COUNTY PROPOSED CONDITION OF APPROVAL P-12” and still draws the staff 24-foot paved / 2-foot gravel section from 50 feet west of the west property line to Scenic.

Nothing in the record shows that Option (a) is “possible, likely and reasonably certain to succeed.”

- **Option (a) relies on a P-14 dedication that the August 11 site plan does not show.** Staff P-14 requires dedication along the south side of Powers Avenue “sufficient to meet the minimum 50-foot right-of-way standard” along the entire 4500 Powers frontage. Their updated site plan shows only “(P) 5.00' R/W DEDICATION” but the current right-of-way there is only 40 feet. $40 + 5.00 = 45$ feet, leaving them 5 feet short of the required 50 feet. This shortfall shows up right in their own drawings, and nothing in the record shows that parking, setbacks, or the rest of the August 11 site plan still meet code after the full 10 feet comes off 4500’s north line.
- **Option (a) is an impermissible rewrite, not a “similar” condition to Staff’s P-12.** Staff P-12 says the improvements “shall consist of” a 24-foot HMA section with 2-foot crushed-aggregate shoulders, granting zero staff authority to shrink shoulders. Option (a) changes the verb “shall” to “shall generally consist of,” adds “substantially achieve” and “to the greatest extent practicable,” and authorizes “localized reductions in shoulder width” and “adjustments to ditch slopes.” Phrases like 'substantially achieve' and 'practicable' are subjective judgment calls, not routine engineering checks. On top of that, Public Works explicitly tied its “no-undue-burden” finding to the road being built “as currently conditioned”.
- **Option (a) makes Powers less safe.** Staff P-12 is a 24-foot paved section with 2-foot shoulders and shallow ditches so walkers have separated space and a car that leaves the lane has somewhere to go. Option (a) authorizes “localized reductions in shoulder width” and “adjustments to ditch slopes.” A narrower shoulder puts cars closer to people in the same 40 feet. Nothing in the record finds that a skinnier shoulder and a steeper ditch still meet the pedestrian-and-bicycle purpose of P-12.

Methodology

Widths in Figures 1 and 2 are the gap between opposing Benton County taxlot polygons, not a deed survey. On August 15, 2026, the live public layers were queried in EPSG:6557 (Oregon State Plane North, feet): TaxlotService FeatureServer/189 for parcel geometry (MapTaxlot) and TransportationService FeatureServer/2 for centerlines (FULLNAME='NW POWERS AVE'). Taxlots were pulled in a 120-foot envelope around the Powers centerline from Scenic Drive to Oak Grove Drive. Station 0+00 is the Powers / Scenic intersection. Stations run west at 1.0-foot steps. At each station a line was drawn perpendicular to the centerline. Width is the distance between the nearest north and south taxlot-boundary hits. Figure 1 is that profile inside the current P-12 span (Scenic to 50 feet west of the 4500 Powers west line, station ~19+21). Owner names are from TaxlotOwners FeatureServer/0. Figure 2 aerials are OSIP 2024 (Oregon Explorer, OSIP_2024_SL).

Respectfully,

Kevin Post August 18, 2026

Summary of the "Pinch Point" land owners opposing use of their land for widening of Powers Avenue pursuant to Northside's proposed development:

LETTER ALREADY IN THE RECORD:

-Chart (southern side of west pinch point, Staff Report G.11-G.12)

NEW LETTERS ATTACHED BELOW:

-Gorman (southern side of west pinch point)

-Ruthruff (northern side of west pinch point)

-Welch (southern side of east pinch point)

My name is Patrick Gorman (printed name) and I am the legal owner of Taxlot **10427AA03500**. I have no intention of selling, giving, or granting any right-of-way or easements along my property to Northside Church or Benton County for the purpose of widening Powers Avenue as described by Applicant Northside Church in their Memorandum dated August 11 2026 regarding LU-25-067.


SIGNATURE

8-13-2026
DATE

My name is Matt Welch (printed name) and I am the legal owner of 4142 Powers Ave NW, Albany, OR 97321. I have no intention of selling, giving, or granting any right-of-way or easements along my property to Northside Church or Benton County for the purpose of widening Powers Avenue as described by Applicant Northside Church in their Memorandum dated August 11 2026 regarding LU-25-067.

Matt Welch
SIGNATURE

8-16-26
DATE

Regarding proposed building of
church off of Powers Ln.
It's been brought to my attention that
the widening of Powers Ln would
need to take place before permit to
build church.
* that would involve part of my
property. 4564 Palestine Ave NW
Nobody from developer has talked to
me about this.
At this point I'm probably not
interested in the widening of Powers Ln
Lane.
8-16-2026 Jim Ruttkuff

Photo Documentation of Powers Avenue Degradation

From: Katja

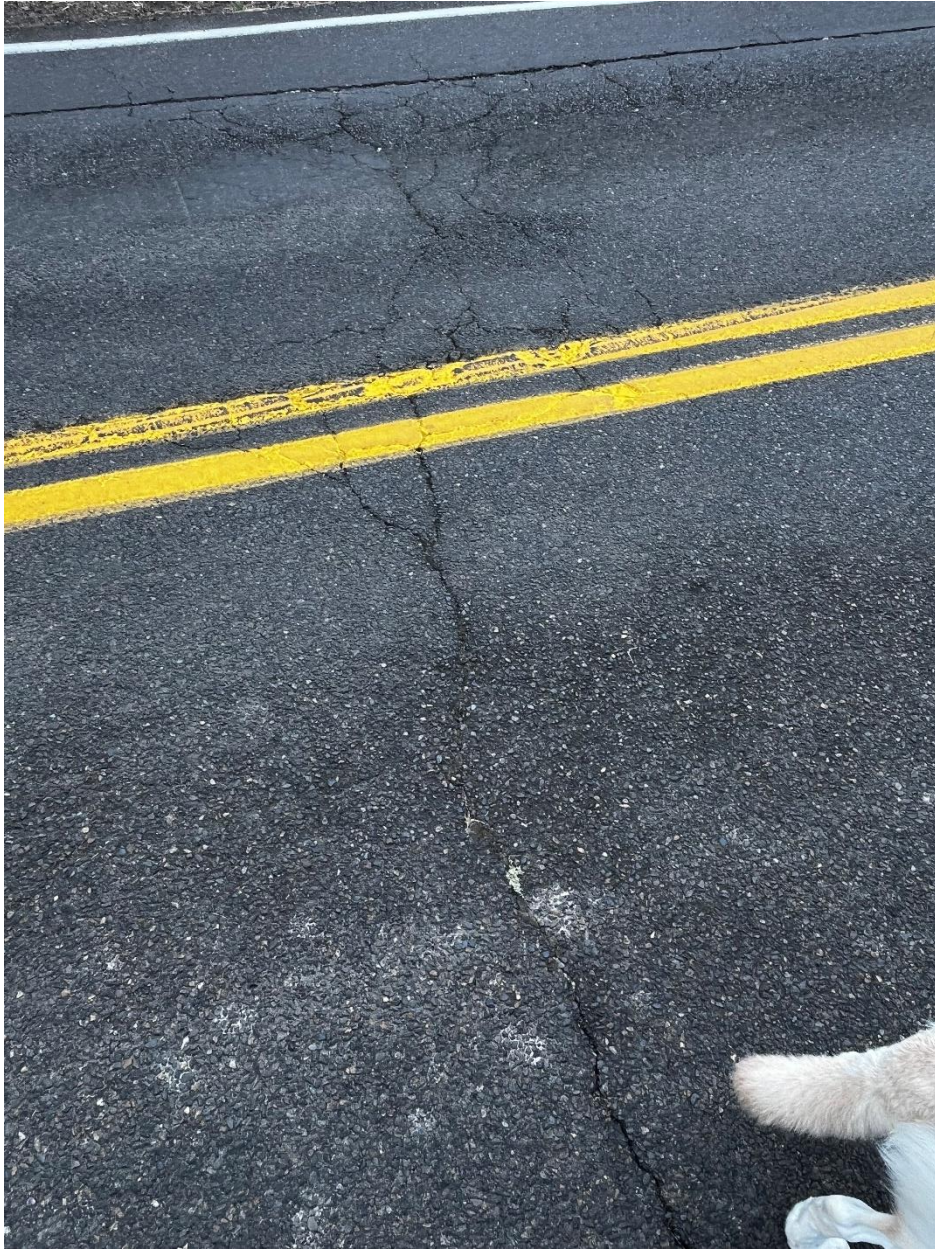
8/18/2026

This photograph is taken looking to the west down Powers Avenue from the intersection with Scenic. It documents evidence of roadway degradation at this location that is representative of similar degradation throughout Powers Avenue, all the way to Oak Grove Drive to the west, at its terminus.





This photograph documents additional degradation of Powers Ave. along the application site.



Additional photo evidence of degradation of Powers Ave.



Additional documentation of degradation of Powers Ave.

LU-25-067 — Northside Christian Church CUP appeal — participant response, open record

From: Andrew G. Biddle
4853 NW Dumbeck Ave.
Albany, OR 97321
August 18, 2026
Benton County Board of Commissioners
landuseappeals@bentoncountyor.gov

Dear Commissioners,

I live on NW Dumbeck Avenue, in the immediate vicinity of the subject parcel, and I am a recorded participant who testified at the August 4, 2026, hearing. I am not an attorney or a traffic engineer, and I note plainly that I live on one of the roadways I ask the Board to address.

My position remains that the Planning Commission's denial should be upheld. The conditions requested below are offered in the alternative, in the event the Board is inclined to approve the application. Nothing here should be read as support for approval.

If the Board approves, I ask it to impose four conditions:

1. **Right-of-way dedication of 60 feet**, amending Condition P-14, or, in the alternative, a reservation of the equivalent width.

2. **A road maintenance cost-sharing covenant** for Terrace and Dumbeck, with the applicant's share established by measured traffic counts on the affected roads.

3. **Safety signage**, installed and maintained at the applicant's expense: "Emergency Parking Only" along both sides of NW Powers Avenue, 1,500 feet in each direction from each site access, and "Local Traffic Only" at the entrances to Terrace, Terra Lynda, and Knollwood.

4. **A traffic and parking management plan** with objective performance standards, complaint-triggered monitoring, mandatory corrective measures, and a bond.

Proposed condition text for each request is set out in **Attachment A**, offered as a starting point for staff to adapt as they see fit. Each request is grounded in the County's own findings, the County's design

standards, or the applicant's own submittals.

The County's Own Findings Are the Hinge

From the July 24, 2026, staff report, verbatim: *"Primary Local Roads are expected to have a maximum of 700 Average Daily Trips (ADT)." Staff's own projection, relying on the County-retained DKS Associates trip letter, is **505 ADT on the west leg (Oak Grove) and 990 ADT on the east leg (Scenic Drive)**, and staff concluded that the development "will increase traffic on Powers Avenue to levels that exceed what is expected for a Primary Local Road." Indeed, staff "recommend denial of the application if this [Condition P-12], or a similar Condition of Approval is not applied."*

990 against a 700 maximum, from the County's own consultant. Staff treat Condition P-12 as the cure, but as drafted, P-12 requires widening only from the site frontage east to Scenic Drive and nothing west of it — and no widening addresses overflow parking at all. The conditions below take up what P-12 does not, each at the road's existing classification. The Board's authority is express: BCC 53.220 authorizes on-site **and off-site** conditions addressing road capacities, access points, off-street parking, internal circulation, and signs, secured by bond under BCC 99.905 to 99.925. The criterion those conditions serve is BCC 53.215(2)'s requirement that the use impose no *"undue burden on any public improvements, facilities, utilities, or services available to the area."*

1. Right-of-Way Dedication

This request amends Condition P-14 to require dedication of a 60-foot right-of-way along the entire subject frontage — or, in the alternative, reservation of the equivalent width.

As written, Condition **P-14** requires dedication only to the **50-foot** Primary Local Road minimum. But BCC 99.515 Table I assigns a 50-foot right-of-way to exactly two standards: RL-

1, for roads projected at **0–100 ADT**, and RL-2, for dead-end rural residential roads at 0–200 ADT. NW Powers Avenue already carries **307–513 ADT** — squarely in the 100–750 band, where both the local standard (RL-3) and the collector standard (RC-1) require **60 feet**. With the development, staff project the east leg at 990 ADT, into RC-2’s 750–2,000 band, where the minimum is 60–70 feet. **Sixty feet is the figure the Board reaches from any direction, with no reclassification required.** The only way to justify 50 feet is to treat Powers as carrying under 100 vehicles per day — a fifth to a third of what it carries now.

The applicant’s own submission demonstrates the cost of under-dedication. Explaining why widening west toward Oak Grove cannot be done, the submission states that the right-of-way there *“is 40 feet in width”* and *“does not allow the widening ... to be achieved.”* Past 40-foot dedications made a needed improvement physically impossible — and that impossibility is now the stated reason the improvement cannot be required, while the Board is asked to approve another under-dedication on this frontage. Right-of-way is cheapest to obtain before development; afterward it must be purchased or condemned.

The record quantifies the stakes: widening from the site frontage to Scenic Drive is estimated at **\$500,094.10**, and from Oak Grove to Scenic Drive at **\$980,184.44**, the latter explicitly *“not including necessary right of way acquisitions.”* The County has declined to require third-party acquisition, so width not secured now must later be bought with public money or never obtained.

If the Board declines to require dedication beyond 50 feet, it should at minimum require the applicant to **reserve** the additional width. A reservation transfers no property interest; it restricts building within a defined strip so the width remains available if needed. The cost to the applicant today is effectively nothing; the cost of not requiring it is permanent and quantified above. The condition text I request is set out in **Attachment A, item A-1**.

2. Road Maintenance Cost-Sharing Covenant for Terrace and Dumbeck

This request is for a recorded covenant obligating the applicant to share the maintenance costs of Terrace and Dumbeck in proportion to its measured share of the traffic on them. The need follows directly from the findings and P-12’s frontage-only reach: Powers will carry volumes above its standard while its western approach remains 40 feet wide and unimproved.

The diverted traffic has a specific route: Terrace connects to Dumbeck, and Dumbeck to Oak Grove Drive — a continuous alternate path around exactly the congestion this use creates at its peaks, running

on roadways maintained by the residents who live on them, not by the County. At the hearing, staff confirmed Powers itself is County-maintained “through the gas tax”; the status of the

nearby roads was raised but left unresolved, hence the confirmation I request below. (Terrace's existing "Dead End" sign is no answer: it is advisory, inaccurate — Dumbeck connects through — and invisible to navigation applications, which route on connectivity.) Every added trip on a resident-maintained road advances the date of its next resurfacing; the question is who pays for that. Traffic diverted from a County road onto resident-maintained roads **transfers the cost from the public road fund onto private individuals** who receive no offsetting benefit and cannot decline it. A cost-sharing covenant is the narrowest available remedy. It restricts nothing, caps nothing, and requires no construction; it asks only that the party generating incremental wear contribute proportionately to repairing it. The County already uses this device: BCC 99.415(3) requires an applicant relying on a private road easement to "*submit a covenant binding the same to participate in the maintenance of improvements within the easement,*" and BCC 99.415(2) contemplates recorded covenants addressing the cost of required roadway improvements.

The share should be set by measurement, not projection. The traffic at issue is the church's westbound traffic: staff's findings route approximately one-quarter of site traffic to the western approach (staff report, finding 52), and on staff's projections that adds 198 trips per day to the western leg, where Terrace is the first alternative. But no traffic counts exist for Terrace and Dumbeck, and I decline to invent a percentage the record cannot support. The covenant should therefore set the share by the only method the record supports: a baseline count on the affected roadways before occupancy and a

recount in the first year of operation, both at the applicant's expense under a County-approved methodology, with service-day and non-service-day volumes compared to isolate the increment attributable to the use. If the applicant's position is that its traffic will not burden these roadways, the counts will bear that out — and the covenant will cost the applicant nothing. The condition text I request is set out in **Attachment A, item A-2**.

The two requests above concern the roadway itself; the two that follow concern how the use operates

on it.

3. Safety Signage

This request is for signage: "Emergency Parking Only" along both sides of NW Powers Avenue, 1,500 feet in each direction from each site access, and "Local Traffic Only" at the entrances to Terrace, Terra Lynda, and Knollwood. The restriction is not new policy. BCC 99.515 Table I already designates parking on roads like Powers as "Emergency Only" (collector standards RC-1 and RC-2) or "Limited Emergency" (local standards RL-1 and RL-3). This condition implements the County's existing design intent and gives drivers notice of it. The need is

physical. The existing cross-section, in staff's words, is *"two 2-ft wide gravel shoulders and two 10-ft wide paved drive lanes,"* and the County Engineer's June 17 memo states that *"Both the pavement shoulder and travel lane widths do not meet current standards."* A 2-foot gravel shoulder cannot accommodate a parked vehicle. When on-site parking fills, overflow parking narrows the travel way, pushes moving vehicles toward the centerline, obstructs sight lines at driveways and intersections, and impedes emergency access at exactly the times the site is at peak occupancy.

Overflow demand is established by the applicant's own numbers. I do not contend here that routine Sunday services will exceed the on-site parking supply. The problem is the periodic large events this applicant demonstrably holds. The lead pastor's own account of the church's Trunk-or-Treat event is already in the record (Agenda Packet pp. 363, 521): *"there was a thousandish people that were present on the campus. However, that doesn't count the people that are coming and going."* A companion account describes 1,200–1,400 attendees at the 2024 event. Nor is the overflow confined to outreach events: the same recorded remarks (Agenda Packet pp. 520–521) recount that at Easter attendees *"were*

parked from the stop sign all the way down to the curve" — overflow at a worship service, the use actually before the Board. The arithmetic is short. At 2.5 persons per vehicle — the most generous end of the 1.5–2.5 range the applicant's own traffic engineer uses (Sandow, "Response to Comments," package p. 85) — 1,000 attendees produce 400 vehicles against 286 proposed spaces: about **114 with nowhere on the site to park**. And Condition **P-2** caps parking at the number proposed (*"but no more than"*), so overflow cannot be cured by striping more spaces on site; the excess has nowhere to go but the roadway.

How far the signage must reach is measured, not estimated. A parking restriction does not eliminate demand; it relocates it to the first point where the restriction ends — so the operative question is how far attendees will walk, and the record answers it. At the applicant's current site (Oak Grove Elementary School), testimony documents overflow parking along both sides of the street for approximately 0.2 miles at the June 14, 2026, Summer Round-Up and approximately **0.3 miles (1,584 feet) at the 2024 Trunk-or-Treat** (Biddle-Croco et al. letter, June 22, 2026, Agenda Packet p. 367, with photographs). Independent accounts corroborate the pattern as routine rather than exceptional (Post letter, Agenda Packet p. 517; DeWilde letter, Agenda Packet p. 557; Tully letter, PC packet p.

63). That distance sets the scope. Signage confined to the frontage would end hundreds of feet short of where these attendees have already shown they will park and walk; ending it at the first intersection would be worse. Terra Lynda is approximately 333 feet from the site and Knollwood approximately 633 feet, so a restriction ending there would deliver parked vehicles and pedestrians to precisely those entrances, obstructing sight distance where turning

movements occur. The condition should not exempt “unsuitable” stretches of shoulder. Drivers at this applicant’s events park across shoulders and bike lanes physically hardened with “*permanent delineators and rumble strips to prevent vehicle use*” (Hendrickson letter, PC packet pp. 96–97); if permanent barriers do not deter the practice, a narrow shoulder will not either — and the narrowest shoulder is precisely where encroachment into the travel lane is greatest. The condition text I request is set out in **Attachment A, item A-3**.

4. Traffic and Parking Management

The final request is a management plan with two objective standards: no parking in violation of the signage above, and no queue obstructing a travel lane of NW Powers Avenue. The projections in this record disagree and keep moving. On the east leg, the County’s consultant projects 990 ADT; the applicant’s August 11 study projects 683, with a design-hour volume of **99 — one vehicle under the 100-vehicle threshold** (package p. 25) — and it reaches 99 only by averaging each day’s peak hour across the week. DKS’s own trip estimates put the Sunday peak hour alone at approximately **270** (report of Rick Nys, P.E., Greenlight Engineering, retained by participant Cary Hoffer, pp. 2–4). And the Sunday demand analysis assumes only that “500 seats are full,” omitting the concurrent classroom population the applicant elsewhere says will be present (package pp. 6, 76, 85). The Board need not decide which of these numbers to believe — that is the point. Projections this unsettled are no foundation for conditions; performance standards are. The condition is designed to cost a compliant applicant nothing. The means of compliance — scheduling, staggered dismissal, attendants, shuttles, and limits on concurrent programming — are left entirely to the applicant, which is far better positioned than the County or the neighbors to choose among them. No routine monitoring is required: observation is triggered only by complaint and conducted by an engineer the County selects. If the applicant’s projections are accurate, no complaint is sustained, no monitoring is ever ordered, and the bond is never drawn. The condition binds only if the projections fail — precisely the circumstance against which the neighbors have no other protection. It also does what the signage alone cannot. The signage condition makes each violation enforceable; this condition gives the applicant a reason to prevent violations rather than leave attendees to absorb citations. And the bond is what distinguishes it from a representation: without security, compliance depends entirely on discretionary code enforcement. No dollar figure is proposed; BCC 99.915(2) leaves the amount to the County Engineer, pegged to the cost of the secured work, and the condition Biddle — LU-25-067 — Open Record Response Page 6 supplies the costing basis. The condition text I request is set out in **Attachment A, item A-4**.

Closing

Each request is scoped to the impact it addresses: the dedication is the code minimum for the volumes the road carries today; the covenant share is the church's measured share of traffic on the affected roads, not more; the signage extends no farther than the overflow distance already observed at this applicant's events; and the management plan requires nothing of a compliant applicant. In each case I have asked for the least that solves the problem. Whatever the Board decides, I ask it to confirm from the County road inventory which of the roadways named above are maintained by the County and which are maintained by residents. The cost-sharing covenant rests on that fact, and it is a matter of County records rather than opinion.

Thank you for your service and for considering these requests.

Respectfully,

Andrew G. Biddle

4853 NW Dumbeck Ave., Albany, OR 97321

Attachment A — Requested Condition Text

A-1. Right-of-Way Dedication (amending P-14)

Suggested finding: The Board finds that NW Powers Avenue carries 307–513 average daily trips today and is projected to carry up to 990 with the proposed use, volumes for which BCC 99.515 Table I requires a minimum 60-foot right-of-way under both the local (RL-3) and collector (RC-1, RC-2) standards, and that dedication to that minimum is roughly proportional to the development's transportation impact.

Right-of-Way Dedication (amending P-14). The applicant shall dedicate right-of-way along the south side of NW Powers Avenue, for the entire subject property frontage, sufficient to provide a total right-of-way of not less than sixty (60) feet — the minimum set forth in BCC 99.515, Table I (Rural Design Standards) for a local road carrying the existing traffic volumes on NW Powers Avenue (standard RL-3), and equally under the corresponding collector standards (RC-1, RC-2). In the alternative, if the Board declines to require dedication beyond the 50-foot Primary Local Road standard, the applicant shall reserve, by recorded instrument in a form approved by County Counsel, additional width along the same frontage sufficient to bring the total right-of-way corridor to sixty (60) feet, such reservation to be held for future public right-of-way and to run with the land.

A-2. Road Maintenance Cost-Sharing

Suggested finding: The Board finds that, on the County's adopted projections, the proposed use would account for approximately 39–48 percent of average daily trips on NW Powers Avenue; that the improvements required by Condition P-12 do not extend west of the site frontage while staff's findings route approximately one-quarter of site traffic to that

unimproved western approach; and that foreseeable diversion onto resident-maintained roadways warrants a cost-sharing obligation proportionate to measured impact pursuant to BCC 53.220.

Road Maintenance Cost-Sharing. Prior to issuance of a certificate of occupancy, the applicant shall execute and record a maintenance cost-sharing covenant, in a form approved by County Counsel and running with the land, covering Terrace and Dumbeck. The covenant shall obligate the applicant to contribute a proportionate share of maintenance, repair, and resurfacing costs for those roadways. The applicant's share shall be the proportion of total traffic on the affected roadways attributable to the use, established by traffic counts conducted at the applicant's expense under a methodology approved by the County Engineer: a baseline count prior to occupancy and a recount within the first year of operation, with service-day and non-service-day volumes compared to isolate the increment attributable to the use. The share shall be re-established by recount upon any change in the use or intensity of the site, and in any event at least every five (5) years. The covenant shall be enforceable by the County and by the owners of properties abutting the affected roadways.

A-3. Safety Signage

Suggested finding: The Board finds that overflow parking on the 2-foot gravel shoulders of NW Powers Avenue would obstruct the travel way, impair sight distance, and impede emergency access, and that the record documents overflow parking at the applicant's current site extending approximately 0.3 miles from that site; the following condition mitigates that impact pursuant to BCC 53.220.

Safety Signage. Prior to issuance of a certificate of occupancy, the applicant shall, at its sole expense and subject to County approval of design, placement, and specification: (a) install "Emergency Parking Only" signage along **both sides** of NW Powers Avenue, extending **one thousand five hundred (1,500) feet in each direction from each site access**, at intervals sufficient that a sign is visible from any point within the signed extent, **without regard to whether the shoulder at a given location is improved or suitable for parking**; and (b) install "Local Traffic Only" signage at each entrance to Terrace, Terra Lynda, and Knollwood. All signage shall conform to the Manual on Uniform Traffic Control Devices and applicable County standards. The applicant shall maintain, repair, and replace all signage required by this condition in perpetuity, and this obligation shall run with the land.

A-4. Traffic and Parking Management

Suggested finding: The Board finds that the record's Sunday parking and trip projections carry a compliance margin of one vehicle against the applicable design-hour threshold and omit the concurrent classroom population, and that a performance-based management requirement is

necessary to ensure the use does not impose an undue burden on public improvements within the meaning of BCC 53.215(2).

Traffic and Parking Management. Prior to issuance of a certificate of occupancy, the applicant shall submit for County approval a Traffic and Parking Management Plan meeting the standards below. The means of achieving these standards shall be at the applicant's discretion.

Performance standards. For all services and events: (a) no vehicle associated with the use shall park in violation of the signage required by the Safety Signage condition or, if that condition is not adopted, on the shoulder of NW Powers Avenue within one thousand five hundred (1,500) feet of any site access; and (b) no vehicle queue associated with the use shall obstruct a travel lane of NW Powers Avenue.

Monitoring. No routine monitoring is required. Upon receipt of a complaint alleging violation of the standards above, the County may — and upon receipt of a complaint supported by dated photographic or video documentation, shall — direct observation of one or more subsequent services or events by a licensed traffic engineer selected by the County and retained at the applicant's expense. Observations shall not be announced to the applicant in advance. A written report of each observation shall be filed with the County within thirty (30) days.

Failure and remedy. Five (5) or more vehicles parked in violation of standard (a) on any single occasion, or any queuing in violation of standard (b), documented by an observation under this condition, constitutes a recorded failure. Upon a recorded failure the applicant shall, within sixty (60) days, implement additional measures sufficient to prevent recurrence and report those measures to the County.

Security. Pursuant to BCC 53.220 and BCC 99.905 to 99.925, the applicant shall post a bond or other guarantee in an amount determined by the County Engineer in the manner provided by BCC 99.915(2) — sufficient to cover the cost of the corrective measures contemplated by this condition, including at minimum one year of professional parking management, together with related engineering and incidental expenses — to be drawn upon to fund corrective measures in the event the applicant fails to implement them within the period required.

Cost. All monitoring, reporting, and corrective measures required by this condition shall be at the applicant's sole expense.

Documents Relied Upon

- Revised Staff Report, July 24, 2026, including proposed Conditions of Approval P-1 through P-18 and O-1 and O-2

- Public Works memorandum, June 17, 2026 (Laurel Byer, P.E., County Engineer; Gordon Kurtz, Associate Engineer)
- Applicant's response package, August 11, 2026 (Udell Engineering; Sandow Engineering; applicant's legal memorandum). Citations to "package p. ____" refer to this document's continuous pagination; the memoranda within it carry their own internal page numbers
- Report of Rick Nys, P.E., Greenlight Engineering, August 3, 2026 (retained by participant Cary Hoffer; submitted at the August 4 hearing within the County's "Testimony Submitted at the Hearing" compilation; page cites are to the report's own internal pagination)
- Benton County Development Code, BCC 53.215, 53.220, 99.415, 99.515 including Table I (Rural Design Standards), and 99.905 to 99.925
- Board of Commissioners Agenda Packet for the August 4, 2026, hearing (cited as "Agenda Packet"); Planning Commission hearing packet (cited as "Planning Commission packet" or "PC packet")
- Written testimony submitted in this proceeding, as cited in the text
- Recording of the August 4, 2026, Board of Commissioners hearing

P-2 Parking Capacity Analysis & Code Compliance

From: Kevin Post

8/18/2026

Purpose

In their August 11, 2026 submittals (including the Revised Site Plan) the applicant documents a parking lot with 286 spaces and is asking the Board to approve that plan. Approval requires a finding under BCC 53.215(1). County staff has not made that finding for a 286-space lot. Staff capped parking at 261 as 53.215(1) mitigation. This submission rebuts the 286-space lot and the idea that substituting 286 for 261 can be done while leaving the July findings intact, and asks you to deny the permit.

Findings

- Staff chose maximum 261 as a 53.215(1) cap. Page 15 of the staff report states "The proposed cap on the amount of parking is intended to prevent an unnecessarily large parking lot that would seriously interfere with the character of the area."

- P-2 cannot be satisfied as written. It states the parking space count must be “at least the minimum amount of parking required by the Benton County Code, but no more than the 261 spaces proposed with this application.” BCC 91.605(5) requires one space per 100 square feet of gross floor area or one space per eight seats, whichever is greater. With their revised square footage of 28,557, the minimum is 286 spaces. 286 is greater than 261. The applicant cannot meet the code minimum and stay under the cap.
- Changing 261 to 286 in P-2 does not fix the rest of the approval. Staff’s character finding is still written for a smaller building and a 261-space lot. The site-plan and landscape conditions still point to the unrevised plans, not the revised parking lot on the August drawings. Changing one number leaves those problems in place.
- 286 spots are still inadequate for their special events. The August 11 Supplemental Memorandum says they will have “approximately two other special events per year.” That number is not among the conditions they offered. It could be more. The memo calls it a description of their “current operating pattern,” says those events “may or may not occur on the subject property,” and then adds that “other outdoor special events may occur.” There is no proposed condition to limit event frequency or attendance. The events they already hold exceed 1,000 people. They are documented saying of the Trunk-or-Treat that “I think there was a thousandish people that were present on the campus. However, that doesn’t count the people that are coming and going” (C.275 filing) and “literally thousands of cars come through every year” (C.275). Using the 2.05 persons-per-vehicle religious/civic occupancy already in this record (C.349, citing FHWA Vehicle Occupancy Report No. 6), 1,000 people is 488 cars, far in excess of 286. The memo also says “ordinary church operations will not rely on NW Powers Avenue or neighboring properties for overflow parking”, but “ordinary church operations” is not defined. The sentence does not mention special events, and furthermore it is not a proposed condition. It is a paper promise with no teeth. They have a years-long practice of actively directing members onto the street for overflow (C.275), and it was said about their Trunk-or-Treat: “It’s estimated that there was 1200 to 1400 people here. We had the road parking completely all the way into the neighborhood over here, which, I don’t know if that was good or bad, but factually that happened” (C.275). The cited clips in C.275 were submitted with that filing as raw video files, and also on a flash drive delivered to the County. Viewing them is therefore not an ex parte contact. An ex parte contact would be a decision-maker leaving the record to browse Northside’s YouTube channel. No one needs to do that.

Respectfully,

Kevin Post August 18, 2026

Water Supply & Storage Infrastructure Infeasibility Analysis

Date: August 18, 2026

To: Benton County Board of Commissioners

From: Concerned Citizens & Adjacent Property Owners

Re: Public Comment & Request for Permit Denial — File No. LU-25-067 / Appeal to Board of Commissioners (Northside Christian Church Conditional Use Application at 4500 Powers Ave NW, Albany, OR), Water Supply

Dear Commissioners,

Please accept this formal public comment regarding the conditional use application for Northside Christian Church ("Northside") at 4500 Powers Ave NW. Based on the expanded operational scale presented in the applicant's August 11, 2026 submittals, and the total lack of written, technically verifiable utility data, **we respectfully request that the Board of Commissioners deny application LU-25-067 pursuant to ORS 215.441(2)(b) and BCC 53.215.**

Below, we submit our revised **Purpose, Findings, and Appendix: Water Supply Engineering & Storage Analysis** for inclusion in the official land-use record.

1. Purpose

In their August 11, 2026, Northside Church LU-25-067 – Supplemental Memorandum 08.11.26 and other referenced submittals (including the Revised Site Plan), the applicant, Northside Christian Church, formally expanded their requested operational scope on record to include, but not be limited to, the following multi-use activities at 4500 Powers Ave NW:

- **Sunday Worship:** Two 500-seat services (8:30 AM and 10:15 AM), for a total of 1000 persons.
- **Youth & Ministries:** Children's ministry during services (90-person max); Sunday evening youth activities (313-person max). Unspecified weekday convenings likely as well.
- **Outdoor Worship & Special Events:** Approximately **10 outdoor worship services per year** (~1.5 hours each, featuring full amplified bands per C.275),

plus *approximately 2 additional outdoor special events* of unspecified size per year.

- **Weekday & Auxiliary Uses:** Including, *but not limited to*,
 1. Administrative offices
 2. Bible studies
 3. Leadership meetings
 4. Seminars
 5. Weddings
 6. Memorials
 7. Fellowship events,
 8. Weekday childcare program for up to 35 children (possibly more, depends on conditions and which applicant memo is used).

All proposed uses across all days of the week depend entirely on adequate, continuous access to potable water for congregants, visitors, facility operations, and mandatory fire/life-safety protections. However, the scale and scope of these cumulative water demands throughout the week have not been systematically analyzed or clearly documented by the applicant. Consequently, the Benton County Planning Commission (BCC) staff and public community members are left to guess and infer estimated water consumption rates.

Neither Benton County staff nor the applicant has provided written, technically verifiable evidence that the revised scale and scope of operations have undergone formal engineering evaluation by the City of Albany Water Department. Prior representations of water availability consist solely of unsubstantiated verbal statements attributed to City of Albany staff, which were based on significantly smaller operational footprints.

As a result, claims that an existing ¾" City of Albany water line delivering a restricted "trickle feed" to an on-site storage tank will adequately serve 1,400+ peak daily occupants without impacting local infrastructure are completely unproven.

- Per **BCC 53.215**, this procedural ambiguity and lack of foundational utility data places an improper, undue burden on county staff and the public, rendering it

impossible to evaluate facility feasibility or protect community health and safety.

- Furthermore, the applicant's failure to establish water supply adequacy via clear, written, and technically verifiable engineering documentation violates **ORS 215.441(2)(b)**.

Because the applicant has failed to meet their burden of proof, the conditional use permit must be denied.

2. Background

According to the submission package, Northside Church LU-25-067 – Supplemental Memorandum 08.11.26 (and all related files referenced in this file), the applicant's proposed development profile at 4500 Powers Ave NW comprises the following core elements relative to water supply:

- **Main & Auxiliary Structures:** A 28,557-square-foot worship and multi-purpose building (including mezzanine square footage), a 2,160-square-foot shop/storage building, a 432-square-foot area dedicated to water-system components, and an above-ground fire-water storage tank.
- **Residential & Utility Facilities:** Retention of the existing 1,553-square-foot single-family dwelling for use as a parsonage (served by four parking spaces, including a two-car garage), on-site stormwater management facilities, and an updated wastewater/septic evaluation.
- **Site Features & Parking:** A 3,700-square-foot outdoor playground, 286 on-site parking spaces serving the main church facility, and associated internal vehicle circulation and fire-access improvements.

The applicant contends that the inclusion of the mezzanine square footage does not alter the building footprint, setback standards, water, stormwater, or septic capacity, and that estimated traffic trip impacts remain within County standards for Powers Avenue.

In addition, the applicant in their 8/11/2026 update, references water supply related plans and information provided in the Benton County Commission Staff Report LU25-067 Appeal to BOC_07-23-26, including, but not limited to the P-17 condition:

- Page 25 of that report, “P-17. **Water Service:** Water service shall be provided, and approved by, the City of Albany. Any on-site storage tank and pumping

infrastructure shall be installed prior to issuance of a Certificate of Occupancy for the main church building.”

3. Findings

1. Mandatory Permit Denial under ORS 215.441(2)(b) and Local Zoning Code:

Oregon Revised Statute **ORS 215.441(2)(b)** explicitly authorizes counties to deny conditional use applications for places of worship if the county finds that *“the level of service of public facilities, including transportation, water supply, sewer, and storm drain systems is not adequate to serve the place of worship.”* Because the applicant has provided no written engineering assessment or binding utility agreement from the City of Albany demonstrating that a ¾” line can serve a complex hosting 1,400+ daily visitors, the application directly violates ORS 215.441(2)(b) and **BCC 53.215** zoning standards, requiring outright denial.

2. Improper Deferral of Discretionary Decision-Making:

County Staff Report Condition of Approval P-17 attempts to defer utility verification by stating that water service approval and storage infrastructure installation can occur prior to issuing a Certificate of Occupancy. BCC Staff state in P-17 this will need to come from the City of Albany. This constitutes an illegal deferral of discretionary decision-making. Established Oregon Land Use Board of Appeals (LUBA) precedent explicitly prohibits local governments from deferring essential, discretionary land-use determinations to a post-approval administrative phase where the public is deprived of notice, hearing, and appeal rights:

- *Rhyne and Gould (2009)*
- *Meyer, 67 OR App 274*

Determining whether a ¾” municipal water line and trickle-feed storage system can safely support up to 1,419 users/occupant load and emergency services requires discretionary engineering evaluation and must occur during the public land-use proceeding—not behind closed doors after permit issuance.

3. Unsubstantiated Verbal Claims and Pending Public Records Requests:

The record contains zero written commitments, Water Availability Certificates, or hydraulic modeling runs from the City of Albany. On **August 10, 2026**, formal public records requests were submitted to the City of Albany seeking all communications, utility capacity inquiries, hydraulic modeling, and service commitments regarding 4500 Powers Ave NW. As of **August 17, 2026**, the City of

Albany has only acknowledged receipt of the request and has produced **no documentation** confirming available capacity, written service agreements, or engineering studies. Verbal attestations from staff are legally insufficient to meet the burden of proof under Oregon land use law.

4. Severe Infrastructure Discrepancy & Undue Burden:

The applicant's operational expansion (encompassing a 1,000-seat sanctuary, 313-person youth center, 35-child daycare, outdoor auditorium, gymnasium/recreation uses, and large special events) places water demands on the site equivalent to a commercial athletic facility or full-service community center. Pushing the burden of inferring and analyzing these complex, multi-use water demands onto county staff and neighbors—without providing an actual engineering plan—violates basic land-use evidentiary standards.

3. Appendix: Water Supply Engineering & Storage Analysis

To evaluate the feasibility of the applicant's proposed ¾" municipal supply line and "trickle feed" storage concept, standard commercial plumbing engineering benchmarks were applied to the applicant's maximum single-day load of **1,400+ attendees/users**.

A. Daily Potable Water Demand Projections

In commercial plumbing design, water demand for assembly, childcare, and athletic/recreational facilities is calculated using Water Supply Fixture Units (WSFU) and per-visitor daily volume metrics. Comparable commercial assembly/athletic facilities (e.g., YMCA complexes or full-service church centers) consume between **15 and 35 gallons per person per day** depending on fixture counts, kitchens, showers, and childcare facilities.

- **Low-Demand Scenario (Assembly/Restroom Use Only - 10 gal/person):**

$$1,400 \text{ people} \times 10 \text{ gal/person} = \mathbf{14,000 \text{ gallons/day}}$$

- **Standard Commercial Assembly Scenario (Restrooms, Daycare, Kitchen, Light Recreation - 15 gal/person):**

$$1,400 \text{ people} \times 15 \text{ gal/person} = \mathbf{21,000 \text{ gallons/day}}$$

- **High-Demand Commercial/Athletic Scenario (Full Recreation, Showers, Events - 25 gal/person):**

$$1,400 \text{ people} \times 25 \text{ gal/person} = \mathbf{35,000 \text{ gallons/day}}$$

B. Supply Capacity of a ¾" Line vs. Trickle Feed Operational Limits

A "trickle feed" system relies on a flow-restricting valve or aperture. The table below does not replace official City of Albany engineering analyses*, but it illustrates and outlines the likely physical volume limits of various trickle settings compared to the absolute maximum capacity of an unrestricted ¾" municipal service line.

Supply Scenario	Flow Rate (GPM)	Flow Rate (GPH)	24-Hour Max Volume	Deficit Relative to 21,000 Gal Demand
Micro-Drip / Drip Line	< 0.03 GPM	0.5 – 2 GPH	12 – 48 gal/day	-20,952 gal
Pinhole Leak / Continuous Drip	~0.05 GPM	3 – 6 GPH	70 – 140 gal/day	-20,860 gal
Pencil-Thin Stream	0.25 – 0.50 GPM	15 – 30 GPH	360 – 720 gal/day	-20,280 gal
Slow Open Stream	0.75 – 1.00 GPM	45 – 60 GPH	1,080 – 1,440 gal/day	-19,560 gal
Unrestricted ¾" Line (40–60 PSI Standard)	12.0 – 15.0 GPM	720 – 900 GPH	17,280 – 21,600 gal/day	Meets baseline only at 100% full open flow
Unrestricted ¾" Main Break (Unregulated)	~110.0 GPM	~6,600 GPH	158,400 gal/day	N/A (Non-operational)

C. Required On-Site Storage Analysis (informal evaluation*)

A true "trickle feed" (delivering between 360 and 1,440 gallons per day) is **physically incapable** of supplying a single-day peak event requiring 14,000 to 21,000+ gallons. To bridge the massive deficit between a restricted supply line and peak Sunday/event usage, the applicant would be forced to install massive on-site infrastructure not presently documented in their application:

- **Required Domestic Storage Capacity:** To safely cover a peak Sunday demand of 21,000 gallons plus a mandatory 25–30% operational buffer, the site would require an on-site domestic water storage tank holding **26,000 to 30,000 gallons**.
- **Replenishment Time Lag:** If fed via a 1.0 GPM slow stream (1,440 gal/day), a 21,000-gallon drawdown from a single Sunday event would take **14.5 days of continuous 24-hour pumping** to refill the tank, rendering the facility incapable of supporting mid-week events, daycare operations, or back-to-back weekend uses.
- **Fire Suppression Exclusions:** The calculations above address **potable domestic use only**. If the City of Albany or local fire district requires on-site fire storage due to inadequate main pressure/flow along Powers Ave NW, an additional **30,000 to 100,000+ gallon dedicated fire reserve tank** and booster pump system would be required on site.

Conclusion

The applicant's assertion that a ¾" line on a "trickle feed" is sufficient for 1,400+ daily occupants is mathematically unviable. Deferred approval under Condition P-17 violates Oregon land use law. Without a formal, written engineering evaluation and utility agreement approved by the City of Albany provided during this public process, application LU-25-067 fails to satisfy **ORS 215.441(2)(b)** and **BCC 53.215** and must be denied.

Respectfully submitted,

Saving Powers Opposition

Benton County Residents & Property Owners

On-Site Wastewater & Septic Approval Review

Date: August 18, 2026

To: Benton County Board of Commissioners

From: Concerned Citizens & Adjacent Property Owners

Re: Public Comment & Request for Permit Denial — File No. LU-25-067 / Appeal to Board of Commissioners (Northside Christian Church Conditional Use Application at 4500 Powers Ave NW, Albany, OR), Septic, Wastewater, & Procedural Failure Report

Purpose

The purpose of this evaluation and supplemental filing is to formally request that the Benton County Board of Commissioners (BCC) DENY File No. LU-25-067.

In response to the revised application filings submitted on August 11, 2026, which includes references against the County Staff Report dated July 23, 2026, this report documents critical deficiencies in the applicant's wastewater and sewage plans, as well as significant procedural omissions by County Staff.

The proposed development at 4500 Powers Ave NW sits entirely outside the Urban Growth Boundary (UGB) in a Rural Residential 2-Acre (RR-2) zone, where:

- Public municipal sewer hookups do not exist and cannot legally be extended.
- Consequently, any proposed facility must rely entirely on the physical carrying capacity of the land.
- The revision by the applicant in their 8/11/2026 filings increase the scale of the of the multiple uses, all days and numbers of people (up to 1,419 occupant load as stated by the applicant). Applicant's septic plan is incomplete, is not a viable engineered plan. As proposed, it appears to be missing critical elements including but not limited to, pumping stations, switching stations, and transportation piping details necessary to ensure non-discretionary, public review.
- When contrasted against USDA soil surveys, Oregon Department of Environmental Quality (DEQ) standards, and local approval criteria, this document demonstrates that the applicant has failed to establish a viable wastewater treatment plan. Pursuant to ORS 215.441(2)(b) and BCC 53.215, these technical gaps and procedural failures create an undue burden on staff and the community, requiring immediate denial.

Findings

1. Erroneous Representation of "Septic Application" vs. Conditional Right to Apply (Page 7/P-7)

- Throughout the proceedings, the applicant has repeatedly and erroneously asserted to the public and the Board that they have an approved "septic application" for their proposed large-scale development.
- As explicitly detailed in the record (Page 7 / P-7), the applicant holds only a preliminary County Site Evaluation (138-23-000125-EVAL).
- This preliminary evaluation merely grants the applicant the "okay to seek an application" from the state. Because the projected daily volume far exceeds standard residential limits, jurisdiction shifts entirely to Oregon DEQ under a Water Pollution Control Facilities (WPCF) Permit.
- Misrepresenting a preliminary site evaluation as an active or approved application **misleads the community and shifts an unfair burden** onto the public to disprove non-existent approvals.

2. Missing Soils Suitability Review by both Applicant and BCC Staff

- County Staff's soils suitability review for the subject parcel appears to rely on incomplete information. Failed to cite Benton County's own soil maps and related resources that contradict statements made by the staff and the applicant that the soil in the southwest portion of the property are "good" soils (BCC staff statements in 8/4/2026 hearing, on the record).
- USDA soil surveys, upon which Benton County's soil map is based, and local hydrologic mappings confirm that the subject 19.43-acre property consists predominantly of heavy Willamette Valley clay-rich soils characterized by high seasonal water tables, slow percolation, and severe wetness limitations.
- The property contains active surface drainages, lies significantly within a mapped floodplain, and serves as a headwater area draining south toward protected wetlands.
- **By omitting a thorough technical soils review from the Staff evaluation, County Staff failed to verify whether these saturated clay soils can physically absorb commercial-scale effluent without risk of surfacing or off-site contamination.**

3. Scaled Peak Day Occupancy vs. Arbitrary Septic Calculations

- On August 11, 2026, the applicant submitted a Supplemental Memorandum revising projected site demands, establishing a preliminary Building Code occupant capacity of up to **1,419 total occupants** (Level 1 = 1,106; Level 2 = 313).
- Despite this capacity, the applicant's engineering submittals (Udell Engineering) artificially cap projected daily wastewater design flows at **4,200 to 4,515 gallons per day (gpd)** by assuming a maximum concurrent occupancy of only 903 persons.
- Capping wastewater calculations at 903 persons ignores potential peak-day overlaps (e.g., concurrent sanctuary services, daycare operations, and youth events) that could reach full building capacity. This failure to model peak hydraulic loads leaves the true

environmental impact completely unexamined.

4. Undue Burden Imposed on BCC Staff and Community Members

- The applicant's failure to provide complete, professionally engineered DEQ WPCF compliant (even draft) submittals—including certified soil test pit results for all portions of the property (original Redmond Engineering study submitted by the applicant, and referenced in their subsequent application materials, omitted significant portions of the SW and SE parts of the property), secondary pre-treatment designs, and hydraulic plume modeling—**forces County Staff and community members to evaluate an incomplete proposal.**
- BCC Staff and local residents have been forced to expend significant time, technical resources, and public hearing hours attempting to decipher unverified wastewater claims and reconcile conflicting occupancy data.
- Land use approval processes are not intended to serve as placeholders while an applicant piecemeals basic environmental engineering requirements; doing so places an unacceptable administrative and financial burden on the County and surrounding property owners.

5. Statutory Mandate for Denial (ORS 215.441(2)(b) & BCC 53.215)

- **Outside Urban Growth Boundary:** The parcel lies strictly outside the City of Albany UGB, making municipal sewer connections legally unavailable. The development must rely entirely on on-site carrying capacity.
- **BCC 53.215 Compliance:** BCC 53.215(2) mandates that a conditional use must not **impose an undue burden** on public services and administrative oversight.
- **ORS 215.441(2)(b):** State protections for religious land uses do not override fundamental health, safety, and environmental criteria regarding wastewater treatment and soil suitability. Because the applicant lacks a formal Oregon DEQ application and has failed to prove soil suitability for its true peak occupancy load, the proposal fails to satisfy conditional use criteria and **must be denied.**

Summary Table: Wastewater & Procedural Failure Analysis

Evaluation Parameter	Applicant / Staff Claim	Actual Legal & Technical Status (8/11/2026 Basis)
Sewer Access	RR-2 Zone; assumes site carrying capacity	Outside Albany UGB; municipal sewer hookups do not exist.

DEQ Permit Status	Represented as an active "septic application"	Per P-7, holds ONLY preliminary approval to seek an application with OR DEQ.
Staff Soil Review	Omitted detailed soil suitability evaluation	USDA data confirms heavy clays, high water tables, and floodplain constraints.
Occupancy Load	Modeled septic for 903 concurrent users	1,419 total building capacity; fails to model full peak hydraulic load.
Community Impact	Claimed minimal land use impact	Shifts technical burden onto Staff and community to disprove incomplete plans.
Required Action	Approve Conditional Use Permit	DENY pursuant to ORS 215.441(2)(b) and BCC 53.215.

Together, the Benton county soil map, the USDA day document uniform "Very limited" infiltration potential across the property. The applicant's Redmond Engineering, December 2024, pits demonstrated limited, shallow seepage, ponding, 1.4 to 1.8 in/hr infiltration. Together, all sources, Benton County, USDA and Redmon Engineering present a consistent evidentiary chain: mapped wet/slow adsorption, low permeability soils are present throughout the lot, federal ratings flag maximum limitation for conventional absorption, and independent onsite sampling (Redmond study) observed the same physical constraints.

Redmond's report advised against relying on infiltration, and USDA rates all major components "Very limited" infiltration. **None of these sources replaces OR DEQ requirements for a County Sanitarian / DEQ site evaluation with test pits for septic approval (BCC 99.710; OAR 340-071-0150) before permission to build can be granted at this site, per P-7 finding from BCC Staff Report 7/23/2026.**

The 8/11/2026 submittals confirm that the applicant has not provided the necessary technical wastewater documentation to justify a development of this scale on RR-2 land. Operating

without a completed Oregon DEQ WPCF application package, relying on unverified and/or preliminary information about the site's clay-rich soils, and misrepresenting a preliminary evaluation as a formal application **creates an undue burden on County resources and adjacent property owners. We respectfully urge the Benton County Board of Commissioners to uphold sound planning principles and formally deny File No. LU-25-067.**

Respectfully submitted,

Saving Powers Opposition

Benton County Residents & Property Owners

Rural Ambient Acoustic Baseline & Amplified Sound Analysis & Concerns

Date: August 18, 2026

To: Benton County Board of Commissioners

From: Concerned Citizens & Adjacent Property Owners

Context: Northside did not adequately address key noise and light concerns. Ref Document titled "Northside Church LU-25-067 Supplemental Memorandum 08-11-26.pdf"

Page 6 stating:

"Outdoor Amplified Sound and Outdoor Activities. a. Outdoor amplified sound shall be limited to the areas immediately adjacent to the approved worship and multi-purpose building and shall not be directed toward adjacent residential properties; b. Outdoor amplified sound activities shall occur only between 7:00 a.m. and 9:00 p.m., except for arrival, departure, parking lot circulation, emergency access, maintenance, or activities necessary for safe site operation."

Several studies have found that, in the rural areas, zero amplified sounds should be observed. Saving Powers Committee agrees with this wholeheartedly and worse case scenario would be MAX DB of 55 for duration no more than 15 minutes as observed from property lines, in all directions. Their proposal of up to 14 hours is capricious, completely unacceptable and completely violates 53.215(1)

Executive Summary:

While 55 dBA (daytime) is cited by EPA and WHO as an upper welfare threshold for urban residential exterior spaces, rural residential environments typically feature much lower natural ambient baselines (often between 35 to 45 dBA).

Consequently, planners and local ordinances often recommend stricter local caps (such as 45–50 dBA daytime and 35–40 dBA nighttime) for rural residential zones to preserve their distinct acoustic character.

Saving Powers Committee requests

- A) No Amplified noise allowed outdoors.
- B) Amplified noise from indoor activities not to exceed EPA and WHO standards
- C) Hours of all noise adhere to EPA and WHO standards

1. Purpose

This memorandum builds upon previous ambient noise evaluations by integrating specific everyday acoustic sources, zone classifications, and dedicated recommendations tailored specifically to **Rural Residential** zoning environments.

2. Overview of Ambient Noise Levels by Zone & Common Sources

Sound pressure levels fluctuate substantially based on proximity to specific anthropogenic (human-made) and biogenic sources. Measured in A-weighted decibels (*dBA*), typical environments feature the following common generators:

- **Urban Industrial Zones:** Daytime ranges from **65 to 85+ dBA** (nighttime **50 to 65 dBA**). Common sources include heavy transit, commercial construction, sirens, and crowded sidewalks.
- **Urban Residential Zones:** Daytime ranges from **50 to 55 dBA** (nighttime drops to **40 to 45 dBA**). Common sources include local passenger vehicles, neighborhood foot traffic, residential HVAC units, and lawn care equipment.
- **Rural Zones:** Daytime ranges from **30 to 45 dBA** (nighttime drops to **25 to 35 dBA**). Common sources include rustling leaves, wind, bird calls, distant agricultural tractors, and occasional rural traffic.

Zone / Environment Type	Common Sources	Typical Daytime Level (dBA)	Typical Nighttime Level (dBA)	EPA Guidelines (dBA)	WHO Guidelines (dBA)	NIOSH Benchmark Context
Rural / Countryside	Bird calls, distant farm equipment	30 – 45	25–35	L_{dn} 45 dBA (Upper welfare threshold)	45 dBA (L_{day}) target for pristine resting environments	N/A (Significantly below occupational hazard limits)
Urban Residential	Normal conversation, background hum	50 – 55	40-45	L_{dn} 55 dBA (General residential exterior target)	50 dBA (L_{day}) / 45 dBA (L_{night}) to prevent annoyance and sleep disruption	70 dBA 24-hr limit (EPA level protective against hearing loss/annoyance)
Industrial / Freeway	Heavy trucks, sirens, close traffic	65 – 85+ (Peak / Close proximity)	50-65	L_{dn} 55 dBA (Outdoor activity protection)	53 dBA (L_{day}) / 45 dBA (L_{night}) for road traffic	85 dBA REL (Occupational 8-hr threshold for hearing conservation)

* Environmental Protection Agency (EPA) / ** World Health Organization (WHO)

3. Typical Noise Sources and Zone Comparison Table

The following table maps specific common noise sources alongside their typical decibel values and contrasts them against authoritative environmental and occupational benchmarks.

Zone Type	Common Specific Sound Sources	Typical Sound Level (dBA)	EPA* / WHO** Target Thresholds	NIOSH & Public Safety Context
Urban	- Emergency vehicle siren - Heavy truck / freeway traffic - Busy city street	80 – 90+ dBA 70 – 80 dBA 70 dBA	EPA: L_{dn} 55 dBA WHO: 53 dBA (L_{day}) / 45 dBA (L_{night}) for road traffic	85 dBA REL (Occupational 8-hr limit; urban peaks frequently brush lower bounds of industrial hazard criteria)
Residential	- Gas-powered lawn mower (proximal location) - Single passenger car (passing at 30 mph) - Residential HVAC unit / Refrigerator	55 – 90 dBA 55 – 65 dBA 40 – 50 dBA	EPA: L_{dn} 55 dBA WHO: 50 dBA (L_{day}) / 45 dBA (L_{night}) to prevent sleep disruption	70 dBA 24-hr limit (EPA benchmark protective against long-term community annoyance/hearing impact)
Rural	- Distant agricultural equipment - Light wind / rustling leaves - Quiet rural residence / bird calls	45 – 55 dBA 20 – 30 dBA 30 – 40 dBA	EPA: L_{dn} 55 dBA (Upper welfare limit) WHO: 40 dBA (L_{night}) target for pristine resting environments	N/A (Significantly below structural hearing hazard limits; focus is purely on ecological and quiet preservation)

4. Key Takeaways

- The Impact of Episodic Equipment:** Common residential tools like gas-powered lawn mowers (**55–85+ dBA**) temporarily elevate a quiet residential backdrop to near-industrial levels. While acceptable for short daytime durations, their low-frequency rumble travels far, causing notable community annoyance.

- **Regulatory Focus:** Environmental targets set by the EPA (L_{dn} 55 dBA) and WHO (40--45 dBA nighttime) are designed to keep everyday background sounds—like distant cars and neighborhood hums—from triggering chronic stress, whereas NIOSH thresholds remain strictly focused on preventing acute occupational hearing loss.
 - **Purpose of the Level:** Rather than a strict hard-line federal standard, the EPA "Levels Document" identified 55 dBA as an outdoor goal intended to prevent activity interference and community annoyance (such as speech disruption or sleep interruption).
 - **Rural vs. General Residential Context:** While 55 dBA (daytime) is cited broadly as an upper welfare threshold for residential exterior spaces, rural residential environments typically feature much lower natural ambient baselines (often between 35 to 45 dBA). Consequently, planners and local ordinances often recommend stricter local caps (such as 45–50 dBA daytime and 35–40 dBA nighttime) for rural residential zones to preserve their distinct acoustic character.

5. Recommended Noise Limitations for Rural Residential Zones- SAVING POWERS PROPOSAL

Rural residential zones occupy a unique acoustic space: they bridge the gap between human habitation and low ambient natural soundscapes. Consequently, standard urban or suburban noise ordinances are often too permissive for these areas.

Authoritative framework recommendations and typical model ordinance limits for **Rural Residential** zones include:

- **Daytime Limits (07:00 to 20:00): 45 to 50 dBA** (Exterior property line)
 - *Context:* Aligns with WHO indoor/outdoor guidance to allow normal property use and conversation without excessive masking from human-generated noise. This accommodates occasional daytime operations (such as property maintenance or agricultural support) while preserving the low-background character.
- **Nighttime Limits (20:00 to 07:00): 35 to 40 dBA** (Exterior property line)
 - *Context:* Matches strict WHO night standards (L_{night} 40 dBA) designed to prevent sleep disturbance. Because rural residential background levels often drop to 25–35 dBA at night, intrusion from continuous mechanical sources (such as large HVAC units, pumps, or nearby facility operations) becomes highly perceptible and disruptive above 40 dBA.
- **Day-Night Average (L_{dn}) Target: 45 to 50 dBA**
 - *Context:* While the EPA general welfare threshold is L_{dn} 55 dBA, stricter regional guidelines and environmental impact assessments recommend a lower ceiling of **50**

dba for rural residential settings to maintain the baseline acoustic quality and protect residential compatibility with surrounding natural resource lands.

Reference Materials:

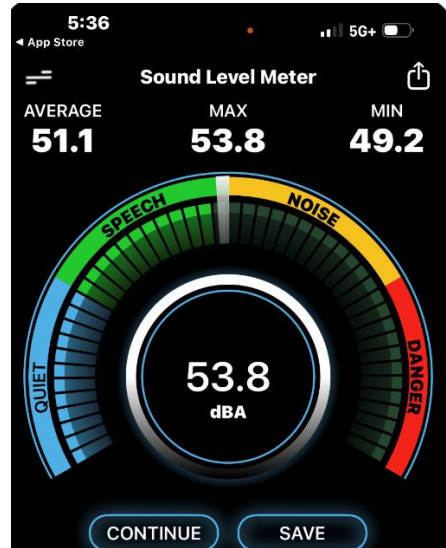
The decibel ranges, and regulatory contexts compiled in this memo are drawn from the following authoritative public health, environmental, and occupational safety frameworks:

- U.S. Environmental Protection Agency (EPA)
 - *Source Document:* Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (colloquially known as the EPA "Levels Document").
 - *Key Data Used:* The establishment of the Day-Night Average Sound Level (L_{dn}) benchmark of 55 dBA as an exterior welfare threshold for residential and quiet areas, as well as general outdoor activity/annoyance criteria.
- World Health Organization (WHO)
 - *Source Documents:* *Guidelines for Community Noise* and the *Environmental Noise Guidelines for the European Region* (alongside associated Night Noise Guidelines).
 - *Key Data Used:* Specific daytime (L_{day}) and nighttime (L_{night}) targets (e.g., outdoor limits of 40–45 dBA during sleeping hours) intended to prevent sleep disturbance, physiological stress, and cognitive interference.
- National Institute for Occupational Safety and Health (NIOSH) / Centers for Disease Control and Prevention (CDC)
 - *Source Document:* NIOSH Criteria for a Recommended Standard: Occupational Noise Exposure.
 - *Key Data Used:* The 85 dBA Recommended Exposure Limit (REL) over an 8-hour shift, utilized as a baseline reference point to contrast industrial/occupational hazard criteria against environmental community noise levels.
- Acoustic & Engineering Standards Literature
 - *Source Data:* General acoustical engineering references (such as sound pressure level charts compiled by bodies like the *Engineering ToolBox* and municipal noise ordinance frameworks) mapping specific everyday sound sources—ranging from rural biophonics (rustling leaves, bird calls) to urban transit and lawn care equipment—to their corresponding A-weighted decibel (*dba*) values.
- Noise Ordinance in Oregon (OR)

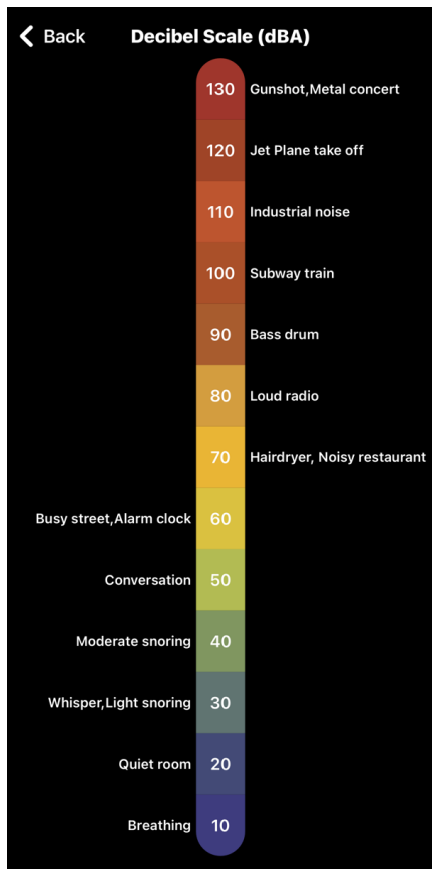
- Oregon has **strict enforcement** of noise regulations. Oregon has a statewide noise statute that sets baseline standards. Cities may adopt stricter local ordinances. The typical residential nighttime noise limit is 50 dB, with quiet hours from 10:00 PM to 7:00 AM. Fines for violations range from \$250-\$1,000.
- Daytime Limit 55 dB
- Nighttime Limit 50 dB
- Quiet Hours 10:00 PM - 7:00 AM
- Construction Hours 7:00 AM - 6:00 PM
- Fines \$250-\$1,000
- Enforcement Strict Enforcement
- Sound reading.
 - 4500 Powers (55db) vs “Summer Festival” (123db) held at Oak Grove 6-14-26.
 - Please note: Human perception of loudness doubles every 10 decibels 6, meaning this event was about 11 times louder on average, and 120 times louder at its peak. Not twice as loud, not even 5 times as loud, but *over 10 times as loud, on average.*



- picnic levels (PEAK at 123 db)



- 4500 Powers field levels—(Peak at 53.8 db)



Outdoor Worship Services & Special Events

Statements Related to Noise, Light, and Operating Envelope Considerations

Memo on Light and Noise Concerns

From: Margarita Ramsey

8/18/2026

Even when subject to stated limitations, repeated or prolonged noise can materially change the character of a rural residential area and seriously interfere with how residents adjacent to the project use their properties.

The study *Decibel Hell: The Effects of Living in a Noisy World* describes both auditory and non-auditory effects of excessive noise, including sleep disruption, increased heart rate and blood pressure, physiological stress, and effects on learning and quality of life.

Likewise, the 2023 *Science* review *Reducing Nighttime Light Exposure in the Urban Environment to Benefit Human Health and Society* explains that nighttime outdoor lighting can disrupt circadian physiology, suppress melatonin, impair sleep, and potentially contribute to adverse health effects

Residents use their homes as places to rest, heal, raise young children, & be sheltered from danger. Increased daily noise, lighting, & traffic will interfere with this use of the adjacent properties.

This concern extends beyond human residents. “*Abiotic Stressors in Poultry Production: A Comprehensive Review*” identifies noise as a potential stressor for poultry, including behavioral changes and reduced production efficiency. The review also explains that light intensity and lighting regimens can negatively influence poultry activity, hormones, growth, maturation, and reproduction.

Similarly, “*The Role of Sound in Livestock Farming—Selected Aspects*” concludes that excessive or sudden noise can affect livestock welfare, producing arousal, fear, anxiety, sleep disturbance, physiological stress, and changes in behavior. Prolonged noise exposure can contribute to chronic stress and reduced animal productivity.

These studies are important because the surrounding properties include the raising & use of poultry & livestock and an existing rural environment. The proposed project would seriously interfere with this use of the adjacent properties.

Even if the conditions that have been set in regard to light and noise are agreed upon, How will those limitations be monitored, documented, and enforced when violations occur? A

condition is only protective if there is a realistic mechanism to identify a violation, establish that a violation occurred, and require corrective action. The Commission should therefore evaluate not only the proposed limits, but their practical enforceability and effectiveness over the life of the use.

The 1,419-Person Figure

The applicant's reference to an influx of approximately 1,419 persons per week should not be treated as an insignificant number simply because those individuals may arrive at different times.

That figure represents a substantial increase in the number of people regularly entering an otherwise low-density residential area. It means more vehicles, more unfamiliar people, more activity, more opportunities for trespass or property crime, and a greater demand on the surrounding road and neighborhood environment.

Research specifically examining places of worship also deserves consideration. In *Crime Generators or Social Capital Organizations? Examining the Effects of Places of Worship on Neighborhood Crime*, James C. Wo found that places of worship were significantly associated with increased violent and property crime in the Washington, D.C. study area, even after accounting for demographic and other environmental factors. The study explains that places of worship can unintentionally function as crime generators when they attract substantial foot traffic and reduce neighborhood guardianship, because outsiders are less familiar to residents and suspicious activity can become more difficult to recognize.

This research does not mean that the applicant's members are likely to commit crimes. It demonstrates a different point: large recurring gatherings can change the environmental conditions under which crime opportunities occur. That consideration is particularly relevant where a proposal would bring approximately 1,419 additional person-visits per week into an area that currently experiences comparatively little traffic and activity.

In fact, the neighborhood has already experienced an increase in crime. Several residents' opposition signs that they personally paid for have been removed from their private property without their consent. In one case the sign was taken and the Mailbox it was posted next to was vandalized.

Meal programs

Meal programs may attract individuals who are not from the North Albany community itself. This poses concern for changes in population, accessibility, activity, and informal neighborhood guardianship. Introducing a destination that attracts hundreds of people on a recurring basis, together with additional lighting, parking, food/meal programs, and activity,

can change how the area functions and how accessible it becomes to people who are not residents.

The surrounding neighborhood currently has no street lighting and little regular law-enforcement presence. The Commission should consider whether the proposed use could create new security demands that are not present under the existing low-intensity use

Conclusion

Northside's memorandum largely responds to these concerns by stating that impacts can be limited. But the existence of a proposed limitation does not eliminate the underlying impact.

The Commission should consider the cumulative effect of outdoor worship, meal programs, approximately 1,419 person-visits per week, additional vehicle trips, increased nighttime lighting, recurring noise, unfamiliar visitors, and the resulting change in neighborhood activity.

The question is not whether each individual impact can be characterized as manageable in isolation. The question is whether this combination of impacts is compatible with the existing residential and agricultural character of the area—and whether the proposed conditions can realistically protect neighboring residents, livestock, property, and the existing community environment over time.

Response to Claims of No Other Suitable Properties

Date: August 18, 2026

To: Benton County Board of Commissioners

Subject: "Northside_Property_Search_and_Powers_road_selection_final"

From: Concerned Citizens & Adjacent Property Owners

Page 1: "...The search continued for well over six months and ultimately approached a year. During that time, the team investigated more than twenty properties or areas throughout North Albany. These included properties along or near Oak Grove Drive, Scenic Drive, Gibson Hill Road, Pineview Drive, Karstens Lane, Hickory Street, Springhill Drive, Sunny Lane, Pulver Lane, and other locations.

Our search was not limited to properties that were formally listed for sale. When we identified an unlisted parcel that appeared potentially suitable, members of the team contacted property owners to determine whether they might consider selling.

Some properties were too small or had configurations that did not provide sufficient usable acreage. Others presented access, utility, development-cost, or availability issues...."

Our Saving Powers Committee spent 10 minutes looking at alternative properties and discovered the following.

Conclusion: There are plenty of other, and better fitting options.

MLS#: 839378	14.18 Acres UGA-UGM-20 is an Urban Growth Area zoning designation that typically governs medium-density residential development within Oregon's urban growth boundaries, with specific standards for lot size, permitted uses, and conditional approvals.
MLS#: 827510	10.08 acres in NA
MLS#: 810040	10 acres N Corvallis on the corner of 99W and Crane. Less than 4 miles from Powers
MLS#: 841549	7.43 acres Property has septic approval and shared 15gpm well. Close to city, yet surrounded by nature
MLS#: 844086	12.97 acres inside the UGB, annexed into city limits, and zoned R-2 (medium-density residential), with approximately 5.12 acres available for development and a 7.85-acre conservation easement – less than 3 miles from Powers
MLS# 840859	7.78 acres less than a mile from Powers
MLS#: 825749	10.32 acres Electrical, High-speed internet and NW Natural Gas are run to the property. With a 50 GPM+ well and septic approval, Near Hwy 99
MLS#: 843400	9.03 acres Lot 1500 has well and ATT septic approval. Gravel road to two potential building sites. Access to Starker forests and trails.

Response to Light, Noise, and Hours of Operations Concerns

From: The Andrew G. Biddle
4853 NW Dumbeck Ave
Albany, OR 97321
August 18, 2026
Benton County Board of Commissioners

landuseappeals@bentoncountyor.gov

Re: LU-25-067 — Northside Christian Church CUP appeal — participant response, open record period

Dear Commissioners,

I am a Benton County resident who lives in the immediate vicinity of the subject parcel, on NW Dumbeck Avenue. I am a recorded participant in this proceeding and provided testimony at the August 4, 2026 hearing. I am not an attorney and I am not an engineer.

My position remains that the Planning Commission's denial should be upheld. **The conditions requested in this letter are offered in the alternative**, in the event the Board is minded to approve the application. Nothing here should be read as support for approval.

This letter addresses three related subjects: hours of operation, exterior lighting, and outdoor amplified sound. Road-related conditions are addressed in a separate letter and are not repeated here.

The gap this letter asks the Board to close

Staff's proposed conditions of approval — P-1 through P-18 and O-1 through O-2 (Revised Staff Report, July 24, 2026) — contain **no limit on hours of operation, no lighting shut-off time, and no limit on amplified sound**. The only lighting condition, P-4, requires that exterior lighting be "shielded, downward-directed, and designed to avoid glare or light spillover." It governs where light points, not when it is on.

The applicant has offered operational conditions on sound and lighting: items 3 and 4 of Section VII of its August 11, 2026 legal memorandum (pp. 78–79). But those offered conditions appear nowhere in staff's numbered conditions. Unless the Board expressly adopts them as conditions of approval, a decision adopting staff's conditions leaves those offers with no binding effect.

On hours, the applicant has offered no condition at all. Its memorandum describes anticipated schedules and then states expressly that these descriptions "are not proposed as separate limitations on ordinary indoor activities associated with a church use" (p. 77). As conditioned, the approval would not prevent operation at any hour of any day.

The Board's authority here is express. BCC 53.220 provides that conditions of approval "may address, but are not limited to: ... (9) Exterior lighting. (10) Noise, vibration, air pollution, and other Biddle — LU-25-067 — Open Record Response — Hours, Lighting & Sound Page 2 environmental influences." And BCC 53.215(1) requires a finding that the use "does not

seriously interfere with uses on adjacent property, with the character of the area, or with the purpose of the zone.”

Hours, lighting, and sound are where that interference occurs or is prevented — after dark, in a rural residential area.

I therefore ask for three conditions.

1. Hours of Operation

No condition proposed by staff or by the applicant limits when the facility may operate. This is not a peripheral omission: the hours of operation govern nighttime traffic on the surrounding local roads, noise after ambient levels fall, and the duration of exterior lighting. An hours condition is also the linchpin for the lighting condition below, which measures its cutoff from “the conclusion of an evening activity” — a time no condition constrains.

A condition fixing hours takes nothing from the operation the applicant has described. Its own memorandum describes Sunday worship with children’s ministry held in conjunction, Sunday evening youth activities, weekday office use, a potential weekday child-care program “during normal business hours,” and evening classes or meetings “two to three times per week with approximately 6 to 20 participants” (p. 77). All of it fits within the hours requested below. The condition binds the use to the operation the applicant has told the Board to expect — nothing more.

Hours of Operation. Regular operation of the facility, including all assembly, office, classroom, child-care, and accessory uses, shall occur only between 7:00 a.m. and 9:00 p.m. All outdoor activity and all amplified sound shall cease no later than 9:00 p.m. The site shall be vacated, other than by staff performing closing duties, no later than 9:30 p.m. No more than six (6) events per calendar year may extend beyond these hours; any such event shall conclude no later than 10:00 p.m., and the applicant shall provide the County written notice at least 14 days in advance. This condition applies to any lessee, licensee, or other party using the site, and runs with the land.

The six-event allowance is included deliberately, so that occasional late gatherings — a Christmas Eve service, a memorial — do not require a variance and do not become an argument that the condition is unworkable.

2. Lighting Hours

The applicant’s offered lighting condition (Section VII, item 4, p. 79) reads (emphasis added):

“Parking lot and exterior site lighting shall be turned off or reduced to security-level lighting no later than 10:30 p.m., or within 30 minutes after the conclusion of an evening activity,

whichever is **later**. Security lighting, emergency lighting, and lighting necessary for safe building access and egress may remain in operation, provided such lighting is shielded and downward directed.”

The operative word is *later*. Where an activity ends after 10:30 p.m., the deadline defers to the activity — and because no condition limits when an activity may end, it defers without bound. The clause reads Biddle — LU-25-067 — Open Record Response — Hours, Lighting & Sound Page 3 as a curfew and permits the opposite: full parking-lot illumination at any hour, whenever an evening activity is claimed.

I ask the Board to adopt this condition with two changes — 10:30 p.m. to 9:30 p.m., and “later” to “earlier”:

- Parking lot and exterior site lighting shall be turned off or reduced to security-level lighting no later than 9:30 p.m., or within 30 minutes after the conclusion of an evening activity, whichever is **earlier**. Security lighting, emergency lighting, and lighting necessary for safe building access and egress may remain in operation, provided such lighting is shielded and downward directed.
- The 9:30 p.m. time is not arbitrary. It is the condition’s own 30-minute allowance applied to the 9:00 p.m. end of activity requested above. The two conditions lock together instead of floating independently.

The amendment takes nothing the applicant has said it needs. The second sentence — which I do not ask the Board to change — already preserves security lighting, emergency lighting, and lighting for safe building access and egress. Every legitimate late-night need the applicant has identified is met by that sentence regardless of the first. What the amendment removes is full-intensity parking-lot illumination late at night, which is precisely the impact neighboring residents would experience. I would add only that the final lighting plan already required by Condition P-4 should identify which fixtures constitute the “security-level lighting” the condition refers to, so the term is defined when

compliance is measured.

3. Outdoor Amplified Sound

The applicant’s offered sound condition (Section VII, item 3, p. 79) limits outdoor amplified sound to 7:00 a.m.–9:00 p.m., confined to areas adjacent to the building and “not directed toward adjacent residential properties.” I ask the Board to adopt it as a numbered condition of approval — it is the applicant’s own offer and costs the applicant nothing — with one addition:

- Sound generated by the use shall not exceed 60 dBA between 7:00 a.m. and 10:00 p.m., measured as a one-hour equivalent sound level (Leq) at any property line of the subject parcel. If the Board does not impose the hours-of-operation condition requested above, sound generated by the use between 10:00 p.m. and 7:00 a.m. shall not exceed 50 dBA, measured the same way.

The offered condition needs this addition to be enforceable. Whether sound is “directed toward” a property is a judgment; whether it exceeds 60 dBA at the property line is a measurement. Benton County has no noise ordinance to fall back on, so whatever standard governs this use must be written into this permit.

The Board’s own record asks for exactly this. At the August 4 hearing, a commissioner asked the applicant to address in writing its openness to a condition of approval with objective standards for decibel readings at the property line (hearing recording, approx. 6:59:25–6:59:55). The applicant’s August 11 package — 89 pages — does not answer that question anywhere; on sound it only re-offers Biddle — LU-25-067 — Open Record Response — Hours, Lighting & Sound Page 4 item 3, which contains no measurable standard. The Chair separately expressed concern that any noise limit be fair and enforceable, observed that the county has made little progress toward a general noise approach, and invited an attempt at workable decibel language (approx. 7:21:25–7:23:05).

Public testimony proposed the figure requested here: an objective standard of 60 decibels at the property line (approx. 5:51:40–5:51:55).

The standard requested is the State’s own answer to that question. Oregon DEQ’s noise rules for industrial and commercial sources allow a source to generate, at neighboring noise-sensitive property, an hourly median (L50) of 55 dBA and an intrusive level (L10) of 60 dBA during daytime, which the rule defines as 7:00 a.m. to 10:00 p.m.; the corresponding nighttime limits are 50 and 55 dBA (OAR 340-035-0035, Table 8). Whether or not those rules apply to this use directly, they are the State’s considered judgment of what a residential neighbor may be asked to tolerate, and the Board may adopt their figures as a condition under BCC 53.220. The requested 60 dBA hourly limit is therefore no stricter than what the State allows an industrial source beside a residence in the daytime, and a single hourly figure at the property line is a standard either party can verify with a sound meter — fair, and enforceable. The nighttime figure in the requested condition carries the State’s 50 dBA nighttime limit into this permit only if the Board declines to fix hours of operation. If activity may run past 10:00 p.m., the sound it generates after 10:00 p.m. should be held to the level the State considers acceptable at night.

Summary of requests

I ask the Board, if it approves this application, to impose the following conditions:

1. **Hours of operation** of 7:00 a.m. to 9:00 p.m., with outdoor activity and amplified sound ending at 9:00 p.m., and an allowance of six events per year extending past those hours.
2. **The applicant's offered lighting condition, adopted as a numbered condition with two changes:** 9:30 p.m. in place of 10:30 p.m., and "whichever is earlier" in place of "whichever is later."
3. **The applicant's offered amplified-sound condition, adopted as a numbered condition,** with the addition of a 60 dBA hourly (Leq) daytime limit at the property line drawn from OAR 340-035-0035, Table 8 — and, if the Board declines the hours condition, the same rule's 50 dBA nighttime limit for 10:00 p.m. to 7:00 a.m.

Thank you for your service and for considering this.

Respectfully,

Andrew G. Biddle

4853 NW Dumbeck Ave, Albany, OR 97321

Biddle — LU-25-067 — Open Record Response — Hours, Lighting & Sound Page 5

Documents relied upon

- Revised Staff Report, July 24, 2026, including proposed Conditions of Approval P-1 through P-18 and O-1 through O-2
- Applicant's response package, August 11, 2026, including the applicant's legal memorandum (Sections III, IV, and VII) and supporting technical memoranda
- Benton County Development Code, BCC 53.215 and 53.220
- Oregon Administrative Rules, OAR 340-035-0035, including Table 8
- Recording of the August 4, 2026 Board of Commissioners hearing

Character of the Area & Agricultural Impacts

From: Diana Yin-Chang'e Inch

8/18/2026

Dear Commissioners,

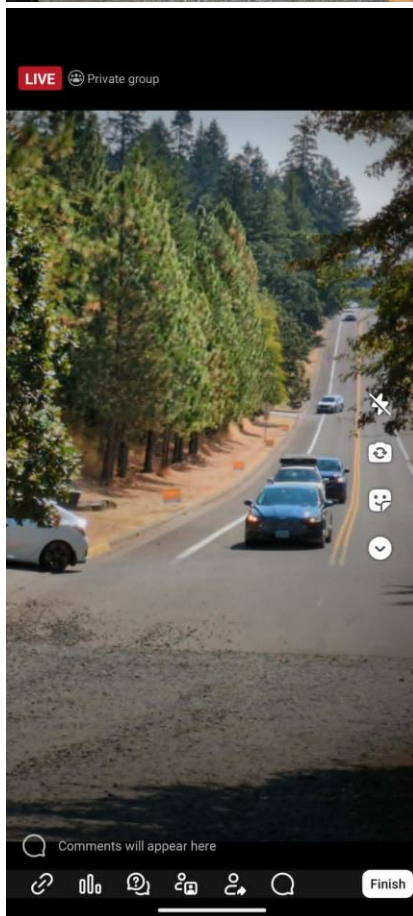
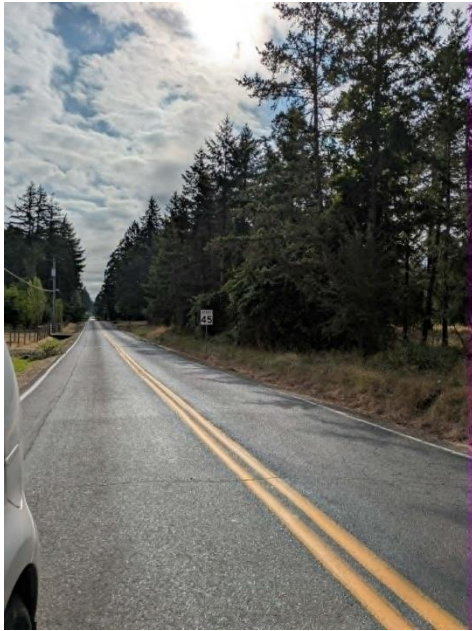
We ask you to uphold the denial of LU 25 067 because the size and intensity of the proposed Northside campus are not compatible with the existing character of Powers Avenue. Benton County describes conditional uses as uses that may adversely affect surrounding permitted uses because of their “size, intensity, or other factors that are different from surrounding uses.” Most importantly, **BCC 53.215(1)** requires the Board to find 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.” Those of us who live here are primary sources for understanding the character of the Powers community. We experience the quiet Sunday mornings, dark nights, birds and wildlife, walkers and bicyclists, children, neighbors walking dogs, and individual cars passing on a narrow rural road. One neighbor described the area as “pastoral.” Others have described the peace and rural character that brought them here and has kept families here for decades and even generations. This is not merely generalized neighborhood opposition. It is firsthand evidence describing the existing character the Code specifically directs you to evaluate.



Some of the neighbors asking you to uphold the denial of LU 25 067. We know the character of Powers because we live it every day. We ask you to give that lived experience the weight it deserves under BCC 53.215 and protect what has made this rural neighborhood home for generations.

Northside's August 11 clarification reinforces our concerns about scale and intensity. The proposal is not simply a 500 seat sanctuary. It is a 28,557 square foot worship and multipurpose building, containing children's areas, classrooms, offices, fellowship and meeting areas, flex spaces and other activity spaces, accompanied by 286 church parking spaces, two Sunday morning services and numerous associated activities. We understand that the preliminary 1,419 person Building Code occupant load is a life safety calculation and is not anticipated ordinary attendance, and we do not suggest otherwise. But the physical scale and variety of intended uses remain relevant. Northside says Sunday traffic will generally occur from approximately 7:00 a.m. to 11:40 a.m. Spreading traffic between two services may reduce a particular traffic peak, but to residents it also means recurring waves of institutional traffic over much of Sunday morning. Providing 286 onsite spaces answers where vehicles can park. It does not answer what their repeated arrival and departure mean for Powers Avenue. In practical terms, this is a destination parking facility serving people traveling to the property. Its traffic, sound, lighting and activity do not stop at the property line. These are among the impacts contemplated by **BCC 53.215 and BCC 53.220**, including road capacity, parking, exterior lighting, noise and other environmental influences.

To better understand Northside's evidence, I visited churches that have been presented as comparables and looked not simply at their buildings, but at the environments receiving their traffic. What struck me repeatedly was the surrounding infrastructure: wider improved roads and combinations of shoulders, bicycle facilities, sidewalks, turn facilities, multiple access points, traffic controls and more developed surroundings. At Calvary, for example, *I observed approximately 50 vehicles arriving during one 5-minute period* shortly before its Sunday service (August 16, 2026). I could hear the approaching traffic, but I could also see how different its receiving environment was from Powers. Northside's own August 11 evidence states that widening Powers west toward Oak Grove is physically infeasible because of existing right of way, topography, structures and environmental conditions. Yet residents live west of the proposed campus, including Northside families who might reasonably want to walk or bicycle to church. **If the infrastructure necessary to safely accommodate a campus of this intensity cannot reasonably be provided along the road in both directions, that physical limitation should matter when evaluating BCC 53.215(1) and BCC 53.215(2).**



[Left: Powers west of proposed campus. Center & Right: Lester heading to Calvary Christian & Sunday traffic]

This is one example of the difference in infrastructure. I have also visited Suburban, North

Albany Community Church from the most recent comparables. I visited the smaller St. Anne's and St. Martin's which have smaller parking, mostly unpaved, and narrow approaches. Previously, I visited the group of Eugene church campuses in Northside's original proposal with road infrastructure and sidewalks at First Baptist, Willamette Christian Center, and Joy Church. Please see submitted video files.

Northside has reduced and revised its plans, and we recognize that. But "smaller than originally proposed" is not the same finding as "compatible with the area." An 18 ton bridge does not become capable of carrying an overweight truck simply because some of the truck's original load has been removed. The relevant question is whether the weight that remains fits the capacity of the bridge. The same principle applies here. Particularly significant is staff's earlier discussion of parking. Bob Richardson recognized that a large parking area could affect the character of the area and described limiting the parking area to the minimum required, up to the then proposed 261 spaces, as a way of placing a cap on its overall size. Northside's corrected August 11 building area now results in a minimum requirement of 286 spaces. We do not suggest that 262 spaces suddenly crosses a legal threshold or that 261 spaces was necessarily compatible. Our concern is more fundamental: if staff previously considered limiting parking area size important to protecting character, the corrected proposal requiring an even larger parking facility deserves renewed scrutiny under **BCC 53.215(1)**. The correction may be described as a clarification rather than an expansion, but its consequences for the scale of required development are real.

We want Northside to succeed and to find a location with the roads, pedestrian infrastructure and capacity to support the congregation it has today and the growth it hopes to achieve tomorrow. But Powers should not have to become more urban in order to accommodate that dream. If accommodating this campus requires substantially remaking Powers Avenue while the applicant acknowledges that comparable improvements toward Oak Grove are physically infeasible, that is evidence worth considering about whether this particular size and intensity fit this particular place. Fair and consistent treatment does not mean approving every conditional use. It means applying the same compatibility standard to every conditional use, regardless of applicant. Northside can pursue its mission in more than one location. Powers' character exists in only one place. **We respectfully ask you to uphold the denial of the Conditional Use Permit for LU-25-067.**

I'm Powers Avenue

I'm Powers Avenue.
I'm narrow. I'm slow.
I'm chickens and gardens
and deer on the go.

I'm bicycles, breezes,
an eagle up high.
I'm neighbors and walkers
and friends passing by.

My shoulders are grassy.
No streetlights. No glare.
At night, stars come dancing.
I'm dark, and I'm rare.

Then someone came saying,
"We've BIG plans for you!
A campus! More traffic!
A parking lot too!"

"Over 200 spaces!
But please, don't despair.
We'll widen *some* roadway
to handle cars there."

"Just SOME?" I asked.
"That's curious indeed.
If I need to be widened,
how much do I need?"

"Oh, mostly the east side.
Most cars will go there."



"But walkers walk WEST too.
Don't they deserve care?"
I scratched my old shoulder
and thought for a bit:

If I must be remade
so this project can fit,
then that tells us plainly:
this just doesn't fit.

The meadow's my chapel,
beneath moon, sun and stars.

I know what I'm made for.
And what rural roads are.

Build wonderful things.
Dream enormously too.

But find the right road
for the dream that fits you.

Don't widen my body,
then call me the same.
My quiet and darkness
are part of my name.

They're rural.

That matters.

So please understand:

Your dream can grow elsewhere.
Let me stay who I am.

Concluding Statements & Recapitulation

- Referencing the Northside Church LU-25-067 Supplemental Memorandum 08-11-26

Page 5 "...The additional square footage related to the mezzanine does not significantly alter the proposal. The building footprint remains the same, so applicable setback standards are not affected. The clarification does not alter the proposed water or stormwater facilities, and the updated wastewater analysis confirms that projected sewage flows remain within the capacity approved through the County septic site evaluation. Transportation estimated trip impacts are only moderately affected and remain within the County's trip standards for Powers Avenue....."

This could not be further from the truth. SITE-water, parking, and septic traffic are all greatly impacted.

- I wish to point out to the Commissioners it was not Northside that identified all of the inconsistencies, errors, falsehoods, and omissions. It was the Saving Powers Committee, and the hundreds and hundreds of hours spent that raised all of these!

This should never be the case, and certainly not to the scale and scope of what we uncovered. Nor should it be the job of Benton County to identify these errors. This job is solely the responsibility of Northside. For them to state openly in the hearing on 8-4-26 that they were in the "Concept Level" of the development. I remind the commission that a concept of a plan, is not a plan. Any developer that would come before the planning department with a concept would immediately be rejected. This makes all of the Saving Powers Committee wonder what else has been missed?

- Page 14 of the Staffreport_AttachmentsA-K_LU25-067_AppealtoBOC_7-23-26_v2 Staff report states: Condition of Approval P-2 requires the applicant to construct a parking lot that meets the minimum BCC standards and does not exceed the proposed 261 parking spaces. The proposed cap on the amount of parking is intended to prevent an unnecessarily large parking lot that would seriously interfere with the character of the area.

The new footprint is 285 parking spaces which directly violates 53.251 by your own standard.

- Page 5 of the Northside Appeal Rebuttal-Udel Final 8-11-26 states: "...A preliminary cost budget including design, permitting, wetland mitigation work and construction has been calculated for this portion of roadway widening to be \$500,094.10. Extrapolating this budget to the entire roadway length from Oak Grove Dr. to Scenic Dr. equates to an approximate budget of \$980,184.44. This extrapolated budget does not include necessary right of way acquisitions. The majority of the right of way from the west property line of the subject property to Oak Grove Dr. is 40 feet in width. The County Transportation System Plan requires 50 feet of right of way for the primary local road. The lack of right of way together with the topography, existing structures and existing environmental conditions does not allow the widening of NW Powers Ave. to be achieved going west to Oak Grove Dr..."

Their specific comment of "The lack of right of way together with the topography, existing structures and existing environmental conditions does not allow the widening of NW Powers Ave. to be achieved going west to Oak Grove Dr..."

This, in no way negates the need for improvement to be made. It only shows that the applicant failed to plan, and did not include this in their budget.

In summary, The Saving Powers Committee has raised dozens of questions and rebuttals. Provided extremely compelling arguments that challenge a great deal of Northsides proposals and new information. While we have nothing against Northside, and wish them the best, the evidence is overwhelmingly strong that 4500 Powers is not the proper location for something

of this magnitude. Saving Powers Committee has provided not only evidence of why this is an ill-conceived location, we have even provided additional options that are far less costly in that some/all of the infrastructure is already in place saving funds.

We also understand the applicant will now have the opportunity to respond to our facts, comments, rebuttals, and we have no doubt that they will use the same approach and attempt to minimize all that they can. This will not change or even diminish all of the extremely valid information we have provided. I also wish to **remind the Commissioners that they have the right to deny this application.** In addition, our attorney (Sean Malone) as well as many members of our neighborhood committee are available and willing to prepare findings to support this denial.

Saving Powers Committee in opposition to LU-25-067

All names below are opposed to LU-25-067

Kiersten Glaeser

1910 NW Meadowood Dr

Albany Oregon, 97321

Cary Hoffer

5218 NW Dumbeck ave

Albany Oregon, 97321

Angela Koch

2872 NW 23rd Ave

Albany Oregon 97321

Ty & Kim Edwards

3507 NW Terrace Dr

Albany Oregon, 97321

Mary willett

5266 NW Palestine Ave

Albany oregon 97321

Kelly Rose and Joseph Thompson

3771 NW oak Grove Dr

Albany or 97321

Curt and Laci Betts

3490 NW Scenic Dr

Albany Oregon 97321

Michael and Katja Horan

4795 NW Powers Ave

97321

Kevin Post

3576 NW Terrace Dr

Albany, OR 97321

Pam Barrett

3557 N W Terrace Dr.

Albany, Ore

John Barrett

3557 NW Terrace Dr.

Albany, Ore

W. Shand & Lora E. Dill

8589 NW Terrace Dr

Albany, Ore 97321

Carol Hill and Frank Oliver,

3905 NW Oak Grove Drive,

Albany, OR 97321

Charles Leffler

3901 NW Scenic Dr

Albany, OR 97321

Sally Clark

3203 NW Terrace Dr.

Albany, OR 97321

Patrick & Elena Gorman

3402 NW Knollwood Dr

Ross Jackson –

3935 NW Terra Lynda Drive

Albany, OR 97321

Josanna Biddle-Croco

Andrew Biddle

Matthew Croco

Jamie Harper

Ambrose Biddle-Croco

Vesper Biddle-Croco

4853 NW Dumbeck Ave, Albany, OR 97321

Patricia & Gary Maynard

3548 NW Scenic DR

Albany OR 97321

Luke & Angela Hendrickson

4890 NW Dumbeck Ave

Albany, Oregon 97321

Dee Loomis

3463 NW Southview Drive

Albany, Oregon 97321

Margarita Rumsey

Jared Rumsey

Yvette Garzanich

3659 NW Knollwood Dr, Albany OR 97321

Karin Heley

3608 NW Terrace Dr,

Albany, OR 97321

Mendy and Robert Gayler

3904 NW scenic dr

Albany or 97321

Cathy weekly

Jerry weekly

Nancy Whitley's

3621 Nw Terrace

Erika Wolters

4859 NW Dumbeck Ave

Albany, Oregon

Anne Marie Morgan

4744 NW powers

Albany, Oregon 97321

Jeanne and Kirk Krier

4974 nw oak hills

Albany, or 97321

Kim McBryde

4880 NW Dumbeck Avenue

Albany, OR. 97321

Jeff Obert

4880 NW Dumbeck Avenue

Albany OR. 97321

Dave DeWilde

51069 NW Dumbeck Ave

Albany, Oregon 97321

Appendix A — RR-2 lots with a mapped footprint of 5,000 sq ft or more

Account #	Tax Lot	Situs Address / Owner	Zoning	Mapped Footprint (SBFO-1.1 sq ft)	Assessor Livable Size (PSO sq ft)	Primary Improvement / Building Use
043889	11515B000900	3200 NW Marshall Dr, Corvallis Crescent Valley Stables LLC	RR-2	18,896.5	17,640	Private riding arena
290986	104310002014	8193 NW Arboretum Rd, Corvallis Higginbotham Jack F, TR	RR-2	18,050.9	17,280	Private riding arena
293648	11530DD03600	Unassigned, Corvallis Selby Linda	RR-2	17,351.7	12,798	Utility building
357678	115010003100	560 NW Leprechaun Ln, Corvallis Hurst David M, TR	RR-2	13,366.6	12,700	Feeder barn
216642	104220000601	5017 Palestine Ave NW, Albany Gray Family Trust	RR-2	11,922.7	12,000	Feeder barn
293130	11519AD01400	8600 NW Oak Creek Dr, Corvallis Cook Terri L	RR-2	10,143.6	10,080	Private riding arena
381712	115020000400	7278 NW Mountain View Dr, Corvallis Squires Edwin M & Nancy M,Tr	RR-2	6,543.8	9,064	House
295668	12507A002300	7240 SW Philomath Blvd, Corvallis Starker Forests INC	RR-2	11,331.5	8,073	Office
341150	11502CC02000	6460 NW Sisters Pl, Corvallis Howes Jeremy C	RR-2	5,322.5	8,046	House
099352	11529C000303	6968 NW Grandview Dr, Corvallis	RR-2	6,103.8	7,534	House

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

		Richardson James				
403131	11636D004500	2014 Calderwood Dr, Philomath Haslam Wade L,Tr	RR-2	5,503.5	7,217	House
099287	11529BD00600	7219 NW Grandview Dr, Corvallis Bailey Demian A & Tiffany L	RR-2	8,547.6	7,200	Hay cover
199772	14528BD00200	26710 Alpine Cutoff Rd, Monroe Lager Lalori Rachelle & Ronald Scott	RR-2	7,484.4	6,512	House
224463	11521A000300	3735 NW Glenridge Dr, Corvallis Vincent J & Rhonda R Mastropietro Trust	RR-2	5,137.8	6,278	House
099394	11529C000307	7155 NW Grandview Dr, Corvallis Peterson Linda L,Tr	RR-2	7,101.6	6,146	House
036669	11501BC02200	7235 NW Lathrop Ln, Corvallis Brawn Family Trust	RR-2	5,367.4	6,077	House
390679	10426C003700	4075 Camala Dr NW, Albany Westberg Kimberly A	RR-2	6,181.2	5,727	House
280234	11510AB00400	5960 NW Wildview Pl, Corvallis Pickett Family Trust	RR-2	8,062.0	5,688	House
011258	10426C004700	4085 Camala Dr NW, Albany Stutzman Brent & Amy	RR-2	9,899.7	5,632	Private riding arena
378422	10423BD01800	5100 Scenic Dr NW, Albany Walker Kristina Michelle	RR-2	5,562.9	5,559	House
303998	115010001005	115 NW Harmony Ln, Corvallis Sorensen Laurel	RR-2	8,674.2	5,400	Hay cover
417905	11402BA00700	950 Scenic Wood Pl NW, Albany Delp Laura A	RR-2	5,350.0	5,384	House
387475	14528CB00202	26699 Shady Oak Dr, Monroe Wall Cory	RR-2	6,065.7	5,324	House
390538	10426C002200	4060 Camala Dr NW, Albany Jonathan & Karen Gross Living Trust	RR-2	5,119.3	5,276	House
418261	12603B001100	24244 Finch Ln, Philomath Soltero Aurelia Martinez, TR	RR-2	6,098.8	5,270	House
010706	10426AB00100	3439 Eagle View Dr NW, Albany Kudlo Jeremy	RR-2	5,365.5	5,245	House
165492	12610D000400	24441 Gellatly Way, Philomath Gee Jesse R	RR-2	5,249.6	5,232	Commercial building
249064	10423CB01300	4768 Bramblewood Ln NW, Albany 1999 Euske Family Survivors Trust	RR-2	6,042.2	5,136	House
374776	14528CB01500	26695 Shady Oak Dr, Monroe Wall Jeff A	RR-2	5,137.3	5,000	Utility building
418247	11634D002200	34825 Goshawk Ln, Philomath Lupcho Charles R & Paula R,Tr	RR-2	6,513.2	4,989	House
034805	11419C001200	3720 NE Hwy 20, Corvallis Oregon State Board Higher Ed	RR-2	5,624.0	4,968	Loft barn
390570	10426C002600	4030 Sarah Maria Ct NW, Albany Knudtson Kyle	RR-2	5,198.8	4,963	House
416720	11636D004800	2275 Dawnwood Dr, Philomath	RR-2	5,254.3	4,926	House

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

		Tinkle Wayne F				
416721	11636D004900	2271 Dawnwood Dr, Philomath Sakoman Stephen Michael	RR-2	5,228.2	4,905	House
008270	10423DC00900	3095 NW Eagle View Dr, Albany Hanslovan Jessica	RR-2	5,335.1	4,800	GP building
128946	11707AA01000	36894 Happy Hollow Rd, Blodgett Zeller Gloria O	RR-2	5,216.6	4,800	Hay cover
415903	11510AD01900	1635 NW Sulphur Springs Rd, Corvallis Taggart Phillip Alan	RR-2	5,681.7	4,762	House
364953	11510B003400	2466 NW Michelle Dr, Corvallis Ralph V Compton II Living Trust	RR-2	5,315.5	4,747	House
416690	12615A003800	32895 Fircreek Ln, Philomath Mayer Gail R Trustee	RR-2	5,879.1	4,700	House
268981	10431BC01100	8923 NW Lorri Pl, Corvallis Ashbaugh Joint Revocable Living Trust	RR-2	5,334.4	4,682	House
419249	10427D001700	4780 Stone Ridge Ave NW, Albany Ashdown Brian D & Sharon R, TR	RR-2	5,834.1	4,637	House
341118	11502CB02300	6484 NW Sisters Pl, Corvallis Jackson Lon E & Dianne K,Tr	RR-2	6,475.5	4,568	House
170351	12610DD01090	24557 Gellatly Way, Philomath Alber Burt	RR-2	5,766.0	4,536	GP building
418187	11636D005900	2101 Wooded Knolls Dr, Philomath Schmidt Johnson Lynette	RR-2	5,578.6	4,485	House
253553	11521B001000	3525 NW Dimple Hill Rd, Corvallis Smith Bradford B,Tr	RR-2	5,343.6	4,388	House
031231	11402BA01000	810 Scenic Wood Pl NW, Albany Corey Lee & Venesa Lakrajie Bontrager Re	RR-2	5,990.6	4,375	House
418046	10424B000300	5170 Springhill Dr, Albany Remington Travis & Gina	RR-2	5,087.6	4,301	House
135164	11727B001600	21160 Blodgett Rd, Blodgett Blodgett Community Church	RR-2	7,278.1	4,279	Church
338790	10423CD01200	4190 Palestine Ave NW, Albany Mullican Richard E, TR	RR-2	7,318.2	4,261	House
361543	10427AD02400	4890 Dumbeck Ave NW, Albany Hendrickson Lucas, TR	RR-2	6,990.7	4,202	House
418237	11634C002400	34095 Woodpecker Ct, Philomath Gurski David C & Jessica	RR-2	5,187.5	4,144	House
329495	11503DC00800	6115 NW Rosewood Dr, Corvallis Evans Jonathan W	RR-2	5,038.0	4,088	House
340913	11502CA00500	6665 NW Diamond Pl, Corvallis Wood Laurie R, TR	RR-2	6,318.5	4,082	House
418253	12603B000300	34155 Hawk Hill Rd, Philomath Edward Ray Trust	RR-2	5,034.5	4,072	House
023196	10536DC02000	7645 NW Mc Donald Cir, Corvallis Duffy David J & liene M	RR-2	5,196.0	4,069	House
008247	10423DC01300	3354 Wishram Dr NW, Albany	RR-2	5,443.4	4,038	House

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

		Liedkie Jacob & Susan				
398451	11512AD00200	851 NE Granger Ave, Corvallis Deleenheer Patrick & Brutsaert Marijke	RR-2	6,123.0	4,030	House
419252	10427D002000	4634 Stone Ridge Ave NW, Albany Spencer Bradley E, TR	RR-2	5,246.5	4,002	House
338761	10423CD01000	4254 Scenic Dr NW, Albany Griffis James M & Linda L, TR	RR-2	5,194.7	4,000	House
419250	10427D001800	4742 Stone Ridge Ave NW, Albany Blake Katherine L	RR-2	6,214.4	3,960	House
035364	115010000801	7565 NW Mountain View Dr, Corvallis Snitzer Seth W & Emily J	RR-2	5,541.0	3,860	House
031785	11403A000109	973 Kouns Dr NW, Albany Dionne Pascal K Trustee	RR-2	5,346.2	3,821	House
419243	11636D006100	2075 Dawnwood Dr, Philomath Mercer Charlie William JR, TR	RR-2	5,619.9	3,769	House
292964	11515B000800	3500 NW Marshall Dr, Corvallis Joos Laura W, TR	RR-2	7,263.4	3,757	House
249783	11418DA00600	2195 NE Merloy Ave, Corvallis Haley Gunnevi B	RR-2	5,158.7	3,753	House
332293	10427A001200	4043 Oak Grove Dr NW, Albany Fitzpatrick Kelli E, TR	RR-2	6,209.1	3,739	House
241921	10423AD00400	5174 Springhill Dr, Albany Michael J Wilkerson RI Trust	RR-2	5,376.0	3,716	House
419118	10427AD02800	4851 Dumbeck Ave NW, Albany Renyer Jennifer G, TR	RR-2	5,251.7	3,696	House
416067	11402BA00302	900 Scenic Wood Pl NW, Albany Bobbie J Koeper Living Trust	RR-2	5,699.6	3,596	House
364982	11510B003700	2551 NW Michelle Dr, Corvallis Peterson Russel B & Cindi D	RR-2	5,815.2	3,573	House
236947	11502BC00800	6980 NW Cardinal Dr, Corvallis Henry Alton L & Laurie M	RR-2	5,027.7	3,568	House
010789	10426AB00900	3140 Eagle View Dr NW, Albany Warner Craig P	RR-2	5,594.4	3,547	House
269039	10431BC01500	715 NW Calloway Dr, Corvallis Mckinney Donna L,Tr	RR-2	7,224.9	3,456	House
031264	11402BA00500	834 Scenic Dr NW, Albany Summerlin Brandon K	RR-2	6,471.7	3,397	House
276240	10423AD00300	5255 Winn Dr NW, Albany Hamel Jeffrey & Amelia, TR	RR-2	5,365.9	3,395	House
365723	11403A001400	512 Kouns Dr NW, Albany Soehl Jered	RR-2	8,201.4	3,348	House
269658	11529C000313	7045 NW Grandview Dr, Corvallis Hall Adela	RR-2	5,024.0	3,342	House
390666	10426C003600	4065 Camala Dr NW, Albany Aronson Andrew T & Kathleen R, TR	RR-2	5,404.0	3,291	House
048409	115240001500	1709 NE Conifer Blvd, Corvallis Luna Mark	RR-2	5,008.4	3,237	House
417571	11519C001200	7990 NW Skillings Dr, Corvallis	RR-2	5,839.8	3,233	House

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

		Terry Billy				
233738	10426A000100	3324 Countryman Cir NW, Albany Berg Maureen	RR-2	5,529.6	3,189	House
351874	11529C001000	6779 NW Grandview Dr, Corvallis Heineck Matthew, TR	RR-2	5,407.7	3,172	House
340968	11502CA01000	6800 NW Diamond Pl, Corvallis Betich John T & Callahan Ceeann	RR-2	5,135.7	3,098	House
033930	11419AC00500	4050 NE Morning St, Corvallis Hardenburger Dennis D & Julie G	RR-2	5,524.8	3,091	House
233688	10426A002700	3268 Countryman Cir NW, Albany Seels Family Trust	RR-2	5,173.8	3,041	House
304599	11636D000201	2135 Wooded Knolls Dr, Philomath Oleary Sarah M, TR	RR-2	5,000.1	2,955	House
036982	11501BD02100	1025 NW Alder Creek Dr, Corvallis Douglas Eileen K,Tr	RR-2	5,174.4	2,902	House
419258	10427D002600	4685 Stone Ridge Ave NW, Albany Allen Larry D	RR-2	5,264.4	2,878	House
015465	10431C000800	8804 NW Arboretum Rd, Corvallis Dooley George J III & Marye K	RR-2	5,379.2	2,816	House
258149	10426B002000	3375 Scenic Dr NW, Albany Tigner Rose J, TR	RR-2	6,026.0	2,676	House
263461	11501CB00312	7433 NW Mountain View Dr, Corvallis Hostetler Timothy S & Diana L	RR-2	5,028.4	2,671	House
419257	10427D002500	4669 Stone Ridge Ave NW, Albany Stansell Rhonda K	RR-2	6,544.1	2,659	House
312222	104340000109	2053 Oak Grove Dr NW, Albany Wills David L & Mary J, TR	RR-2	5,167.8	2,610	House
011324	10426C001100	2622 Happy Dr NW, Albany Frisk Eileen C, TR	RR-2	5,069.8	2,583	House
347983	12610A000300	33368 Mustang Ln, Philomath Double Eagle Paving LLC	RR-2	6,227.2	2,580	Machine shed
421398	11501AA01700	7608 NW Arboretum Rd, Corvallis Carson Kimber L & Bryan J	RR-2	5,199.8	2,465	House
225874	10427D000511	5218 Dumbeck Ave NW, Albany Hoffer Cary J	RR-2	5,480.6	2,446	House
101554	11531CA01000	2474 Rosecrest Dr, Philomath Devos Mark	RR-2	5,738.4	2,304	House
035281	10431CC00900	7890 NW Arboretum Rd, Corvallis Mrak Nayade Irina	RR-2	5,117.8	2,128	House
011126	10426BA00500	3710 Eagle View Dr NW, Albany Povis Rodney A & Audrey D, TR	RR-2	5,019.8	2,012	House
411765	10431C000900	8793 NW Arboretum Rd, Corvallis Smith Kenneth S	RR-2	5,905.1	1,812	House
403230	14532A002601	26297 Coon Rd, Monroe Epperson Herschell	RR-2	6,181.8	1,500	Machine shed

Saving Powers Primary Response in OPPOSITION to Northside LU-25-067 8-18-26

035356	115010000801	7565 NW Mountain View Dr, Corvallis Snitzer Seth W	RR-2	5,541.0	—	No improvements
037980	115020000400	7278 NW Mountain View Dr, Corvallis Squires Edwin M,Tr	RR-2	6,543.8	—	No improvements
043871	11515B000800	3500 NW Marshall Dr, Corvallis Willy & Laura Joos Revocable Living Trus	RR-2	7,263.4	—	No improvements
045124	11519AD01400	8600 NW Oak Creek Dr, Corvallis Cook Terri L	RR-2	10,143.6	—	No improvements
135156	11727B001500	35177 Tum Tum Rd, Philomath School District #17	RR-2	5,426.7	—	Exempt school conversion (class 921); no usable building GFA
289334	11636D000201	2135 Wooded Knolls Dr, Philomath Oleary Ronald N, TR	RR-2	5,000.1	—	No improvements
325583	115010003100	560 NW Leprechaun Ln, Corvallis Hurst David M, TR	RR-2	13,366.6	—	No improvements
418372	11530DD03600	Unassigned, Corvallis Selby Linda	RR-2	17,351.7	—	No improvements
419956	11529BD00600	7219 NW Grandview Dr, Corvallis Bailey Demian A	RR-2	8,547.6	—	No improvements
420179	10431C000800	8804 NW Arboretum Rd, Corvallis Dooley George J III & Marye K	RR-2	5,379.2	—	No improvements
800165	12610A000300	33368 Mustang Ln, Philomath Double Eagle Paving LLC	RR-2	6,227.2	—	No improvement table (manufactured-structure page)

113 PSO accounts on 103 tax lots. Sorted by assessor livable size. This table lists all RR-2 lots meeting the $\geq 5,000$ sq ft DOGAMI footprint filter. Church properties under 5,000 sq ft identified via institutional keyword search are detailed on Page 1 of the main exhibit.