



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

December 12, 2006

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: Hood River County Plan Amendment
DLCD File Number 001-06



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: December 26, 2006

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Doug White, DLCD Community Services Specialist
Gary Fish, DLCD Regional Representative
Michael Benedict, Hood River County

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FORM 2

DEPT OF

DEC 06 2006

LAND CONSERVATION
AND DEVELOPMENT

D L C D NOTICE OF ADOPTION

This form must be mailed to DLCD within 5 working days after the final decision per ORS 197.610, OAR Chapter 660 – Division 18

(see reverse side for submitted requirements)

Jurisdiction: Hood River County

Local File No: #06-236
(If no number, use None)

Date of Adoption: December 4, 2006
(Must be filled in)

Date Mailed: July 27, 2006
(Date Mailed or sent to DLCD)

Date the Notice of proposed Amendment was mailed to DLCD: December 5, 2006
(Date mailed or sent to DLCD)

- Comprehensive Plan Amendment
- Comprehensive Plan Map Amendment
- Land Use Regulation Amendment
- Zoning Map Amendment
- New Land Use Regulation
- Other: Goal 3 Exception
(Please specify Type of Action)

Briefly Summarize the proposal. Do not use technical terms. Do not write "See Attached."
The Hood River County Board of Commissioners adopted a Reasons Exception to Statewide Planning Goal 3, Comprehensive Plan Amendment from Exclusive Farm Use to Rural Residential, and Zone Change from EFU to RR10 in order to facilitate the development of a church on property located within 3 miles of the Hood River Urban Growth Boundary.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same". If you did not give notice for the proposed amendment, write "N/A."
Same

Plan Map Changed from: Exclusive Farm Use to Rural Residential

Zone Map Changed from: EFU to RR10

Location: Township 2 North, Range 10 East, Section 1B, Tax Lot #2700

Acres Involved: 4.40 acres

Specified Change in Density: Current: 80 acres Proposed: 10 acres

Applicable Statewide Planning Goals: Goal 3 (Agriculture)

Was an Exception Adopted? Yes: No:

DLCD No.: 001-06 (15424)

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment FORTY FIVE (45) days prior to the first evidentiary hearing? Yes: X No:

If no, do the Statewide Planning Goals apply? Yes: No:

If no, did The Emergency Circumstances Require immediate adoption? Yes: No:

Affected State or Federal Agencies, Local Governments or Special Districts: Hood River County, City of Hood River, and DLCD.

Local Contact: Michael Benedict, Planning Director, or Eric Walker, Principal Planner

Area Code + Phone Number: (541) 387-6840

Address: Hood River County Planning Department, 601 State Street

City: Hood River **Zip Code + 4:** 97031-2093

HOOD RIVER COUNTY

ORDINANCE NO. 275

AN ORDINANCE APPROVING A REQUEST BY THE HOOD RIVER ASSEMBLY OF GOD FOR A REASONS EXCEPTION TO GOAL 3 (AGRICULTURE), A COMPREHENSIVE PLAN AMENDMENT FROM EXCLUSIVE FARM USE TO RURAL RESIDENTIAL, AND A ZONE CHANGE FROM EFU TO RR10 IN ORDER TO FACILITATE THE DEVELOPMENT OF A CHURCH ON THE APPLICANT'S PROPERTY

WHEREAS, the above matter came before the Hood River County Board of Commissioners ("Board") for a public hearing on November 20, 2006 at 6:00 p.m. in the County Board of Commissioners Conference Room, First Floor, 601 State Street, Hood River, Oregon. The County provided notice of the public hearing as required by ORS 197.763 and applicable Hood River County Zoning Ordinance provisions.

WHEREAS, Planning staff provided the Board with a summary of the request. The Board then heard testimony from the applicant, the applicant's attorney, and those supporting the application. No party in opposition of the application testified. No party requested that the public hearing be continued or the written record held open. The Board closed the hearing and deliberated on the application. Based upon the record physically before it, including the staff report and oral testimony from those who participated in the public hearing, and being fully advised in the premises, the Board accepted the findings of fact, conclusions of law, and conditions of approval provided as part of the record of the application, dated November 8, 2006. The Board hereby incorporates by reference the Hood River County Planning Department memorandum consisting of ten (10) pages and dated October 18, 2006 (the "Staff Report"), the application dated July 11, 2006 and all of its exhibits, and all other information included in the Planning Commission's record dated November 8, 2006.

NOW, THEREFORE, IT IS HEREBY ORDAINED that the application of the Hood River Assembly of God for a Reasons Exception to Goal 3 (Agriculture), a Comprehensive Plan

Amendment from Exclusive Farm Use to Rural Residential, and a Zone Change from EFU to RR10 is hereby adopted, subject to the following recommended conditions:

1. This decision is conditioned upon the approval of Conditional Use Permit #06-282 to establish a church on the subject property.
2. Final approval is subject to the applicant recording a restrictive covenant limiting the use of the subject property for a church only. Uses allowed in conjunction with the church include, but are not necessarily limited to worship facilities, religious activities, such as weddings and other church related gatherings, office facilities and multi-purpose rooms for use by the church, parsonage, off-street parking, and space for indoor and outdoor activities, including a gymnasium and ball fields. Uses that are specifically not allowed in conjunction with the church include, but are not limited to, a school (excluding Sunday school classrooms) and a daycare facility (excluding a nursery for use during church services and events), unless approved through a new application.
3. The exception statement found at Record Pages A-184 and A-185 is adopted as an amendment to the County's acknowledged Comprehensive Plan.

DATED THIS 4th DAY OF DECEMBER, 2006.


Chuck Thomsen, Chair


Les Perkins, Commissioner


Carol York, Commissioner


Maui Meyer, Commissioner


Bob Benton, Commissioner

APPROVED AS TO FORM:


Wilford K. Carey, County Counsel

Before the Planning Commission

for Hood River County

In the Matter of an Application by the Hood River Assembly of God Church for a Post-Acknowledgment Amendment to the Hood River County Comprehensive Plan Map and Zoning Map from Exclusive Farm Use ("EFU") to Rural Residential ("RR") and from EFU to RR-10, and an Exception to Statewide Planning Goal 3, "Agriculture", Pursuant to OAR 660-33-130(2)

ORDER

**Hood River County Planning Department
File No. 06-236**

A public hearing was held before the Hood River County Planning Commission ("Planning Commission") on October 25, 2006 at 7:00 p.m. in the County Board of Commissioners' Conference Room, First Floor, 601 State Street, Hood River, Oregon to consider a request for approval of an exception to Statewide Planning Goal 3, "Agriculture", a Comprehensive Plan map amendment from EFU to RR and a zoning map amendment from EFU to RR-10 submitted by the Hood River Assembly of God Church. The County provided notice of the public hearing as required by ORS 197.763 and applicable Hood River County Zoning Ordinance provisions.

A quorum of the Planning Commission was present at the public hearing. The qualifications of the Members of the Planning Commission were determined and all of the seven (7) Commissioners present participated in the public hearing. Planning Commission Chair Uhlman presided at the hearing and described the public hearing rules and procedures. The Planning Commission opened a combined public hearing for the exception application and the conditional use permit application (County File #06-282) for the Church. The Planning Commission Chair explained that the Planning Commission would allow parties to testify about both applications during the combined hearing but that separate votes for each of the application would be taken. No party objected to this procedure.

The Planning Department provided the Planning Commission with the staff summary. The Planning Commission then heard testimony from the applicant, those supporting the applicant, opponents to the application, and the applicant's rebuttal. No party requested that the public hearing be continued or the written record held open. The Planning Commission closed the hearing and deliberated on the application. Based upon

the record physically before it, including the staff report and oral testimony from those who participated in the public hearing, and being fully advised in the premises, the Planning Commission accepted the findings of fact, conclusions of law and conditions of approval provided as part of the record of the application dated July 11, 2006. The Planning Commission hereby incorporates by reference the Hood River County Planning Department memorandum consisting of ten (10) pages and dated October 18, 2006 (the "Staff Report"), the application dated July 11, 2006 and all of its exhibits. Where there is a conflict between the Staff Report, the application and these findings, these findings shall control.

In addition to the Staff Report and the application, the Planning Commission makes the following findings.

1. The Hood River Assembly of God Church (the "Church") site has been zoned EFU since acknowledgement of the Hood River County Comprehensive Plan (the "Plan"). The site is located just south of the Hood River Urban Growth Boundary (the "UGB") and generally southeast of the intersection of Eliot Road, a Hood River county road, and Tucker Road, Oregon Highway 281.
2. The Church purchased the property in 1982. At the time the Church purchased the property, applicable laws and administrative rules allowed the Church as a use permitted outright. Subsequent to the Church purchase of the property, the Oregon Land Conservation and Development Commission ("LCDC") adopted OAR 660-33-130(2). This administrative rule prohibits churches on non-high value farm land within three (3) miles of the UGB unless an exception to Statewide Planning Goal ("Goal") 3 pursuant to ORS 197.732 and OAR chapter 660, division 4 is granted.
3. The Planning Commission heard evidence that the Church desires to move its current building in the City of Hood River to this site. The Planning Commission also heard testimony that Providence Hood River Hospital ("Providence") has entered into a purchase and sale agreement with the Church for its current property. The purchase and sale agreement is contingent upon the successful relocation of the Church to the site. The Planning Commission also heard

testimony that Providence needs to expand some of their current hospital uses onto the Church owned property.

4. The Planning Commission finds that substantial evidence demonstrates that there is no other suitable land for relocation of the Church within the UGB. The Planning Commission therefore agrees with the applicant that a reason exists for an exception to Goal 3 that cannot be satisfied by land within the UGB pursuant to ORS 197.732 and OAR chapter 660, division 4.
5. After considering the Staff Report, the application and oral testimony of those supporting and objecting to the application, the Planning Commission agreed with the staff recommendation and the application that the reasons exception satisfied the applicable approval criteria.
6. The Planning Commission also considered the exception statement found at Record Pages A-184 and A-185 and adopts the exception statement as an amendment to the County's acknowledged plan.

The Planning Commission voted to recommend to the Board of County Commissioners approval of this application by a vote of 7-0 on a motion by Commissioner Schuppe, and seconded by Commissioner Cummings.

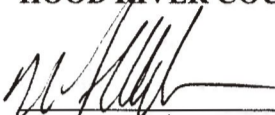
The application is recommended to be approved pursuant to the following two (2) conditions of approval:

1. This decision is conditioned upon the approval of Conditional Use Permit #06-282 to establish a church on the subject property.
2. Final approval is subject to the applicant recording a restrictive covenant limiting the use of the subject property for a church only. Uses allowed in conjunction with the church include, but are not necessarily limited to worship facilities, religious activities, such as weddings and other church related gatherings, office facilities and multi-purpose rooms for use by the church, parsonage, off-street parking, and space for indoor and outdoor activities, including a gymnasium and ball fields. Uses that are specifically not allowed in conjunction with the church include, but are not limited to, a school (excluding Sunday school classrooms) and a

daycare facility (excluding a nursery for use during church services and events), unless approved through a new application.

Dated this 8TH day of November, 2006.

HOOD RIVER COUNTY PLANNING COMMISSION




William Uhlman, Chair



Paul Cummings, Commissioner

Stan Benson, Commissioner




Patrick Moore, Commissioner



Carl Perron, Commissioner



Kathie Alley, Commissioner



Bob Schuppe, Commissioner

APPROVED AS TO FORM:



Wilford K. Carey, County Counsel

Hood River Assembly of God

Application for

**Comp. Plan and Zone Change
#06-236**

(October 25, 2006)

Memorandum

County Planning & Community Development Department

To: Hood River County Planning Commission

From: Michael Benedict, Director of Planning and Building Services
Eric D. Walker, Principal Planner

Date: October 18, 2006 (For October 25, 2006 Public Hearing)

RE: Comprehensive Plan and Zone Change #06-236

I. Background:

- A. Request: The Hood River Assembly of God has made application for a 1.) Reasons Exception to Statewide Planning Goal 3; 2.) Comprehensive Plan Map Amendment from Exclusive Farm Use (EFU) to Rural Residential (RR); and 3.) Zoning Change from EFU to RR-10. As part of this request, but addressed more thoroughly in a separate report, the applicant is also applying for a Conditional Use Permit (CUP) to establish a church. (See CUP #06-282.)
- B. Location: The subject property is located near the corner of Eliot Drive and Tucker Road (Highway 281) and is described as 2N 10E 1B Tax Lots #2400, #2601, #2700 and #2703. (See attached vicinity map). All four tax lots are involved in the development of the proposed church, although only Tax Lots #2400 and #2700 require conditional use permit approval and only Tax Lot #2700 requires a zone change.
- C. Zoning: Tax Lot #2400 is currently zoned Residential (R-1); Tax Lots #2601 and #2703 are zoned Commercial (C-1); and Tax Lot #2700 is zoned EFU.
- D. Legal Parcel Size: The subject tract is made up of two legal parcels: 1.) Tax Lot #2400 and 2.) Tax Lots #2601, #2700, #2703.

Tax Lot #2400: This parcel was lawfully created by Deed #74-1937 on October 15, 1974, which preceded the adoption date of the County Subdivision Ordinance (1/1/76).

Tax Lot #2601, #2700, & #2703: These tax lots represent a single legal parcel. Tax Lots #2700 and #2703 were lawfully created as one parcel by partition (*Planning Dept. File #80-014*) on March 3, 1980. Later, Tax Lot #2601 was acquired by Bargain and Sale Deed #82-1348 on September 16, 1982. The Planning Department has no record that this property transfer resulted from a partition. However, since Tax Lot #2601 is contiguous to the original church property and in the same ownership, its acquisition is considered a de facto property line adjustment – a procedure that was not formally regulated at that time.

- E. Access: The subject tract has 50 feet of frontage along Tucker Road, together with a 25-foot non-exclusive easement along the north part of Tax Lot #2702 (2N 10E 1B) – Murray's Furniture. The tract also has approximately 120 feet of frontage along Eliot Drive. Both access points are proposed to serve the subject tract and future church.

- F. Sewer: No public sewer is available to the subject tract at this time. The applicant is proposing to use a private septic system.
- G. Water: Domestic water is available from Ice Fountain Water District, while irrigation water is available from Farmers Irrigation District.
- H. Fire Protection: The subject property is located within the West Side Rural Fire Protection District.
- I. On-site Land Use: The subject tract is currently vacant. The parcel is not assessed for farm or forest use.
- J. Adjacent Land Use: **North**: Single Family Residences (5), Mini-Storage Business, Nelson Tires (Retail); **South**: Produce Kountry (Retail Nursery), Gorge Re-Built Center (Retail Construction Yard), Bryant Pipe (Retail Irrigation Materials), and orchard; **East**: orchard; and, **West**: Encore Video Store and Murray's Furniture Store.
- K. Summary of Comments: As of the date of this report, written comments were received from following parties. (*Enclosed as Attachment "B"*)
- Don Wiley, County Engineer
 - Cindy Walbridge, City Planning Director
 - Rick Brock, Farmers Irrigation District
 - Mark Beam, Ice Fountain Water District
 - Kristen Stallman, Oregon Department of Transportation
 - Peter Frothingham, Hood River Valley Residents Committee, Inc.
 - Lorena Sprager and Peter Marbach, Adjacent Property Owners
 - Laura Makepeace-Gilliom and Thomas Gilliom, Adjacent Property Owners
 - Pat Cornett, Adjacent Property Owner
 - Judy Poage, Adjacent Property Owner
 - Eric and Laurie Holmes, Adjacent Property Owners
 - Anne Bryant, Adjacent Property Owner
 - Eileen Bostwick, Adjacent Property Owner
 - Shannon and Lisa Vance, Adjacent Property Owners
 - Charlie and Nery Burwell, Adjacent Property Owners

II. Findings of Fact and Conclusions of Law (Prepared by the Applicant's Representatives):

The applicant's representatives, Martha Stiven, Consultant with Stiven Planning and Development Services, LLC, and Michael Robinson, Attorney with Perkins Coie, LLP, have prepared detailed findings in support of the proposed Goal 2 Exception, Comprehensive Plan Amendment, and Zoning Change. The applicant's report, dated July 2006, includes a detailed request, summary of facts, site and adjacent property information, conceptual site plan and elevation drawings, applicable criteria with supported findings of fact and conclusions of law, alternative site analysis, transportation impact analysis, and other documentation in support of the proposed application. After reviewing the applicant's submitted material, staff accepts and generally concurs with the findings of fact and conclusions of law submitted by the applicant's representatives, which are attached hereto as Attachment "A" and incorporated herein by this reference. A brief summary of applicable criteria and the applicant's findings are provided

below, although the applicant's report, in its full context, should be used in evaluating the request:

1. *Goal 2 "Reason's Exception": Oregon Administrative Rules (OAR) 660-033-0120 prohibits new churches in the EFU zone if the property is located on high value farmland (HVF) and/or within 3 miles from an urban growth boundary, unless an exception is taken pursuant to Oregon Revised Statutes (ORS) 197.732 and OAR 660-004. The types of exceptions available pursuant to ORS 197.732 and OAR 660-004 include: 1.) Physically Developed Exception; 2.) Irrevocably Committed Exception; and 3.) Reason's Exception. In this instance, the applicant is pursuing a "Reason's Exception," which, under the provisions of ORS 197.732(c) requires the following:*

a. *Reasons justify why the state policy embodied in the applicable goals should not apply;*

The reason an exception is being taken in this instance is a result of the property being zoned EFU and situated within 3 miles of the Hood River UGA. The property is not HVF. The applicant's justification for why a new church should be allowed on EFU zoned property within 3 miles of an UGA is based on the following reasons, which are specific to the subject parcel:

- The Church purchased the property before the restriction was adopted and was not made aware when the restriction was applied to the property.
- Beside its own need to grow, the Church's move would facilitate the expansion of Providence Medical Center located within the City of Hood River.
- None of the site is designated HVF.
- Only 25 percent of the site's perimeter is adjacent to HVF.
- The church is designed to minimize impacts on the adjacent agricultural uses.
- No school or day care is proposed.
- The nature of the Church's operations is that the site will usually be fully occupied only on weekends.

In compliance with this standard, staff accepts the applicant's list of "reasons" justifying why the Goal 3 should not apply in this case. The justification is based on conditions and circumstances that are specific and unique to the subject property.

b. *Areas which do not require a new exception cannot reasonably accommodate the use:*

To respond to this standard, the applicant prepared an Alternative Site Analysis (ASA) that determined that there are very few parcels available either (1) within the UGA, (2) on non-resource land outside of, but within 3 miles of, the UGA, and (3) on resource land already irrevocably committed to non-resource use, that could reasonably accommodate the proposed church. The primary factors used to exclude properties that might be eligible to accommodate the church included (1) Parcel Size (*only land that was at least 5-acres were considered*); (2) Land Characteristics (*property with slopes greater than 20 percent or containing a floodplain were excluded*); (3) Accessibility (*only property located adjacent to a collector or arterial street were considered*); (4) Feasibility of Acquiring the Land (*land that was neither available for sale nor economical were excluded*); and (5) Zoning (*land zoned commercial or industrial or located within the Columbia River Gorge National Scenic Area were excluded*).

Based on the above information, staff concludes that the applicant's ASA adequately demonstrates that the proposed use cannot be reasonably accommodated on other lands that would not require an exception.

- c. *The long-term environmental, economic, social, and energy (EERE) consequences resulting from the proposed use and the proposed site ... are not significantly more adverse than would typically result from the same proposed being located in areas requiring a goal exception other than the proposed site; and*

The applicant prepared an EERE analysis, which came to the following conclusions:

Environmental: There are no known Goal 5 resources located on or near the subject parcel.

Economic: Agriculture is a leading industry in Hood River County. The property is identified as non-HVF. The property is not enrolled in the County's farm deferral program. Allowing a church to be established on the property will not remove land that is currently being used or available for agricultural use.

Social: It is important that the church be located near its congregation. According to the applicant, the majority of their congregation resides in Hood River, with nearly half living within 3 miles of the existing church.

Energy: The property is located immediately adjacent to the primary population center in Hood River County. The property abuts Eliot Drive, a collector street, and Tucker Road, an arterial street. All utilities necessary to accommodate the church are readily available on or adjacent to the property.

The proposed church is located approximately 1 mile from the existing church. The majority of the church's congregation is located in Hood River. By siting the church near its congregation, the amount of energy required to attend church services and events will be minimized.

Based on the information provided by the applicant and summarized above, staff concludes that the long-term environmental, economic, social, and energy consequences resulting from the use occurring at the proposed site will not be significantly more adverse than would typically result from the same proposed use being located in other areas requiring a goal exception.

- d. *The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts.*

The subject property is generally adjacent to residential property to the north, commercial property to the south and west, and farm property to the south and east.

The applicant has indicated a number of design elements, such as building location and orientation, landscaping and buffering, and some perimeter fencing that are intended ensure compatibility with adjacent land uses. The applicant indicates that compatibility with adjacent uses will be further achieved by the nature of the use itself, which includes limited activities except on Sundays, Wednesday evenings, and during special events, such as weddings and funerals.

Comments were received from residential property owners to the north that raised some concerns regarding the church's incompatibility with their adjacent residences. Overall, the neighbors' comments do not argue against the zone change proposal that would allow a church to be considered an allowable use on the property, but rather requested changes to the overall design of the church in order to mitigate the potential for impacts. The concerns were primarily related to lighting, noise, building height, etc. These concerns are being addressed separately as part of the conditional use permit review. (File #06-282)

Overall, staff finds that (1) the property's location adjacent to a developed setting, (2) the general design and placement of the development away from rural uses, especially adjacent farm uses, and (3) mitigation measures implemented as part of the conditional use permit for the church, will ensure that the proposed use is compatible with other adjacent uses.

2. Statewide Planning Goals:

The Land Conservation and Development Commission (LCDC) acknowledged the County's Comprehensive Plan in 1984 and, by doing so, accepted it in compliance with applicable Statewide Planning Goals. The County's Policy Document, which is an integral part of the Comprehensive Plan, embodies the Statewide Planning Goals as they apply in Hood River County. As a result, consideration of the Statewide Planning Goals will be addressed under Subsection II(5) below – County Policy Document.

3. State Transportation Planning Rule (TPR):

Kittelson & Associates, Inc. (KAI) prepared a transportation impact analysis for the proposed church. From this analysis, KAI made the following conclusions:

- The Plan Amendment and Zone Change from EFU to Residential will not require or result in any changes to the functional classification of any transportation facility in the vicinity of the site.
- The Plan Amendment and Zone Change will not require or result in any changes to the standards that implement the functional classification system.
- The existing and proposed comprehensive plan and zoning designation are consistent with the functional classification of the facilities that serve the site.
- The proposed Plan Amendment and Zone Change will not result in degradation in level of service below minimum acceptable levels.

As part of the KAI analysis, mitigation was proposed, including the use of traffic signs, future crossover easements for adjacent businesses along Tucker Road, vegetation maintenance, and limits on the use of the property to the church itself. If this application and subsequent conditional use permit are approved, staff will recommend that these mitigation measures be made conditions of approval.

KAI's transportation impact analysis was reviewed by the County Engineer and staff from the Oregon Department of Transportation. Both agencies provided written comments concurring with the findings of KAI.

Based on the above information and recommended conditions (to be applied as part of the CUP), staff concludes that the request for a comprehensive plan and zone change is consistent with the Oregon Transportation Planning Rule.

4. *Burden of Proof: A Comprehensive Plan Amendment and Zoning Change are subject to the provision of Article 60 (Administrative Procedures) of the County Zoning Ordinance, including Section 60.10 – Burden of Proof.*

Approval of this application will facilitate the expansion of the Providence Medical Center located within the City of Hood River. Expansion of Providence is limited by space and the availability of parking. The ability to acquire the existing church property will accommodate both needs. Facilitating the expansion of the hospital is the public's interest by ensuring adequate care and emergency facilities both now and in the future. Expansion of the hospital will also contribute towards the economy of the County by generating additional employment and adding to the livability of the area. This proposal will also accommodate the applicant by providing funds to establish a church on land that was acquired over 20 years for such purposes. As determined by the applicant through its Alternative Site Analysis, there are no other sites available to reasonably accommodate the proposed use. The proposed site is suitable because of its size, topography, accessibility to transportation facilities and utilities, and proximity to its congregation. A transportation impact analysis prepared by KAI determined that the existing transportation facilities are adequate to accommodate the traffic generated by the proposed church. The proposed church will increase the amount of density on the property, but this amount should be no more than the overall potential development that might occur considering the current commercial and residential designation of portions of the property. By utilizing the entire property, the proposed use will actual reduce the overall number of parcels available for development, thereby, possibly limiting the overall development potential of the property. Since the property has been owned by the applicant for over 20 years and the proposed use is less intense than other uses that might occur under its current designation, property values should not be affected by this proposal.

Written comments were received from a number of adjacent property owners who raised concerns regarding certain aspect of the proposed church that would adversely impact their property. The primary concerns involved the height of the building, light pollution, noise, increase traffic, etc. As previously indicated, the neighbors' concerns focus on the specific design and locational elements of the church and associated facilities rather than the general use of the property to accommodate a church. In fact, at a meeting between the applicant and adjacent property owners, the property owners clearly stated that they did not oppose the siting of the church next to them. As such, staff will focus its response to the neighbors' concerns as part of the applicant's conditional use permit request.

Part of the applicant's burden of proof for the Comprehensive Plan and Zone Change application involves either "proof of change in a neighborhood/community or a mistake in the planning or zoning of the property under consideration." The applicant identifies the following changes that have occurred since the property was acquired in 1982 that justify the request:

- The State rules and subsequent County ordinances changed regarding the ability to site a church on farmland. At the time the applicant acquired the subject property, churches were allowed outright in the EFU zone. Today, churches are still allowed; however, an administrative rule adopted in 1993 excludes property on high value farmland or within 3 miles of an urban growth boundary from this provision. Since the subject property

abuts the City Limits of Hood River, a church is prohibited unless an exception is granted.

- Since 1989, the hospital has grown from 90 to 480 employees. This unanticipated growth has put great strains on the existing hospital facility and has caused it to seek out available lands to accommodate parking and its future expansion.

Based on the above information, together with the other findings provided as part of applicant's report, dated July 2006, and incorporated into the staff report as Attachment "A," staff concludes that the applicant has met its burden of proof to justify the proposed Comprehensive Plan and Zone Change, although the technical aspects of actually developing the proposed church on the property will be further evaluated as part of the conditional use permit review.

5. *County's Policy Document: The following information summarizes the applicant's findings provided in Attachment "A":*

Goal 1 – Citizen Involvement:

Applicable procedures outlined to process a Comprehensive Plan Amendment and Zone Change are being used in considering this application. Proper notice has been provided and the process for public hearings, as outlined in the County Zoning Ordinance and Administrative Code, is being followed. Additionally, the applicant met with potential neighbors and a local land use special interest group to ascertain their concerns and make some changes to accommodate those concerns.

Goal 2 – Land Use Planning:

The County's Comprehensive Plan is acknowledged in compliance with Statewide Planning Goal 2. Built into the Comprehensive Plan are procedures for considering a Goal 2 Exception. Staff finds that the applicant has provided sufficient findings to support the request, in compliance with the exception criteria provided as part of Goal 2.

Goal 3 – Agricultural Lands:

Goal 3 requires that agricultural lands be "preserved and maintained for farm use." The subject parcel is designated agricultural lands. However, the subject parcel is not HVF, not being actively farmed, mostly surrounded by non-resource uses (i.e. commercial and residential), and adjacent to the city limits of Hood River. Additionally, the applicant is proposing to develop the property to minimize conflicts with neighboring orchard lands through building placement and orientation, buffering, etc. Churches are also an outright permitted use in the EFU zone on non-HVF. Based on the unique factors and limitations of the property, the request complies with Goal 3.

Goal 4 – Forest Lands

Goal 4 is not applicable in this instance since the request neither involves nor will impact forest designated lands.

Goal 5 – Open Space, Scenic & Historic Resources, and Natural Resources

There are no known Goal 5 resources on or near the subject property that would be affected by this application.

Goal 6 – Air, Water, and Land Resource Quality

The request is not expected to impact any environmental resources.

Goal 7 – Areas Subject to Natural Disasters and Hazards

There are no known geologic hazards located on or near the subject property.

Goal 8 – Recreational Needs

The proposed church is tentatively proposed to be developed with a gymnasium and outside play areas as part of its facilities. However, these recreational facilities will be accessory to the church by primarily serving its congregation and their guests. Although no public recreational resources are specifically proposed, the request is in generally consistent with Goal 8 by accommodating the recreational needs of its congregation.

Goal 9 – Economic Development

The request is consistent with Goal 9 by facilitating the expansion of Providence Medical Center. As explained by the applicant, Providence Medical Center, which is a leading employer in Hood River County, has limited space with which to expand its operation. Acquiring the existing church property will allow the hospital to expand and provide additional services, which in turn will facilitate new job opportunities.

Goal 10 – Housing

The request does not involve residential property and, therefore, no Goal 10 resources will be impacted.

Goal 11 – Public Facilities and Services

Adequate public facilities and services are readily available to the serve the proposed church. The property is located within the West Side Rural Fire Protection District and Ice Fountain Water District. Public sewer is not available to the site, but a private septic system is proposed. The County Environmental Health Department has indicated that adequate area and soil conditions appear to be available to meet the septic needs of the church.

Goal 12 – Transportation

The subject property abuts both Eliot Drive, a County collector road, and Tucker Road, a State arterial highway. The applicant hired Kittelson & Associates, Inc. (KAI) to prepare a transportation impact analysis, which concluded that the amount of traffic generated by the proposed church would not adversely impact the “functional classification” and overall operation of nearby traffic facilities, either in the short or long terms. Based on the findings of KAI’s transportation impact analysis, the request is consistent with the State Transportation System Plan, as implemented under Goal 12.

Goal 13 – Energy Conservation

The subject parcel is located next to the city limits of Hood River and within a mile of the existing church. According to the applicant, the majority of the congregation lives in Hood River, with nearly half living within 3 miles of the existing church. By locating the church near its congregation energy consumption will be reduced.

Goal 14 – Urbanization

The applicant concludes that the “Goal 14 is not applicable because the church is not an urban use” Churches on property more than 3 miles of a UGA are allowed outright. According to DLCD staff, the purpose of the 3-mile rule was likely to prevent sprawl. However, the use itself will not contribute to sprawl since it simply accommodates a use that is otherwise allowed on rural lands. For these reasons, the request is found to be consistent with Goal 14.

III. Supplemental Findings of Fact and Conclusions of Law (Prepared by Staff):

In addition to the applicant’s submitted findings, staff provides the following information to supplement its recommendation and to address comments received to date.

1. **Additional Findings:**

Staff reviewed the applicant’s request, including their submitted findings of fact and conclusions of law. Staff generally accepts the applicant’s information as being accurate and complete. Except as otherwise indicated, no significant additional staff findings are being provided as part of the zone change request.

2. **Response to Comments Received:**

Section 72.30(B)(3) of the County Zoning Ordinance requires consideration of appropriate comments received as part of an administrative application. As of writing this report, comments were received from adjacent property owners, a local interest group, affected special districts and government agencies. Although the zone change and conditional use permit applications are directly intertwined, the majority of the comments received focus on the more technical development aspects of the proposal, which are typically addressed as part of the conditional use permit review, rather than the more legislative issue regarding the zone change. As a result, most of the comments received will be addressed as part of the staff report for the conditional use permit application, rather than as part of the zone change request addressed in this report.

IV. Recommendation: Based upon the above Findings of Fact and Conclusions of Law, it is recommended that the request by the Hood River Assembly of God for a 1.) Reasons Exception to Statewide Planning Goal 3; 2.) Comprehensive Plan Map Amendment from Exclusive Farm Use (EFU) to Rural Residential (RR); and 3.) Zoning Change from EFU to RR-10, be approved, subject to the following conditions:

1. This decision is contingent on the approval of Conditional Use Permit #06-282 to establish a church on the subject property.
2. Final approval is subject to the applicant recording a restrictive covenant limiting the use of the subject property for a church only. Uses allowed in conjunction with the church

include, but are not necessarily limited to worship facilities, religious activities, such as weddings and other church related gatherings, office facilities and multi-purpose rooms for use by the church, parsonage, off-street parking, and space for indoor and outdoor activities, including a gymnasium and ball fields. Uses that are specifically not allowed in conjunction with the church include, but are not limited to a school (excluding Sunday school classrooms) and a daycare facility (excluding a nursery for use during church services and events), unless approved through a new application.

V. Attachments List:

Attachment "A" – Applicant's Submitted Findings of Fact and Conclusions of Law, Dated July 2006

Attachment "B" – Written Comments Received as of October 18, 2006

VI. Dated this 18th Day of October, 2006.

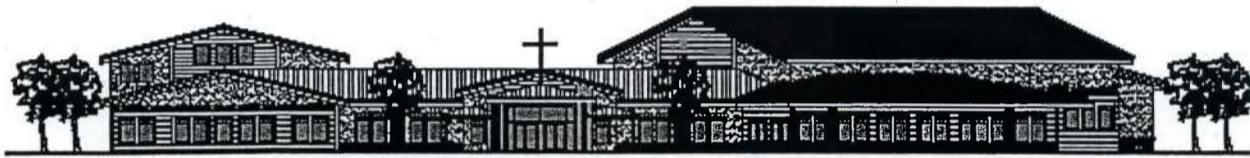
Hood River County Planning Department



Eric D. Walker, Principal Planner

cc: Pastor Terry Abbott, Hood River Assembly of God, Property Owner
Martha Stiven, Consultant, Stiven Planning and Development Services
Michael Robinson, Attorney, Perkins Coie, LLP
Gary Fish, Dept. of Land Conservation and Development
Kristen Stallman, ODOT (Region 1) *(No Attachments)*
Cindy Walbridge, City Planning Director *(No Attachments)*
Sandy Berry, County Assessor *(No Attachments)*
Don Wiley, County Engineer *(No Attachments)*
Mike Matthews, County Environmental Health *(No Attachments)*
Rick Brock, Farmers Irrigation District *(No Attachments)*
Mark Beam, Ice Fountain Water District *(No Attachments)*
Jim Trammell, West Side Rural Fire Protection District *(No Attachments)*
Peter Frothingham, HR Valley Residents Committee *(No Attachments)*
Lorena Sprager and Peter Marbach, 3121 Eliot Drive, Hood River *(No Attachments)*
Laura Makepeace-Gilliom and Thomas Gilliom, 3141 Eliot Drive, Hood River
(No Attachments)
Pat Cornett, 3113 Eliot Drive, Hood River *(No Attachments)*
Judy Poage, 3096 Eliot Drive, Hood River *(No Attachments)*
Eric and Laurie Holmes, 3160 Eliot Drive, Hood River *(No Attachments)*
Anne Bryant, 1015 Tucker Road, Hood River *(No Attachments)*
Eileen Bostwick, 3157 Eliot Drive, Hood River *(No Attachments)*
Shannon and Lisa Vance, 3170 Eliot Drive, Hood River *(No Attachments)*
Charlie and Nery Burwell, 3131 Eliot Drive, Hood River *(No Attachments)*

**HOOD RIVER COUNTY
PLAN MAP AMENDMENT AND ZONE CHANGE**



Prepared for:

Hood River Assembly of God Church
1110 May Street
Hood River, Oregon 97031

In Association with:

Providence Hood River Memorial Hospital

Prepared by:

Martha F. Stiven
STIVEN Planning and Development Services, LLC.
12725 SW 66th Avenue, Suite 107
Portland, Oregon 97223

In Association with:

Michael Robinson
Perkins Coie
1120 NW Couch Street
Portland, OR 97209-4128

July 2006

ATTACHMENT "A" 1 OF 185

SUMMARY OF FACTS

Applicant: Pastor Terry Abbott
Hood River Assembly of God Church
1110 May Street
Hood River, OR 97031

In Association with:
Providence Hood River Memorial Hospital
PO Box 149
811 13th Street
Hood River, OR 97031

Owner: Hood River Assembly of God Church
1110 May Street
Hood River, OR 97031

<i>Applicants’ Representatives:</i>	Martha F. Stiven	Michael C. Robinson
	Stiven Planning & Development Services LLC	Perkins Coie LLP
	12725 SW 66 th Avenue, Suite 107	1120 NW Couch Street
	Portland, OR 97223	Portland, OR 97209
	Telephone: 503-601-8806	503-727-2000
Fax: 503-597-3668	503-727-2222	
Email: mstiven@aol.com	mrobinson@perkinscoie.com	

Requests: Approval of land use requests to allow construction of a church on property located in Hood River County on a site consisting of four tax lots, one of which is zoned Exclusive Farm Use on non-high value farmland. The following approvals are requested for Tax Lot 2700, zoned EFU:

- A reasons exception to statewide Goal 3;
- A Comprehensive Plan Map Amendment from Exclusive Farm Use (EFU) to Rural Residential (RR); and
- A zone change from EFU to RR-10 to implement the plan map designation.

Location: The site is generally located on the south side of Eliot Drive and on the east side of Tucker Road. Tax Lots 2400 and 2601 abut on Eliot Drive and Tucker Road east, respectively and will be part of the church development, but are not part of this land use request.

Tax Map: 2N 10 E 1B Tax Lot 2700

"A" (2)

Size: 4.40 Acre

Zoning: TL 2700 - Exclusive Farm Use (EFU)

Development Team:

Land Planning: **Martha F. Stiven**
Stiven Planning & Development Services LLC.
12725 SW 66th Avenue, Suite 107
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Ogden, UT 84401
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"A" (3-)

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 and Zoning Map Amendment.....Page 17**

IV. SATISFACTION OF CRITERIA FOR APPROVALPage 18

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**6. Alternative Sites for Exception Areas
 Within Three Miles of the Urban Growth Boundary.....Page 26**

APPENDIX

Hood River County Planning & Building Services, Summary of 1/19/06 Pre-application Conference

Alternative Sites Analysis, prepared by Stiven Planning & Development Services, dated June 2006

Letter to Stiven Planning & Development Services from Pastor Terrell K. Abbott, dated February 1, 2006, with letters regarding availability of alternative sites

Memo prepared by Stiven Planning Development Services, regarding Consistency of Land Use Request with County Plan Policies

Transportation Impact Analysis, prepared by Kittelson & Associates, dated May 2006

Memo to Michael Robinson from Blair Carter, regarding Legislative History of OAR 660-033-130, dated June 12, 2006

"A" (4)

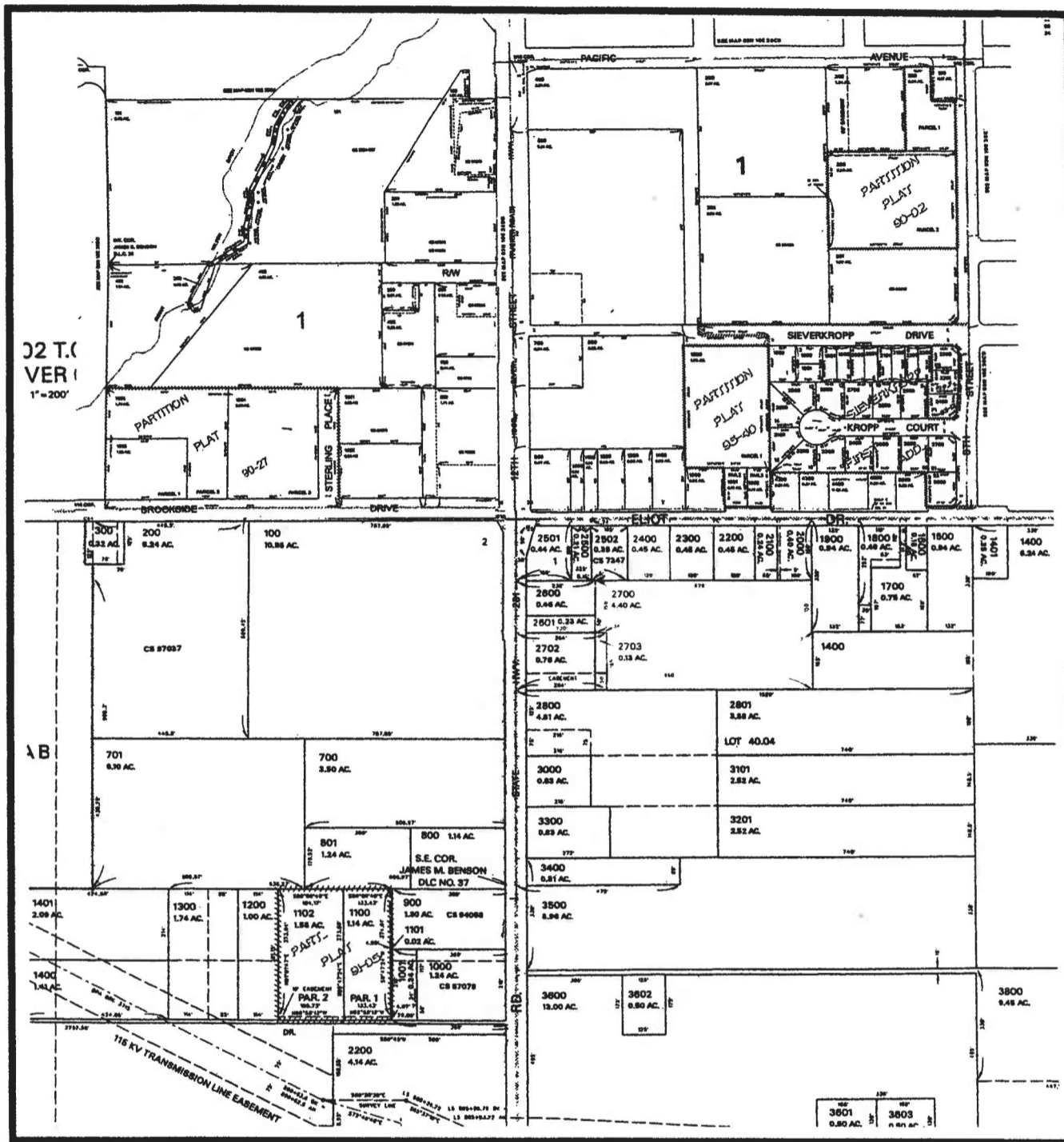
I. INTRODUCTION AND REQUEST

A. Facts

Providence Hood River Memorial Hospital (Providence) is located across the street from the existing Hood River Assembly of God Church (Church) in the City of Hood River. Both Providence and the Church have outgrown their existing facilities, and there are no available sites within the immediate area of either facility. The Church has owned property adjacent to but outside of the Urban Growth Boundary (UGB) since 1982 purchased with the intent to relocate to the new site at the appropriate time. Providence continues to grow in order to better serve the needs of the patients within the region. Therefore, Providence would like to purchase the existing Church site, providing the funds necessary for the Church to build on the land they own. This land use request is made to enable the Church to receive the necessary approvals that will allow it to build on the property it own and sell their existing site to Providence.

The Church recognized the space limitations of its current site many years ago and purchased approximately five (5) acres of property to accommodate future growth in 1982. Additional property was added to the site in 1988. (See Exhibit 1, Site Identification). The site that the Church purchased is composed of four (4) tax lots, the largest portion of which is zoned for Exclusive Farm Use (EFU). Two of the other tax lots are zoned Commercial (C-1), which allows a church as a permitted use; and the fourth tax lot is zoned Residential 1 (R1-7500), which allows a church as a conditional use. When purchased in 1982, the portion zoned EFU allowed churches on farmland. Subsequent to their purchase, the Land Conservation and Development Commission (LCDC) amended the language in Goal 3 through the Oregon Administrative Rules (OAR) and further restricted the use of agricultural land. As a result, OAR 660-033-0130 (2) now prohibits churches on property zoned EFU when the site is located within three (3) miles of a UGB unless an exception is approved pursuant to ORS 197.732 and OAR Chapter 660, Division 004. All of the Church's property is within three (3) miles of the Hood River UGB.

"A" (5)



Site Identification

Hood River Assembly of God Church
 Comprehensive Plan Amendment and Zone Change
 June 2006

Stiven Planning & Development Services, LLC
 12725 SW 66th Ave., Suite 107
 Portland, OR 97223
 503-601-8806

EXHIBIT ONE

"A" (6)

B. Measure 37

In order to implement the change in state law, Hood River County adopted Ordinance #201, which prohibited churches on land zoned EFU when within three (3) miles of a UGB. On March 20, 2006, Hood River County determined that a Measure 37 claim filed by the Church was valid; declined to pay compensation for the claim; and, in lieu of payment for compensation, removed the County's prohibition of churches on EFU land within three (3) miles of the UGB. However, the County has no authority to remove, modify, or not apply regulations that may be based wholly or in part on a state regulation or federal law. Therefore, the Church has filed a similar Measure 37 claim against the State of Oregon, requesting that the state-imposed restriction for churches on EFU land within three (3) miles of a UGB be waived. That claim is pending. Until the restriction caused by OAR 660-33-120-130 (2) is waived, the applicant must request an exception to the rule restricting churches within three (3) miles of the UGB in order to construct the church.

C. Description of Application

OAR 660-004-0005 (1) defines an exception as a comprehensive plan provision, including an amendment to an acknowledged comprehensive plan, that is applicable to specific properties and does not establish a planning or zoning policy of general applicability, does not comply with some or all Goal requirements applicable to subject property (in this case, Goal 3) and complies with the provisions of OAR Chapter 660, Division 4, "Interpretation of Goal 2 Exception Process."

This application makes the following requests:

For Tax Lot 2700 Zoned EFU:

- Approval of a Reasons Exception to OAR 660-33-120-130 (2) to allow a church as a permitted use on EFU land within three (3) miles of the City of Hood River UGB with a condition limiting future use to a church; and
- Approval of a Comprehensive Plan Map Amendment and Zone Change from EFU to Rural Residential (RR-10) with a condition of approval limiting future use of the property for a church and its associated uses.

Notwithstanding the three-mile limitation in both the EFU zone and the R-10 zone, churches are allowed as a conditional use. However, the conditional use permit cannot be approved until the Exception, Comprehensive Plan Amendment, and Zone Change are approved. A conditional use permit for Tax Lots 2700 and 2400 will be submitted to Hood River County to be approved following the granting of the Exception, Amendment, and Zone Change.

D. The Site Plan

The use proposed by these land use requests is a church. The church use includes worship facilities, religious activities including weddings and other gatherings, office facilities for use by the church, multi-purpose rooms, off-street parking, and space for outdoor recreation activities. The building will be approximately 30,500 square feet. The Church has not requested day care or school activities associated with the use. Exhibits 2 and 3 illustrate the proposed conceptual site plan and the northern building elevation, which will face the access from Eliot Street.

The total church site is comprised of four (4) tax lots, two (2) of which provide the access to Eliot Drive and Tucker Road (Oregon Highway 281). Tax Lot 2400 is nearly a half acre and will be used for a driveway to and from Eliot Drive. It is approximately 120 feet wide and will allow for the two-way access and landscape buffers to the adjacent uses.

Tax Lot 2601 is approximately 50 feet wide and will accommodate the driveway to Tucker Road (Oregon Highway 281). Tax Lots 2700 and 2703 make up the balance of the site, approximately 4.5 acres. The church building, the surface parking lot, the septic and storm water systems, and an outdoor play area are located on these two (2) tax lots.

The preliminary conceptual site plan developed by the church includes the following uses, all of which are integral parts of the church, as shown in Table One:

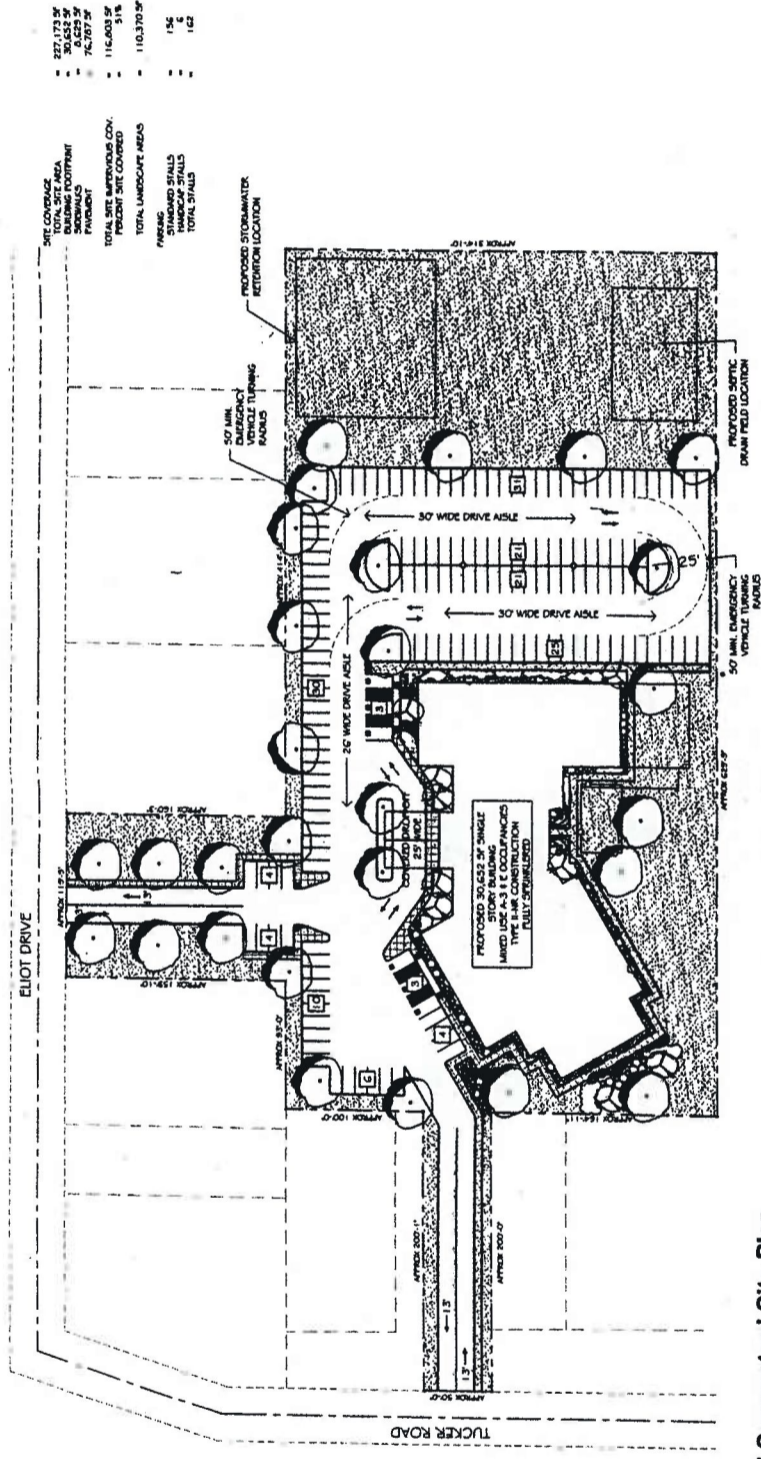
*Table One
Building Summary*

Use	Size (sq. ft.)
Sanctuary and Platform	6,940
Backstage (Dressing, Baptistry, Utility)	1,755
Choir/Music Rooms	973
Sunday School Classrooms	5,678
Administrative	1,733
Storage/Utility/Restrooms	1,233
Nursery	1,354
Library	322
Entry/Coffee Area	1,871
Multi-use/Kitchen	4,069
Corridor/Hallway	4,699
<i>Total</i>	<i>30,627</i>

"A" (8)

Although the building is single story, both the sanctuary and the multi-use rooms will have raised ceiling heights, which establishes a maximum building height of 35 feet.

"A" - 9



Proposed Conceptual Site Plan

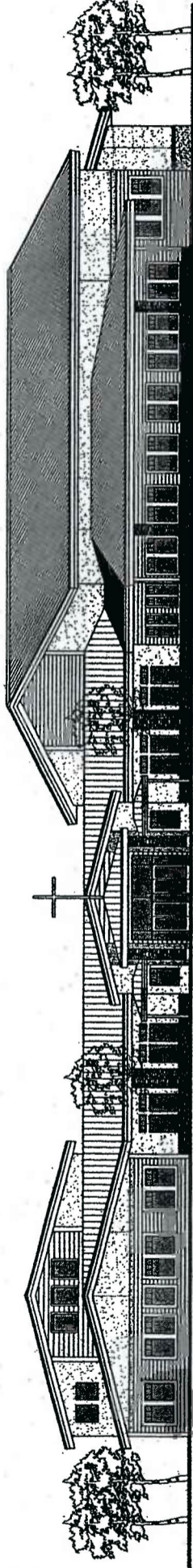
Hood River Assembly of God Church
 Comprehensive Plan Amendment and Zone Change
 June 2006

Stiven Planning & Development Services, LLC
 12725 SW 66th Ave., Suite 107
 Portland, OR 97223
 503-601-8806

EXHIBIT TWO

 General Contractors	 Building God's Way	HOOD RIVER ASSEMBLY OF GOD	MASTER SITE PLAN	JUNE 13, 2006	SHEET NUMBER
		ELIOT AND TUCKER HOOD RIVER, OR	PRELIMINARY	DRAWING SCALE 1" = 40'	1

"A" - 10





NORTH ELEVATION

Proposed Northern Building Elevation

Hood River Assembly of God Church
 Comprehensive Plan Amendment and Zone Change
 June 2006

Stiven Planning & Development Services, LLC
 12725 SW 66th Ave., Suite 107
 Portland, OR 97223
 503-601-8806

EXHIBIT THREE

		HOOD RIVER ASSEMBLY OF GOD	NORTH ELEVATION	MAY 17, 2006	SHEET NUMBER
		ELLIOT AND TUCKER HOOD RIVER, OR	CHARENTE FINAL	DRAWING SCALE 1" = 4'	3

Access into the site will be from both Eliot Drive and Tucker Road. A complete traffic impact study has been prepared by Kittelson & Associates, Inc. (KAI) and demonstrates that the traffic can be accommodated on the existing street system and that both accesses are safe and efficient egress and ingress points. Sidewalks are provided along the eastern side of the driveway from Eliot Drive and along the southern side of the driveway from Tucker Road.

Off-street parking includes 156 parking spaces and an additional six (6) handicap spaces. The parking has been placed along the northern and eastern portions of the site, with approximately 150 feet of the easternmost portion of the site reserved for outdoor recreational use, which includes sports fields for church use. Approximately 49 percent of the site has been dedicated to open space, and approximately 13 percent of the site is covered by the building.

Public facilities and services which are allowed in conjunction with the Exception include access to a county road, Eliot Drive, and Tucker Road (Oregon Highway 281); domestic water service is provided by the Ice Fountain Water District; fire protection and emergency response services are provided by the West Side Fire District; and police services are provided by the Hood River County Sheriff's Office. No public sanitary sewer service will be provided. The applicant will be responsible for obtaining the necessary on-site sanitary disposal permits subject to applicable County and Oregon Department of Environmental Quality (DEQ) requirements. All services will be more fully explained in later portions of this land use application.

"A" - 12

II. SITE CHARACTERISTICS

A. Site Information

The site is located immediately south of the Hood River city limits and the UGB. Exhibit 1 illustrates the location of the site relative to both boundaries. Table Two provides information about the site regarding size, existing comprehensive plan information, zoning, existing land use, and access.

*Table Two
Site Information*

Map No.	Size (ac)	Existing County Zoning	Access	Existing Land Use
2N10E 1B TL 2700	4.40	EFU (non-high value)	None	Vacant
2N10E 1B TL 2400	0.45	R-1	Eliot Drive	Vacant
2N10E 1B TL 2601	0.23	C-1	Tucker Road (Hwy. 281)	Vacant
2N10E 1B TL 2703	0.13	C-1	None	Vacant
Total	5.21 ac			

The area surrounding the site is a mixture of urban and rural uses. (See Exhibit 4, Aerial Photograph.) The uses at the intersection of Eliot and Tucker Road are commercial, mostly retail in nature and include a video store and storage facilities. On the south side of Eliot and east of the church-owned property are single family homes on lots that are approximately 0.40 acres in size. Directly east of the largest parcel (Tax Lot 2700) is property zoned EFU, both high value and non-high value. South of the eastern portion of Tax Lot 2700 is additional High Value Farmland (HVF); south of the western portion of the tax lot are additional commercial use, including a furniture store, a retail garden center, and equipment sales office. Tax Lot 2601 fronts along Tucker Road and is occupied by a driveway into the church property.

"A" - 13



Aerial Photo

Hood River Assembly of God Church
Comprehensive Plan Amendment and Zone Change
June 2006

Stiven Planning & Development Services, LLC
12725 SW 66th Ave., Suite 107
Portland, OR 97223
503-601-8806

EXHIBIT FOUR

"A" - 14

Properties on the west side of Tucker Road include a cemetery, farm land, and additional commercial uses. On the north side of Eliot Road, properties are within the city limits and include single family residences on lots ranging in size from 7,000 to 22,000 square feet.

B. Surrounding Roads and Access

The site is bounded on the north by Eliot Drive, which is classified as a Collector by the City and County. Eliot Drive has a 25 miles-per-hour posted speed with no curbing, sidewalks, or shoulders. To the west of the site is Tucker Road (named 12th Street north of Eliot Drive), an ODOT District Highway known as OR 281 (Hood River Highway). Beginning just south of the intersection with Eliot Drive and to the north, Tucker Road (12th Street) intersects Eliot Drive at a traffic signal about 300-400 feet to the west of the site boundary along Eliot Drive. Between 200-300 feet south of Eliot Drive, Tucker Road tapers down to only two travel lanes without sidewalks or curbing, effectively a rural two-lane highway with a 40 miles-per-hour posted speed.

Access to the site is proposed to and from both Eliot Drive and Tucker Road. The church has 120 feet of frontage on Eliot Drive (Tax Lot 2400) and 50 feet of frontage on Tucker Road (Tax Lot 2601). The site entrance at Eliot Drive is approximately 300-400 feet east of Tucker Road. The site entrance on Tucker Road is approximately 250-300 feet south of Eliot Drive.

C. Farmland

Hood River County has designated the EFU portion of the site as Non-high Value Farmland (NHVF) (See Exhibit 5). According to Hood River County, NHVF comprises about 20 percent of the total area within the EFU Zone. High Value Farmland (HVF) was defined by the Oregon Legislature in 1993; and in Hood River County is made up of mostly Class I and II soils and lands that were growing perennials (e.g. tree fruits, berries, etc.) as of a certain date. The Legislature felt that the HVF designation would help protect the more productive resource land from the detrimental effects of uses not related to agriculture. Churches are a permitted use on NHVF land when not within three (3) miles of a UGB.

D. Topography

The site is relatively flat.

E. Water

The site lies within the service area of the Ice Fountain Water District. According to District Manager Mark Beam, 6" lines are available for extension from both Tucker Road and Eliot Drive. Either line can be extended to the church building via the driveways from either street. If necessary to meet fire flow standards, the lines can be connected from both streets to create enough pressure to meet fire

"A" - 15

suppression standards. (See Appendix for Hood River County Planning & Building Services, Summary of 1/19/06 Pre-application Conference).

F. Sewer

The site will not be served with a public sanitary sewer system. The site plan shows the septic tank and drain field and the storm water system located on the eastern quarter of the site. The appropriate permits will be secured prior to construction. Sanitarian Mike Matthews stated the following during the pre-application conference:

“As far as on-site wastewater treatment goes, this area has very favorable conditions and there should not be a problem with a system on the 4.5 or more acres that would serve a church. We would require a Site Evaluation and more information on the facility (number of bathrooms, kitchens, daycare use) to determine the size of the system that they would need.” (See Appendix for Hood River County Planning & Building Services, Summary of 1/19/06 Pre-application Conference).

G. Fire Protection

The site is within the jurisdiction of West Side Fire District. According to Jim Trammel, Fire Marshal and Administrator, the Tucker Road entrance is located within one (1) mile of the West Side Fire Station #2. It is a volunteer fire station with 65 members and is rated by ISO as a Class 5 facility. The district has back up service agreements with two other fire departments – City of Hood River Fire Department and the O’Dell Fire District, both of which would back up West Side Fire District’s response. According to the district, two access points into the site, one from Eliot and one from Tucker would be preferable to a single access point off of Eliot Drive.

H. Goal 5 Resources

There are no Goal 5 cultural or natural resources mapped on the subject site.

"A" (16)

III. CRITERIA FOR APPROVAL

The following land use approvals are requested:

- Exception to Statewide Planning Goal 3
- Comprehensive Plan Map Amendment from EFU to RR on Tax Lot 2700 and Zone Change from EFU to RR-10 on Tax Lot 2700

A. Exception to Goal 3, OAR 660-033-0130 (2)

In order to allow the use of the property which is currently zoned EFU, an Exception to Statewide Planning Goal 3, the Agricultural Goal, must be approved. The criteria that must be met to grant an exception are described in ORS 197.732 and OAR 660-033-0130(2) and are as follows:

1. Reasons why the state policy embodied in the applicable goals should not apply.
2. Areas that do not require a new exception cannot reasonably accommodate the use.
3. The long term environmental, economic, social, and energy consequences resulting from the use at the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located in other areas requiring a Goal exception.
4. The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts. The exception shall describe how the proposed use will be rendered compatible with adjacent land uses. The exception shall demonstrate that the proposed use is situated in such a manner as to be compatible with surrounding natural resources and resource management or production.

"A" (17)

IV. SATISFACTION OF CRITERIA FOR APPROVAL

This section of the application provides the findings demonstrating that the Church's request is consistent with and supportive of all relevant criteria as shown below:

A. Exception to Statewide Planning Goal 3

Approval of the Comprehensive Plan Amendment requires an exception to OAR 660-033-0130 (2) and OAR 660-33-0120 Table 1, which limits the placement of churches on NHVF sites within three (3) miles of a UGB. This request is consistent with the criteria for an Exception as provided for in ORS 197.732 and OAR Chapter 660, Division 004 and as demonstrated below:

1. Reasons why the state policy embodied in the applicable goals should not apply.

Finding:

- **At the time the Church purchased the site, the EFU zone allowed churches as permitted uses at this site.** When the Church acquired the subject property in 1982, the allowable land uses were regulated by the Hood River County Permanent Zoning Ordinance No. 2, adopted September 22, 1965, (effective October 22, 1965) including subsequent modifications to this ordinance and including the adoption of Ordinance No. 118 on June 7, 1982. The EFU portion of the Ordinance in effect at the time that the Church acquired interest in the site allowed churches in the EFU zone. The current EFU zone of the Hood River County Zoning Ordinance requires new churches within three (3) miles of a UGB to receive an exception pursuant to ORS 197.9732 and OAR 660-04.

The Church must relocate to facilitate the future expansion of Providence and to accommodate its own need to grow. When the Church purchased the subject property, State and County regulations allowed churches to locate on EFU land within three (3) miles of a UGB. The change in law makes the site no more or

"A" (18)

less suitable to accommodate the church use and, in fact, is an appropriate location for a church. The land is NHVF.

- **The site is Non-high Value Farmland.** None of the land proposed for the church is HVF. The portion of the site zoned EFU is not designated as HVF. The HVF soils are the most productive resource lands.
- **The site is a field that is surrounded on 75 percent of its perimeter by non-farm uses including single family residential and commercial retail uses.** The site is not in agricultural use today. Only a portion of the southern and eastern boundaries are bounded by HVF and in active agricultural use. The properties to the north and to the west are all exception areas and are zoned as commercial and residential property. The property to the east of the northern one-half on Tax Lot 2700 is NHVF and is not in agricultural use but rather is a portion of a rural residential lot (Tax Lot 1900). The areas east of the southern one-half of the site and south of the eastern one-half of the site are designated as HVF and are in use as orchard area.
- **The Assembly of God Church site is necessary to accommodate future expansion of the hospital.** The hospital occupies a full block of land directly across 12th Street from the existing church site and is surrounded by residential zoning and development. As Providence has grown, on-site parking has become in short supply, which has resulted in parking spilling into the nearby residential neighborhood by both staff and patients. In an effort to minimize the off-site parking impact on the adjacent neighborhoods, the Dialysis Center was recently relocated off-site to a location which has surface parking available. This has temporarily reduced the impact of the parking shortage on the neighborhood. At the time of the relocation of the Dialysis Center, Providence committed to the City that any future expansion of the hospital and related on-site facilities would be completed in conjunction with the provision of additional off-street parking. The existing Assembly of God Church site, which is located across 12th Street from the hospital, is a logical location to meet the future needs for Providence.

The church occupies nearly a city block, and has been purchased by Providence for a future medical office building and parking to serve both the office building and the hospital, contingent upon the Church's ability to relocate. According to Ron Guth, Chief Financial Officer for Providence, the hospital was constructed on donated land in 1933 and expanded in 1955, 1990, and 1998 to its

"A" (19)

current size: 25 beds serving a population of 30,000. Employment has grown at the hospital from 90 employees in 1989 to 480 employees in 2006. It was recently identified by Medicare as a Critical Access Hospital, meaning that it is located in an area that due to geographical circumstances could become isolated from other parts of the state as a result of inclement weather, a failed transportation system, or other emergency situations. Therefore, the hospital is particularly important to this part of the state and is exceptionally important to the people it serves.

The future expansion, which will be facilitated by the relocation of the church facility, will result in occupation of the existing building and use of the parking lot for the short term. Within three to five years, Providence hopes to remodel to reorient the hospital entrance and access to 12th Street and tie the church property into the campus. The church property would be used for medical offices and parking, but the future hospital expansion will increase capacity in outpatient surgery, operating rooms, the Emergency Room and the Imaging Department. However, Providence must be able to purchase the church site, and the Church must be able to relocate to a new site prior to removal of the existing building.

As the Church has grown, it has experienced a lack of parking as well and at times parking has spilled into the surrounding neighborhoods. The Church purchased the Eliot/Tucker property to accommodate relocation of the church and purchased a site large enough to construct on-site parking. If the Church is allowed to build on the property it purchased in 1982, when a church was an allowable use, then the expansion of the hospital can be accommodated, additional off-street parking can be provided, the Church can move to a new location with additional parking, and less infringement on the residential neighborhood will occur.

- **The Church's building has been designed to minimize impact on the adjacent agricultural activities; therefore the two (2) uses are compatible.** Exhibit 2 illustrates that parking and open space are planned for the portions of the site that border the existing agricultural uses. The building has been oriented toward the Eliot Drive access to minimize the church's impact on the orchard and to minimize the orchard activities on the church.
- **The Church's operations are such that they will have minimal impact on the adjacent orchard operation.** The Church conducts services on Sunday mornings, at which time the facility is at its greatest occupancy. As indicated earlier, there is no school or

day care proposed as part of the church. Other high attendance times may occur at weddings or funerals, but on an infrequent basis. During weekdays only the employees of the church will use the facility on a regular basis. The church will be used most on Sunday mornings, with much less activity during the weekdays. Therefore, the church is fully occupied so seldom that the neighboring farm activities will have little effect on the church operations. In addition, the Church is willing to enter into a "right to farm" agreement, thereby acknowledging the pre-existing orchard operations.

In summary, the limitation restricting a church on farmland within three (3) miles of the UGB should not apply to this site for the following reasons:

- The Church purchased the property before the restriction was adopted and was **not** made aware when the restriction was applied to the property.
- The Church needs to move to facilitate the expansion of Providence.
- None of the site is designated HVF.
- Only 25 percent of the site's perimeter is adjacent to HVF.
- The church is designed to minimize impact on the adjacent agricultural uses.
- No school or day care is proposed.
- The nature of the Church's operations is that the site will usually be fully occupied only on weekends.

2. Areas that do not require a new exception cannot reasonably accommodate the use.

Finding:

OAR 660-004-0020 outlines the factors to be considered in addressing whether or not areas that do not require an exception cannot reasonably accommodate a use. In this case, an Alternative Sites Analysis was conducted to determine whether or not the church could be located on a site that does not require a new exception. The questions that must be answered are as follows:

- a. Can the church use be reasonably accommodated on nonresource land that would not require an exception, including increasing the density of uses on nonresource land?
- b. Can the church use be reasonably accommodated inside an urban growth boundary?
- c. Can the church use be reasonably accommodated on resource land that is already irrevocably committed to nonresource uses, not allowed by the applicable Goal, including resource land in existing rural centers, or by increasing the density of uses on committed lands?
- d. Can the church use be reasonably accommodated without the provision of a proposed public facility or service?

In order to respond to the first three questions, Stiven Planning & Development Services LLC. (Stiven Planning) was retained to complete an Alternative Sites Analysis. Using data created by the Hood River County Geographic Information System (GIS), Stiven Planning completed a thorough analysis of alternative sites based on the factors in OAR 660-004-0020. The complete analysis is located in the Appendix of this document.

These questions were answered within the context of the ability of the various land types to accommodate the proposed Hood River Assembly of God Church. Therefore, each of the land types was analyzed relative to the siting criteria identified by the church as locational requirements. These are as follows:

Proximity to Existing Church Membership: Near or adjacent to the Hood River UGB in order to continue to serve the existing congregation without causing additional driving time.

Building Status: Vacant or underdeveloped as defined by the Hood River GIS Department. Each alternative site was either vacant or had building improvements of less than \$10,000. This criterion would allow consideration of sites that did not cause the Church to incur unnecessary costs.

Columbia River Scenic Area: Churches are not allowed within the scenic area. Therefore sites within the scenic area were not considered alternative sites.

"A" (11)

Minimum Parcel Size: The Church purchased five acres to accommodate their needs. The site plan proposed occupies all five acres and includes the church building, off-street parking, outdoor play area and septic system areas. Therefore only five-acre sites or smaller sites that could be aggregated into five-acre sites were analyzed.

Flood Plain: Sites within the Flood Plain (as identified by the County GIS) were not considered as alternative sites.

Zoning: Only sites zoned residentially were considered as alternatives, as the use of commercial and industrial sites would eliminate sites that could contribute significantly to the city and/or county economy.

Topography: Consistent with County policy, only those sites with an area of five acres or more with slopes of less than 20 percent were considered in the alternative sites analysis.

Feasibility of Acquiring Land: Where land assemblage was required in order to create a five-acre parcel, the cost of acquiring land was considered.

Compatibility of the use with local plans, policies, goals and ordinances: Alternative sites were assessed based on their ability to support local plans, ordinances, and policies.

Accessibility: The church site is located on a Collector street. In a desire to locate the church in such a way that church members will not be traveling through residential neighborhoods, alternative sites were analyzed for their accessibility to either an Arterial or Collector street as identified by the County.

Based on these criteria, the different land types were analyzed. The outcome of the analysis is described in the Appendix, and a brief summary follows:

- a. **Can the church use be reasonably accommodated on nonresource land that would not require an exception, including increasing the density of uses on nonresource land?**

This question is answered by analyzing nonresource lands inside and outside of the UGB for their ability to accommodate the church.

Inside the UGB: The Alternative Sites Analysis demonstrates that the church cannot be reasonably accommodated on nonresource

"A" (13)

lands inside the Hood River UGB. The Analysis found that inside the UGB, there is a very limited supply of sites that could reasonably accommodate the church. In fact, the study found that within the UGB there are only four sites that contain at least five (5) acres and are not constrained by existing buildings, flood plain, inaccessibility, steep slopes, or inconsistent zoning. (See Exhibit 5, Alternative Sites Within the Urban Growth Boundary). All of these sites would have to be purchased at considerable expense to the Church as compared to the subject property, which the Church has owned since 1982 and on which they have planned to relocate. None of these sites are available to the Church without having to raise significantly more money for the land purchase in addition to the construction costs.

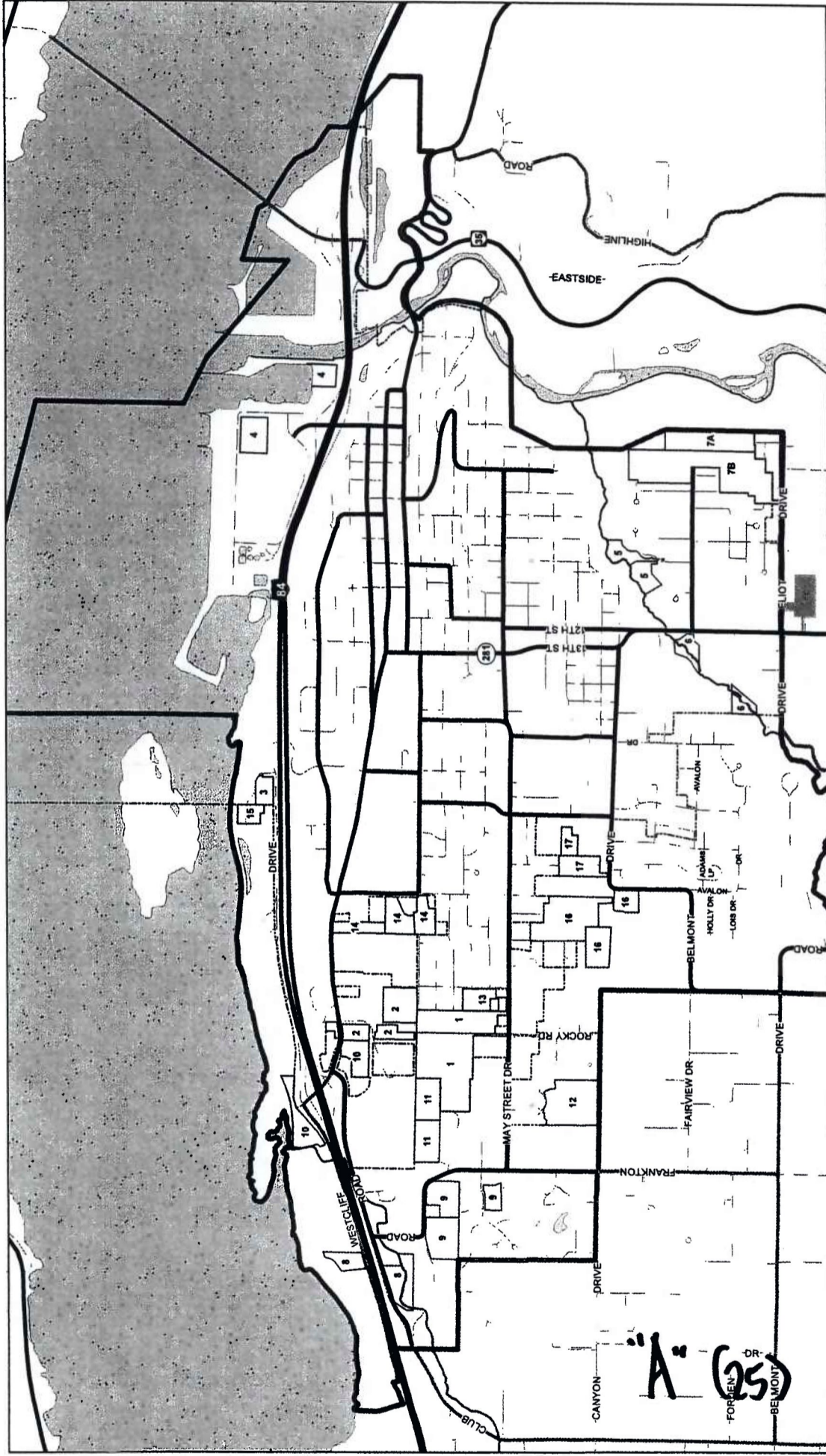
Therefore, there is no property inside the UGB that can reasonably accommodate the church.

Outside of the UGB: The analysis of the area outside of the UGB was limited to a study of sites within three (3) miles of the Hood River UGB, because a NHVF site beyond the three-mile limit would not require an exception. Within the three-mile study area, there are a limited number of vacant or redevelopable exception sites of a size large enough to accommodate the church. Of those that meet the threshold size of five acres and are either vacant or redevelopable, most are constrained by at least one of the following factors:

- Site was not located on either an Arterial or Collector street, thereby causing traffic to have greater impact on nearby properties than if the church were located on an Arterial or Collector street;
- Site was located on a health hazard overlay, creating concern about its ability to accommodate a septic system;
- Site was primarily constrained by a flood plain; or
- Site had slopes in excess of 20 percent, making development costly and unreasonable.

The Alternative Sites Analysis found that the nonresource areas outside of the UGB that are vacant or underdeveloped are insufficient to accommodate a new church. (See Exhibit 6, Alternative Sites for Exception Areas).

"A" (1A)



Alternative Sites Analysis
within the Hood River UGB

EXHIBIT FIVE

Alternative Sites Analysis

Within 3 miles of the Hood River UGB

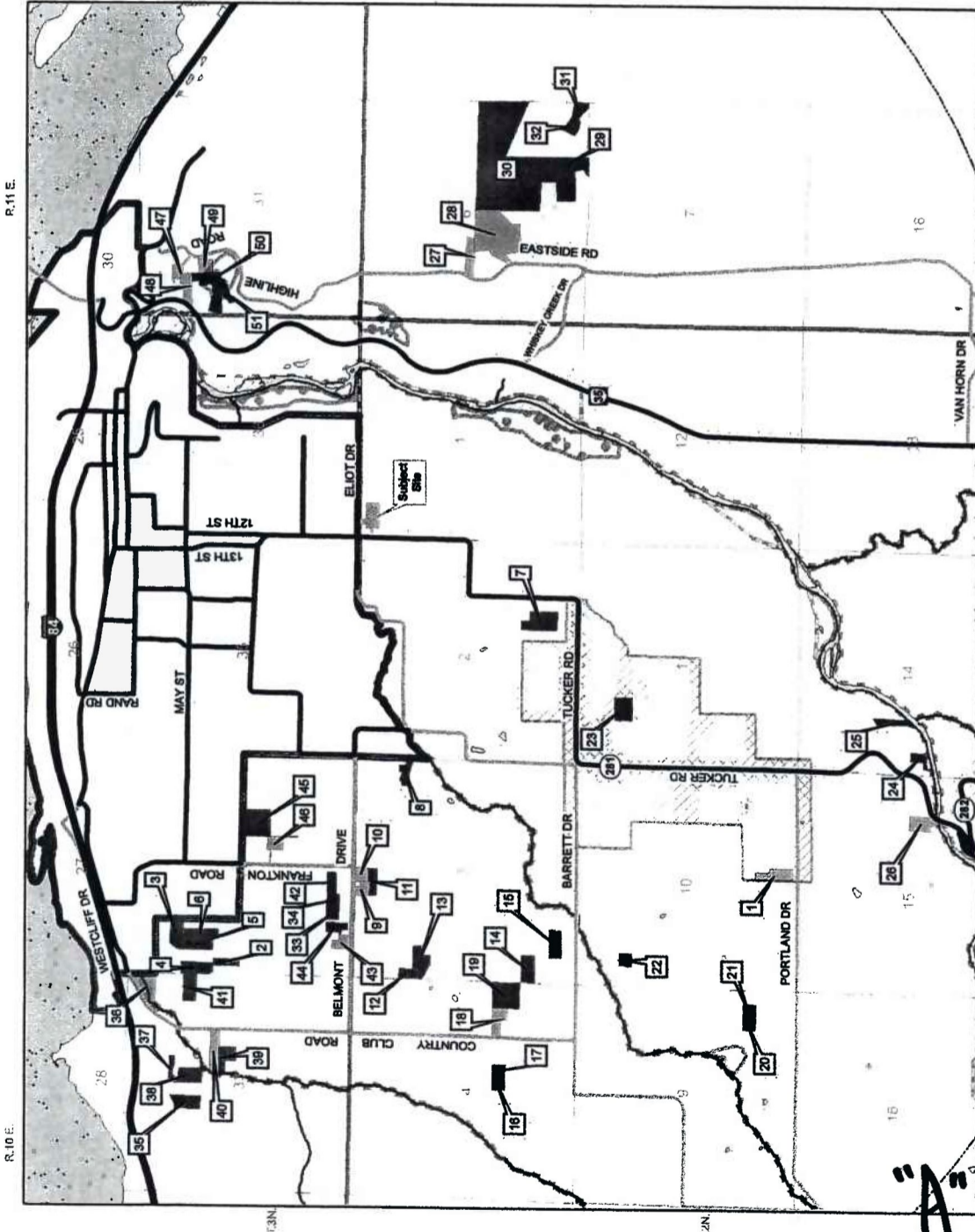
- Subject Site**
- Exception Sites**
 - Adjacent to Arterial or Collector Street
 - Not Adjacent to Arterial or Collector Street
- Roads**
 - Arterial
 - Collector
 - Local
- Urban Growth Boundary**
- UGB Three Mile Buffer**
- Section**
- Township**
- Zoning Overlay**
 - Hazard
 - Health Hazard
 - Environmental Protection
 - Floodplain
 - Geologic Hazard
 - Surface Mining

EXCEPTION SITES

Parcels shown on this map meet all of the following criteria:

- Parcel size is at least 5 acres, either individually or when combined with adjacent parcels.
- Parcels are classified as "vacant" using the current Hood River County records and assessment database
- Parcels are considered "Adjacent" to an Arterial or Collector street if it is within 80' of the road centerline.

DISCLAIMER: This map product was prepared by Hood River County and is for informational purposes only. It is not intended to be used as a basis for legal, engineering, or surveying purposes. Users of this information should verify or consult the primary data and information sources to ascertain the validity of the information.
 County GIS Coordinator: (503) 308-2016



"A" (26)

b. Can the church use be reasonably accommodated inside an urban growth boundary?

When the Church learned that the State and County rules had been revised and that a church use was no longer permitted on the subject property, it made an effort to find an alternative site. The Church was unable to find a suitable site that met its requirements in terms of size, accessibility, development potential, and price. The fact that there are so few buildable sites available in the city has resulted in higher prices for property. The Church's search for property is documented by five letters from various people, either church members or property owners, including a letter from Pastor Terry Abbott regarding the search for a new church site. These letters are located in the appendix of this document and in summary state the following:

- Five acres of property at 135 Country Club Road is not available to the church for purchase – *Lakk Henderson, property owner, January 25, 2006;*
- Nichols Boats Works site has only two usable acres and had a sale pending, making the site not usable or available for the church – *Glenn D. Phelps, church member;*
- Murray's Furniture site is ten (10) acres but is located in the Scenic Area and therefore, not available for development. *David Winans, December 26 2005;*
- Five acres of land at 2800 Belmont Road is not available for purchase at this time or in the foreseeable future. *Richard Hanners, January 31, 2006;*
- Pastor Terry Abbott indicated that he discussed potential sites with a couple of contractor/developers in the church and they said they didn't know of any comparable pieces of land that were available. He indicated that Cindy Walbridge, Hood River City Planner, confirmed this. *Pastor Terry Abbott, February 1, 2006.*

The formal study confirmed this anecdotal evidence that inside the UGB there is a very limited supply of sites that could reasonably accommodate the church. In fact, the study found that within the UGB there are only four (4) sites that contain at least five (5) acres

and are not constrained by existing buildings, flood plain, inaccessibility, steep slopes, or inconsistent zoning. All of these sites would have to be purchased at considerable expense to the Church as compared to the subject property, which the Church has owned since 1982 and on which they have planned to relocate. None of these sites are available to the Church without the Church having to raise significantly more money for land purchase in addition to the construction costs:

Therefore, as demonstrated by the Alternative Sites Analysis, there is no property inside the urban growth boundary that can reasonably accommodate the church.

- c. **Can the church use be reasonably accommodated on resource land that is already irrevocably committed to nonresource uses, not allowed by the applicable Goal, including resource land in existing rural centers, or by increasing the density of uses on committed lands?**

This criterion identifies three types of land as follows:

- **Resource land that is irrevocably committed to nonresource uses not allowed by the goal.** Only non-high value farm land should be examined within this category of land, as any high value farm land is of a higher priority and should not be under consideration as an alternative site. As allowed by the OAR, a site specific analysis is not required. Non-high value farm land sites that are irrevocably committed to nonresource uses and that are located within three miles of the UGB were evaluated but were not considered as reasonable alternatives because the presence of non-allowable uses makes them less available than the subject site owned by the Church. Land that is irrevocably committed to nonresource uses is, by definition, occupied with a structure. The existence of a structure adds value to land, thereby increasing the cost to the Church to purchase and develop. When compared to the site that the Church owns, other non-high value farmland that is committed to nonresource uses is not reasonably available due to its developed nature and cost to purchase.
- **Resource land in existing rural centers.** Resource land in existing rural centers is identified as an exception area. All exception areas within three (3) miles of the Hood River UGB were analyzed and it was found that only two areas warranted further study. These two (2) areas, one comprised of nearly

eight (8) acres and the other of nearly fourteen (14) acres, were found to be unsuitable as alternative sites. Because the Church has owned the subject property since 1982 and because when purchased a church was an allowed use, the two (2) alternative areas cost significantly more today and would cause extraordinary burden on the Church to purchase. Therefore there are no available resource sites in existing rural centers.

- **Increasing the density of uses on committed lands.** The Church is not in control of changing the density of other lands to accommodate the church use. This is not a reasonable option to create a five-acre site. As the Church has owned the property for over 20 years, it would be an unreasonable burden on the Church to purchase land at today's prices whether it could be accommodated by increasing density elsewhere or not. Given the particular circumstances of ownership and past law, increasing density on committed lands is not a reasonable alternative.

For these reasons the request for a Plan Amendment and Zone Change and the Exception to Goal Three is consistent with this standard.

d. Can the church use be reasonably accommodated without the provision of a proposed public facility or service?

The church use can be accommodated on the proposed site without the provision of a public facility or service. The site will be provided with necessary services as follows:

Water: The site is within the Ice Fountain Water District. Currently there are 6" lines available for extension into the site from both Tucker Road and Eliot Drive. According to District Manager Mark Beam either line can be extended to the church building via the driveways from either street. If necessary to meet fire flow standards, the lines can be connected from both streets to create enough pressure to meet fire suppression standards.

Sanitary Sewer: The site will be served with an on-site sanitary septic system. The eastern portion of the site is of a large enough size to accommodate both a primary and back drainage field and will be kept free of the building area. No public sanitary service is necessary to serve the site.

"A" (29)

Transportation: According to the Traffic Impact Study completed by Kittelson & Associates, the surrounding street system and affected intersections can accommodate the traffic projected for the church building. Therefore, no new transportation facilities are proposed to serve the proposed church.

Fire Protection: The site is within one (1) mile of the West Side Fire District Station #2, which is located south of the subject property on Tucker Road. The Tucker Road driveway will provide the quickest access into the site by the fire district. According to Jim Trammel, Fire Marshal and Administrator, the water service that is available to the site in Eliot Drive and Tucker Road is adequate to serve the site. If off-site hydrants are required by the district, there is adequate room in the existing right-of-way to serve the site.

Therefore, the site can be served with the necessary utilities, without the public extension of services.

The Alternative Sites Analysis and the information provided regarding the availability of services, demonstrates that the site meets the standards of OAR 660-004-0120, and that areas that do not require a new exception cannot accommodate the church use.

3. The long term environmental, economic, social and energy consequences resulting from the use at the proposed site with measures designed to reduce adverse impacts are not significantly more adverse than would typically result from the same proposal being located in other areas requiring a Goal exception.

Finding:

The other areas that would require a goal exception are other NHVF sites that are within three (3) miles of the UGB. As demonstrated on Map Three in the Alternative Sites Analysis, there is a limited number of NHVF within the three-mile study area. All of the other non-high value sites are located further from the UGB than the subject property. Therefore, the environmental, economic, social, and energy consequence resulting from use of the Eliot/Tucker site are not significantly more adverse than would result from the church being located in other non-high value areas as demonstrated below:

Environmental: There are no known Goal 5 resources on the subject property. Therefore, there are no known consequences to the environment caused by use of the site for a church.

"A" (30)

Economic: The site has not been farmed and has not contributed to the agricultural base in many years. It functions as a buffer between farm and non-farm uses, including the residences to the north of the EFU portion of the site and the commercial businesses to the west. The subject site is adjacent to the UGB and is well served by the neighboring street system as demonstrated by the Kittelson traffic report. Other non-high value EFU sites that are further from the boundary are less suitable for the church use because the further the church is from the UGB, the greater the likelihood of conflict between farm and non-farm vehicles on the roads.

Social: The majority of those that attend the church reside in Hood River. A poll of existing members indicated that 46 percent (51 out of 110 members polled) reside within three (3) miles or less of the church, indicating that proximity to the church is important to the congregation. The further the church is from the UGB and the residences of the church members, the further the distance is driven to attend church activities. The further the church is from the members, the less convenient it is for members to attend church social activities. It is in the best interest of the community to have the church located near its membership. The subject property is approximately one (1) mile from the existing church. Existing church members will be able to attend the church without significantly altering their travel time and, in some cases, travel time may be reduced. All other non-high value sites are further from the UGB than the subject property.

Therefore, the social consequences of building the church on other non-high value sites located further from the UGB are greater than building the church on the subject property.

Energy: The site is located within one (1) mile of the existing church and is a location served by rural residential uses. Adjacent to the UGB and the City, the church site is in an area that is developing at a rapid pace. The fact that the site is so near the existing church, near the populated areas of Hood River, and in an area where homes are quickly being built, will result in a fewer miles traveled for area residents who wish to attend the church. This results in fewer miles traveled, resulting in less energy consumption than if the church were relocated three (3) miles or more from the existing UGB.

4. The proposed uses are compatible with other adjacent uses or will be so rendered through measures designed to reduce adverse impacts. The exception shall describe how the proposed use will be rendered compatible with adjacent land uses. The exception shall demonstrate that the proposed use is situated in such a manner as to be compatible

"A" (31)

with surrounding natural resources and resource management or production.

Finding:

By its design and by its nature, the church is compatible with adjacent land uses. The architects have thoughtfully located the church building in a place that has the least impact on adjacent buildings and uses. The EFU portion of the site is adjacent to properties zoned for residential use, commercial use, and agricultural use. The church has been placed on the site behind both the commercial uses to the west and the residential uses to the north and east. The driveways into the church are located between sites that are already developed. On the west, the driveway from Tucker Road is located between two commercial/retail businesses. On the north, the driveway is located between commercial uses (mini-storage units) on the west and a single family residence on the east. The driveway from Eliot Drive to the north is approximately 120 feet wide and is wide enough to accommodate a 26-foot wide driveway and approximately 94 feet of landscaped areas along the length of the driveway. The landscaped area between the driveway and the residence to the east is approximately 50 feet. The buffer area between the northern driveway and the storage units to the west is approximately 40 feet.

Nearly the entire eastern half of the site area is area devoted to surface parking, a stormwater retention facility, and the proposed septic drain field. These areas are located on the eastern portion of the site to minimize conflicts between the agricultural use and the church. The building has been designed with the front door facing Eliot Drive in order to minimize the church's impact on the adjacent orchard and the orchard's impact on the church.

The heaviest traffic to and from the church will be on Sunday mornings, when members arrive to worship. During this time of day and week, traffic on Tucker Road is reduced, and the impact to the adjacent businesses is minimized. The residential uses to the east of the northern driveway are adjacent to the portion of the church site committed to parking. However, these residential lots are 160 feet and allow for ample rear yards, buffering the homes from the church use. The aerial photograph, shown as Exhibit 4, illustrates the depth of backyard area at each of the residences adjacent to the church. Therefore, the residences are buffered from the church site by their own yards. In addition, a 20-foot landscaped setback is proposed between the residences and the parking areas. To the west of the northern driveway are mini-storage units, and a buffer has been provided between the driveway and the storage units. It is not anticipated that there will be conflict between the two uses.

"A" (32)

The western driveway is located on a separate tax lot between commercial uses, a shopping center to the north and a furniture store to the south. The 26-foot wide driveway accommodates two 13-foot wide drive lanes and accommodates approximately 12 feet of landscaped area on each side. A sidewalk is located along the southern edge of the driveway.

As indicated earlier, a portion of the eastern and southern boundaries border the orchard use. Surface parking and play fields are proposed to be located along these borders. A fence is proposed along the southern and eastern boundaries to contain activities on the church site. The limited use of the church building during weekdays will result in minimal impact on the adjacent orchard operation. In addition, the orchard use is less intense than some other resource uses and is compatible with the church use. Based on the nature of the church use, the limited on-site activities, and the thoughtful site design, the church is compatible with all of the surrounding land uses.

B. Comprehensive Plan Map Amendment and Zoning Map Amendment

The criteria for Hood River County approval of the Comprehensive Plan Map Amendment and the Zone Change are the same and are as follows:

- 1. Granting the request is in the public interest; the greater the departure from present land use patterns, the greater the burden of the applicant.**

Finding:

The vacation of the church property will allow Providence to expand by providing land for buildings and parking areas. As explained earlier, Providence has agreed to not expand at its current location until space is available to accommodate parking and prevent additional spillover into the neighborhoods. The Church has owned the subject property since 1982; when purchased a church was an allowable use for the site. There is an inadequate supply of land available within the UGB, and any new site would cost the Church considerably more than the property purchased in 1982. It is in the public interest to allow the Church to remain near the population it serves; extending out further into the rural area, to comply with the three-mile rule, will result in increased miles traveled for existing church members and is not in the public interest.

Development of the site is not a great departure from the present land use patterns in the area. The areas along the street frontages – Eliot Drive and Tucker Road - are exception areas and are developed either residentially or commercially. The uses along the Tucker Road frontage and west of the site

include a furniture store, a video store, and other uses consistent with rural center development. The entrances into the church property are located approximately 280 and 325 feet from a signalized intersection. Although the property is zoned as EFU land, the area is characteristic of a rural center and the church is consistent with the other uses in the area. The existing location of the Assembly of God Church is in a residential neighborhood adjacent to commercial uses, similar to the mix of uses at the proposed location. Therefore, the use of the property is not a great departure from the current land use patterns.

2. The public interest is best carried out by granting the petition for the proposed action and that interest is best served by granting the petition at this time.

Finding:

It is in the public interest to allow the Church to build a new facility at this time, in order to facilitate future expansion of the hospital and to better serve its own congregation. Providence has committed to the city that it will not expand until the parking shortage is resolved. There are not many opportunities to purchase land around the hospital as it is developed and committed to other uses. The church site is one of the larger parcels in the vicinity of the hospital and can be made available for expansion of the hospital if the Church is allowed to relocate. The sale of the church site to Providence will provide the funds to construct the new church building but will not provide enough revenue to purchase a new site. Therefore, the revenue to the Church presented by Providence provides two (2) significant events to occur at this time: the expansion of the hospital and the relocation of the church. This is an opportunity that is available today, making the land use action necessary at this time.

3. The proposed action is in compliance with the County Comprehensive Plan.

Finding:

The location of a church on the proposed site is consistent with the plan policies and provisions of the Hood River County Comprehensive Plan. An analysis of the plan policies and a response regarding the consistency of the proposal with County plan policies is located in the Appendix of this document.

4. The factors set forth in applicable Oregon law were consciously considered. Also, consideration will be given to the following factors:

a. The characteristics of the various areas of the County.

Finding:

As demonstrated in the Alternative Sites Analysis, other areas of the County are not appropriate as the Church desires a location near the population it serves. In addition, there is a requirement, that the church be distanced from the other Assembly of God Churches serving the region. Therefore, the church should be located in close proximity to the City of Hood River. As indicated, nearly 50 percent of those church members polled live within one (1) to three (3) miles of the existing church. The new church site is less than one (1) mile from the existing church and therefore will minimize disruption to the attendance area of the church.

b. The suitability of the subject area for the type of development in question.

Finding:

The site is suitable for a church. The size allows for the size of church the congregation needs both now and in the future, providing adequate parking and open area, and can accommodate the required on-site stormwater retention facility and septic drain field. In addition, there is adequate land available to buffer the surrounding uses from the church through the use of landscaped areas. The site is relatively flat and has access from two roadways. Although the site is adjacent to residential property, the access into the church site does not require routing through a neighborhood. The site has been owned by the Church since 1982 and has not been in farm use. For these reasons, the site is suitable for development as a church.

c. Trends in land development.

Finding:

The use of the site as a church is not dependent on trends in land development. The only trend that is relevant to this proposal is that due to the shortage of vacant and redevelopable land in Hood River, prices are rising rapidly. Therefore, it is even more important that the Church be allowed at this location as it has owned the property for nearly 25 years and that Providence be allowed to purchase additional land to accommodate future growth.

d. Density of development:

"A" (35)

Finding:

This request has no bearing on density of development. Therefore, this factor does not need to be considered.

e. Property values.

Finding:

The Church has owned this property since 1982 and as such the development of the site for a church use is not anticipated to have any bearing on land values in the area.

f. The needs of economic enterprises in the future development of the County.

Finding:

This request is motivated in part by Providence's need to acquire additional property to accommodate parking and future expansion. In order to purchase the land from the Church, the Church needs approval to build at the subject parcel. The sale of the church property will fund the construction of the new church. Approval of this land use request, will add to the ability of Providence to continue to serve the County's population. In addition, the new church building will allow the Church to better serve its congregation. Both additions to the County will aid in the livability of the community, contributing to its overall economic viability.

g. Access.

Finding:

The site is well accessed with two entrances; one from Tucker Road and one from Eliot Drive. The Transportation Impact Analysis prepared by Kittelson & Associates indicates that the surrounding transportation system can accommodate the traffic generated by the proposed church. The two driveways allow great access for fire suppression services.

h. Natural Resources.

Finding:

There are no mapped Goal 5 resources on the property.

i. Public need for healthful, safe, and aesthetic surroundings and conditions.

"A" (36)

Finding:

As indicated above, the approval of these land use requests will accommodate future expansion of the hospital, as well as allow future growth and relocation of the church. The approval will result in the following benefits to the community, all of which improve the health, safety, and aesthetic surroundings of Hood River.

- Future expansion of the hospital while accommodating parking needs, reducing spillover parking into neighborhoods;
- Future expansion of the hospital allows continuing medical services to County residents;
- Construction of a new church on a site that is currently vacant;
- Safe access to the new church site; and
- New, aesthetically pleasing buildings at both the existing and proposed church sites.

5. Proof of change in a neighborhood or community or mistake in the planning or zoning of the property under consideration are additional relevant factors to consider.

Finding: Several changes have occurred that result in the need for this Comprehensive Plan Map Amendment and Zone Change.

First, the State rules and the subsequent County rules changed regarding the ability to site a church on farmland. As has been explained several times, the Church purchased the Tucker/Eliot site when a church would have been allowed on resource land with no restriction regarding the relationship to the UGB. However, a change in the neighborhood occurred when the State and the County adopted new rules limiting a church on resource land within three (3) miles of the UGB.

A second change occurred with the unanticipated growth of the hospital. The hospital has grown from 90 employees in 1989 to 480 employees currently. The result has been an increased need for space and in particular medical office and parking space. The church site is available now for expansion of the hospital, which has outgrown its current site.

Both the change in the regulations and the unanticipated growth of the hospital have resulted in changes to the neighborhood and require a comprehensive plan map amendment and zone change to the RR-10 zone.

"A" (37)

6. In addition, the request must be consistent with the Statewide Planning Goals.

Goal 1 – Citizen Involvement

"To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

Finding:

The County's Comprehensive Plan has been acknowledged by LCDC as being in compliance with Goal 1. This land use request does not change any of the Goal 1-related provisions of the County's plan or ordinance, and the County is following applicable procedures when reviewing this amendment. Therefore, the proposed amendments comply with Statewide Planning Goal 1.

Goal 2 – Land Use Planning

"To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions."

Finding:

The County's Comprehensive Plan has been acknowledged by LCDC as being in compliance with Goal 2. These land use approvals are subject to the existing County planning process and policy framework laid out in the comprehensive plan. The exception, plan amendment, and zone change comply with the Goal 2 exceptions process as explained above. The amendment is supported by an adequate factual base, as explained in these findings, and is therefore consistent with Goal 2.

Goal 3 – Agricultural Lands

"To preserve and maintain agricultural lands. Agricultural lands shall be preserved and maintained for farm use, consistent with existing and future needs for agricultural products, forest and open space and with the state's agricultural land use policy expressed in ORS 215.243 and 215.700."

Finding:

The State of Oregon through ORS 215.283 has determined that churches are an appropriate use on farm land subject to conditional review, unless within three (3) miles of the UGB. It appears that the reason that churches are prohibited within three (3) miles of the UGB is to discourage sprawl. In the case of the Hood River Assembly of God site, the property is located on a site adjacent to the boundary, surrounded on nearly 75 percent of its sides by residential and commercial uses. The site has not been available for agricultural use, is not HVF and of the highest importance for protection, and has been designed to be compatible with the adjacent orchard use. For this reason, the use of the site for a church is consistent

with Goal 3. The site has not been in agricultural production since it was purchased over 20 years ago by the Church. The site has been designed to be compatible with the adjacent orchard operation by the organization of uses on the site, the building orientation toward Eliot Drive and away from the farm use, and through the use of parking and open space along the southern and eastern edges.

Goal 4 – Forest Lands

"To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture."

Finding:

The request does not affect any forest lands. Therefore, Goal 4 is inapplicable.

Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources

"To protect natural resources and conserve scenic and historic areas and open spaces."

Finding:

The exception does not affect any Goal 5 resources, and the amendments are consistent with Goal 5.

Goal 6 – Air, Water, and Land Resources Quality

"To maintain and improve the quality of the air, water and land resources of the state."

Finding:

The amendment does not affect any environmental resources, and the amendments are consistent with Goal 6.

Goal 7 – Areas Subject to Natural Disasters and Hazards

"To protect life and property from natural disasters and hazards."

Finding:

The site is not identified by the County as a geologic hazard site. Therefore, this Goal is not relevant to this request.

Goal 8 – Recreational Needs

"To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts."

Finding:

No recreational facilities are planned for the site. Therefore, this Goal is not relevant.

Goal 9 – Economy of the State

"To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens."

Finding:

The approval of this request is entirely consistent with Goal 9. By allowing the Church to relocate, Providence will be allowed to resolve part of its parking shortage and to eventually expand, thereby serving the community better, and providing additional health care related jobs. As indicated earlier, Providence has committed to not growing until additional parking facilities are available. Providence cannot grow as necessary to serve the needs of the community until additional parking is available. The existing church site will facilitate eventual expansion of the hospital, thereby enabling it to continue to serve the community.

Goal 10 – Housing, and OAR 660-008

"To provide for the housing needs of citizens of the state."

Finding:

No housing is gained or lost by this proposal. Therefore, Goal 10 is not relevant.

Goal 11 – Public Facilities and Services

"To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."

Finding:

Consistent with requirements of Goal 11, the County has developed a timely, orderly, and efficient arrangement of public facilities and services. Because the subject property is adjacent to the UGB, the site is well served by water and fire protection services. There is adequate open space to provide an on-site septic system.

Goal 12 – Transportation and Transportation Planning Rule

"To provide and encourage a safe, convenient and economic transportation system."

Finding:

The Transportation Impact Analysis (TIA) prepared by Kittelson & Associates (KAI) located in the Appendix of this document includes an evaluation of the

(4) Determinations under section (1) – (3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.

KAI analyzed the proposed plan amendment and zone change by comparing the daily and peak hour traffic volumes likely to be generated by the subject site under the proposed land use (church) versus a reasonable maximum level of use permitted by the existing zoning. Because this land use request is conditioned to limit future land uses to a church, this analysis is appropriate. The site was analyzed as a whole, as the Church is dependent on the properties not included in the zone change as well. The reasonable maximum level of use comparisons assumes that under existing zoning there would be the following elements present on the site:

- A 2,000 square foot fast food restaurant with a drive-through facility on Tax Lot 2601, bordering Tucker Road and zoned commercial;
- A 4.4 acre winery on Tax Lot 2700, with indirect access on Tucker Road and zoned EFU;
- A single-family house on Tax Lot 2400, bordering Eliot Drive and zoned residential.

Based on a comparison of the church with the above described land uses, KAI found that on Sundays a reasonable maximum level of traffic that might be generated under existing zoning could be almost as high (92%) as a church would generate. Unlike a church, however, that traffic would not be concentrated into a peak hour, but more evenly spaced. Therefore, the impact on the Sunday midday peak hour would be only a fraction as intense. However, there is more than sufficient capacity on the street system to accommodate traffic flows on Sunday.

For weekdays, in contrast, a reasonably maximum level of traffic that might be generated under existing zoning would generate over three (3) times the amount of traffic that a church would. In the weekday p.m. peak hours, the impact would be three times greater.

KAI makes these findings relative to the Transportation Planning Rule:

- The Plan Amendment and Zone Change from EFU to Residential will not require or result in any changes to the functional classification of any transportation facility in the vicinity of the site.
- The Plan Amendment and Zone Change will not require or result in any changes to the standards that implement the functional classification system.

- The existing and proposed comprehensive plan and zoning designation are consistent with the functional classification of the facilities that serve the site.
- The proposed Plan Amendment and Zone Change will not result in degradation in level of service below minimum acceptable levels.
- The applicant has coordinated with ODOT, the City of Hood River and Hood River County in the preparation and review of the transportation impact analysis.

For these reasons, the proposed plan amendment and zone change is consistent with the Oregon Transportation Planning Rule.

In addition, the request is consistent with the Statewide Planning Goal 12, which promotes the creation of a safe, convenient, and economic transportation system. The study completed by KAI demonstrates that the church can be developed while maintaining acceptable traffic operations and safety at the four (4) study intersections identified as potentially impacted. The church can be located at the proposed site and can operate while meeting both the State and County standards for intersection operations.

The mitigation proposed by KAI is as follows:

- Future on-site shrubbery, landscaping, and signs should be located, trimmed, and maintained to ensure adequate sight distance of 300 feet or more for vehicles entering and exiting the site via Eliot Drive and for 400 feet or more on Tucker Road.
- Stops signs should be placed on both driveways as they enter Eliot Drive and Tucker Road (OR 281).
- The proposed church access onto Tucker Road should be conditioned for future common crossover easement use by adjacent properties if and when redevelopment occurs.
- In order to comply with provisions of the Oregon Transportation Planning Rule (TPR), the Zone Change and Comprehensive Plan Amendment should limit its use to that of a church as proposed.

With these mitigation measures imposed, the study found that all intersections as well as the two driveways all operated in the short and long term (Year 2027) at a Level of Service (LOS) C or above on County Roads and at a Volume-to-Capacity Ratio of V/C of less than .85 for State Roads. Therefore, the study

demonstrates that the roadway system is safe and efficient and that the proposed use is consistent with Statewide Planning Goal 12.

Goal 13 – Energy Conservation

"To conserve energy. Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

Finding:

The site is located within one (1) mile of the existing church and is a location served by rural residential uses. Adjacent to the UGB and the City, the church site is in an area that is developing at a rapid pace. The fact that the site is so near the existing church, near the populated areas of Hood River, and in an area where homes are quickly being built, will result in a fewer miles traveled for area residents who wish to attend the church. This results in fewer miles traveled, resulting in less energy consumption than if the church were relocated three miles or more from the existing UGB.

Goal 14 – Urbanization

"To provide for an orderly and efficient transition from rural to urban land use."

Finding:

Goal 14 is not applicable because the church is not an urban use. Until 1992 the County and the State had determined that a church was a compatible use and therefore, allowable on NHVF, regardless of a site's relationship to a UGB. Therefore, a church was not pigeon holed as either an urban or rural use but rather a permitted use in both areas. The firm of Perkins Coie researched the legislative intent behind the change in the OAR which prohibited churches on NHVF on sites within three (3) miles of a UGB. (See Appendix for Memo to Michael Robinson from Blair C. Carter, dated June 12, 2006). The OAR was amended as part of rule making for OAR 660-033-130 and no mention was made of the "three-mile rule" as part of LCDC's comments or the public hearing testimony. However, Rob Eber of the Department of Land Conservation and Development (DLCD) speculated in a recent conversation (June 9, 2006) that the "three-mile provision" was probably included in order to "prevent urban sprawl."

If we rely on this speculation for the basis of the "three-mile rule," then the subject property does not contribute to sprawl. The proposed church site is located between the agricultural uses to the east and south and the commercial uses to the north and west. Future sprawl is contained by the UGB.

Goal 15 – Willamette River Greenway

Finding:
Statewide Planning Goal 15 is not applicable.

Goal 16 – Estuarine Resources

Finding:
Statewide Planning Goal 16 is not applicable.

Goal 17 - Coastal Shorelands

Finding:
Statewide Planning Goal 17 is not applicable.

Goal 18 - Beaches and Dunes

Finding:
Statewide Planning Goal 18 is not applicable.

Goal 19 - Ocean Resources

Finding:
Statewide Planning Goal 19 is not applicable.

"A" (44)

V. CONCLUSION

Providence needs room to expand and the Church owns property that could provide opportunity for Providence's expansion. However, unless the Comprehensive Plan Map Amendment and the Zoning Code Map Amendment are approved, the Church cannot vacate the property and allow expansion of the hospital. Approval of these land use requests will facilitate the Church's move to property that it purchased when a church could have been built and will provide a site for the future hospital expansion.

Both of these opportunities will improve the quality of life for the citizens of the Hood River County area and are in the public interest. This application provides the required evidence that the request is consistent with the County and State criteria.

Therefore, on behalf of itself and of Providence Hood River Memorial Hospital, the Hood River Assembly of God Church respectfully requests approval.

APPENDIX

Hood River County Planning & Building Services, Summary of 1/19/06 Pre-application Conference).

Alternative Sites Analysis, prepared by Stiven Planning & Development Services, dated June 2006.

Letter to Stiven Planning & Development Services from Pastor Terrell K. Abbott, dated February 1, 2006, with letters regarding availability of alternative sites

Memo prepared by Stiven Planning Development Services LLC., regarding Consistency of Land Use Request with County Plan Policies

Transportation Impact Analysis, prepared by Kittelson & Associates, dated May 2006

Memo to Michael Robinson from Blair Carter, regarding Legislative History of OAR 660-033-130, dated June 12, 2006

"A" (46)



Hood River County Planning & Building Services
601 State Street, Hood River OR 97031

MICHAEL BENEDICT, DIRECTOR
(541) 387-6840 • FAX (541) 387-6873
E-mail: plan.dept@co.hood-river.or.us

DEAN A. NYGAARD, BUILDING OFFICIAL
(541) 386-1306 • FAX (541) 387-6878
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February 17, 2006

To: Sandra Berry, County Records & Assessment
Dean Nygaard, County Building Official
Don Wiley, County Public Works
Randy Johnston, County Surveyor
Darryl Barton, County Environmental Health
Cindy Walbridge or Jennifer Donnelly, City of Hood River, Planning
Gary Lindemyer, City of Hood River, Engineering
Mark Beam, Ice Fountain Water District
Jim Trammell, West Side Rural Fire Protection District
Rick Brock, Farmers Irrigation District
Mike Keyes, Oregon Department of Transportation, District 2C
Michael Ray, Oregon Department of Transportation, Region 1
Gary Fish, Department of Land Conservation & Development
Ron Eber, Department of Land Conservation & Development
Pastor Terry Abbott, Hood River Assembly of God
Marty Stiven, Stiven Planning & Development Services, LLC
Michael Robinson, Esq., Perkins Coie
Dana White, Providence

From: Josette Griffiths, Senior Planner

Re: Summary of 01/19/06 Hood River Assembly of God Pre-application Conference (LUP #05-380)

Attendees: Josette Griffiths; Cindy Walbridge; Marty Stiven; Mike Robinson; Dana White; Pastor Terry Abbot.

Marty Stiven, a planning consultant, requested a pre-application conference to discuss applying for an exception from the State-wide Planning Goals in order to site a church on land owned by the Hood River Assembly of God at 2N 10E 1B, Tax Lots 2400, 2601, 2700 & 2703; the bulk of which is zoned Exclusive Farm Use (with no High Value Farmland Overlay). Tax Lots 2601 and 2703 are zoned Commercial (C-1); Tax Lot 2400 is zoned Residential 1-7500, and Tax Lot 2700 is zoned Exclusive Farm Use (EFU). The property is located outside of the Hood River Urban Growth Area. The City Limits of Hood River, as well as the Urban Growth Boundary, extend to Eliot Drive.

At the meeting, Mike Robinson provided a hand-out referencing OAR 660-033-0130 ("Minimum Standards Applicable to the Schedule of Permitted and Conditional Uses") regarding the rules for locating a church within 3 miles of the Urban Growth Boundary. The hand-out included reference to ORS 215.283(1)(b) noting that churches are a permitted use in Exclusive Farm Use zones in nonmarginal lands counties. The hand-out also referenced the OAR Definition (OAR 660-004-0005) of an "Exception."

"A" (47)

The following rule applies to that part of the subject tract zoned EFU:

On Non-High Value Farm Land: OAR 660-033-0130(2): The use shall not be approved within three miles of an urban growth boundary unless an exception is approved pursuant to ORS 197.732 and OAR Chapter 660, Division 004. Existing facilities wholly within a farm use zone may be maintained, enhanced or expanded on the same tract, subject to other requirements of law.

Staff provided a hand-out of agency comments, including comments from Michael Ray, ODOT; Don Wiley, County Engineer; and Mark Beam, Ice Fountain Water District; and Jim Trammell, West Side Rural Fire Protection District (attached). A copy of comments from Rick Brock, Farmers Irrigation District, was not passed out at the meeting, but is attached herein. The staff hand-out also included a zoning map and an aerial map of the site and vicinity; copies of Article 19 (Access Management Standards), and Article 51 (Off-Street Parking and Loading) of the Hood River County Zoning Ordinance; OAR 660-004 (Interpretation of Goal 2 Exception Process); OAR 660-014 (Application of the State-wide Planning Goals to Urban Development on Rural Lands); and OAR 660-012-0060 (Transportation Planning Rule – Plan and Land Use Regulation Amendments).

One of the main questions was whether or not a zone change would be required as part of the process to apply for an exception. Based on staff discussions with Gary Fish, Department of Land Conservation and Development (DLCD) both prior to and after the meeting, it is clear that DLCD expects that a zone change will accompany the exception request. At the pre-application conference, it was discussed what type of zone change might be applied for.

Staff indicated that a zone change to Commercial (C-1) or to Rural Residential (RR-10) may be the most compatible in that area. Staff was not sure if doing the zone change to C-1 would affect the maximum size of the structure that could be built in the C-1 zone, since State rules now require maximum floor areas of 8,000 square feet of floor space for small-scale, low impact commercial uses in urban unincorporated communities and 4,000 square feet of floor spaces in rural unincorporated communities. (The site is not within an unincorporated community so the criteria would probably be more stringent than 4,000 square feet – in the Windmaster Corner Area, near the Hood River Airport, when a zone change from Rural Residential to Commercial was done for Tucker Road Properties, LLC in 2001, the size of small-scale commercial uses was limited to 3,000 square feet.) However, it is also likely that for a church, no such floor space size limitation would apply because it could be considered a “use intended to serve the community and surrounding rural area or the travel needs of people passing through the area,” which would not be subject to the minimum square footage requirement. If a zone change to C-1 were applied for, Goal 9 of the County Policy Document (and any other relevant Goal) needs to be addressed. (Enclosed, for the applicant, is a copy of the County Policy Document, which will need to be addressed as part of applying for the zone change to ensure consistency with the County Comprehensive Plan.)

A ‘reasons’ exception is the most likely exception that the applicant is considering applying for. The exception will need to be taken to Goals 3, maybe 4 (to show that no resource use can be made of the land), and 14 (urbanization). Note: After the meeting, staff double-checked with Ron Eber, Farm and Forest Specialist, DLCD, and Gary Fish, DLCD, regarding whether or not an exception would need to be taken to Goal 14, and they indicated that it would; one of the reasons being that the specification precluding churches within 3 miles of an urban growth boundary (without an exception) suggests that locating the use within 3 miles may be considered an ‘urban’ use.

Mike Robinson inquired as to whether or not the County has considered a “Limited Use Overlay Zone” for exceptions. No such zone exists at present in the County; however, such a zone could be created via a legislative process for a comprehensive plan amendment. In staff discussions after the meeting with Ron Eber and Gary Fish, DLCD, they indicated that such zones are common in other counties. Mike Robinson referred staff to Klamath County as an example.

"A" (48)
2

Cindy Walbridge, City of Hood River Planning Director, indicated that it was unlikely that the City would extend the UGB with the sole intent of incorporating the subject tract for a church rezone. In a follow-up e-mail to staff, she checked with City Public Works regarding which jurisdiction maintains Eliot Drive. Gary Lindemyer, City Public Works, responded: "It is City on the north, County on the south, with the city jurisdiction only going to 8th street. That is the best of my recollection anyway."

Cindy W. did not think that the City would be legally obligated to provide sewer to the Church property even if it was located within 300 feet of the subject tract, because it is outside the City Limits and UGA; and while it may be physically available; it would not be legally available. Staff had contacted County Environmental Health regarding this prior to the meeting, and received the following response from Sanitarian Mike Matthews:

"As far as On-Site-Wastewater treatment goes this area has very favorable conditions and there should not be a problem with a system on 4.5 or more acres that would serve a Church. We would require a Site Evaluation and more information on the facility (number of bathrooms, kitchens, daycare use, and such) to determine the size of the system that they would need. Please include the Site Evaluation requirement in the comments for us."

Pastor Terry Abbot indicated at the meeting that he did not anticipate having any educational, school, or preschool facilities on-site. He thought that the church would include worship facilities, and perhaps a gym. He anticipated the size of the structure being 30,000 square feet, and an increase in weekly attendance from 100 to approximately 320.

At the meeting, access was discussed. Staff relayed the comments of Don Wiley, County Engineer, and Michael Ray, Oregon Department of Transportation (ODOT). County Public Works will require that a traffic study be conducted by the applicant due to the use's proximity to the intersection of Eliot and Tucker Road. ODOT prefers that the access to the site come from Eliot Drive. The Transportation Planning Rule (TPR) will need to be addressed as part of the application. (See comments from agencies.)

Staff research indicates that 2N 10E 1B, Tax Lots 2700/2703 were created as Parcel 2 of Major Partition #80-14. Staff found no evidence in the Planning Department's rolodex of land use actions that a partition was ever approved creating Tax Lot 2601 as a separate legal parcel – it was created by deed in 1982 (Bargain and Sale Deed #821348) after the effective date of the County Subdivision Ordinance (January 1, 1976), along with Tax Lot 2703 (also created by Deed #821348). Although staff would not consider Tax Lots 2601 or 2703 to be separate legal parcels, since Tax Lot 2601 is within the same ownership as Tax Lots 2700/2703, a property line adjustment to formally consolidate it with Parcel 2 of Major Partition #80-14 could be considered as part of the application. 2N 10E 1B, Tax Lot 2400 is a separate legal parcel, which staff would also recommend be property line adjusted with the tract as part of the application.

Access to the church across the R1-zoned parcel (2N 10E 1B, Tax Lot 2400) would require a conditional use permit. If access to the church is proposed off of Eliot Drive through 2N 10E 1B, Tax Lot 2400, which seems likely, then the driveway or road serving the church would need to be reviewed as a conditional use per Section 10.20 ("Conditional Uses Permitted") of the Hood River County Zoning Ordinance, which states that, "In an R-1 Zone, the following uses and their accessory uses (emphasis added) are permitted in accordance with the requirements of Article 60: C. Church."

Staff also noted that the scale and use of the church should be specified at the time of application, in order to allow for site plan review at this stage if the use is otherwise considered an outright permitted use. This would include addressing size and use of the structure, circulation and parking patterns, etc.

"A" (49)

01/19/06 - Pre-application Conference – Hood River Assembly of God Church

Comments from Michael Ray, Senior Planner, Oregon Department of Transportation (ODOT), Region 1:

ODOT prefers that the property be accessed off of Eliot Drive rather than Tucker Road. ODOT may provide a second access if the Fire Code requires it, but it would be gated and would require a key.

The applicant will need to work with Mike Keyes, ODOT Access Permit Coordinator, if they propose to get access to the property off of Tucker Road. The applicant would have to show why the access off of Eliot Drive could not be used instead. Mike Keyes can be reached at (503) 669-9314.

He said that it does not appear that the access (approx. 200' from the intersection to the south) would meet the spacing requirements from the intersection at Tucker and Eliot.

If have to rezone the property, the TPR would apply. (Note: County Planning staff contacted Gary Fish, DLCD, who said that a zone change would be required when taking an exception to Goal 3, so the TPR reqs would apply.)

A traffic study may be required, depending on the size of the development and its use (i.e., how large the church is; whether or not a school or pre-school will be affiliated with it; how frequently the congregation meets; etc.). Depending on the volume of vehicles at the intersection, it could cause a problem at the signal. If a traffic study is required, ODOT would request that the developer contact ODOT's Traffic Unit to discuss the project and follow their Scope of Work. Jason Grassman, ODOT Traffic Engineer, is responsible for Hood River County; he can be reached at (503) 731-8221.

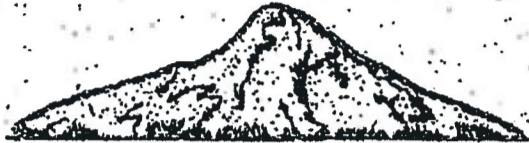
Comments from Don Wiley, County Engineer:

- Public Works will require a traffic study given the proximity of the project to the signal if Eliot Drive is the only access. Traffic study would determine if any traffic improvements are required, such as a turn lane.
- Need to address TPR requirements.
- Eliot Drive is considered a local road, which is maintained by the County. —
- Tucker Road south of the signal on Eliot is already at capacity. Said that that stretch of Tucker south of traffic signal is the worst stretch of road that ODOT has in the County, and that may be why ODOT would prefer they not access off of Tucker.
- Would like additional right-of-way on Eliot increased to 30' (from 20').
- May require paved shoulders along frontage with Eliot.
- What is being proposed? Does the church include a pre-school component?
- Need to provide an engineered drainage plan to show that the project won't increase run-off, particularly on Eliot, which has no drainage system.
- Access Management Standards (Article 19 of the Hood River County Zoning Ordinance) apply.

Comments from Mark Beam, Manager, Ice Fountain Water District:

- Water is available to the property. The water main is located on the south side of Eliot Drive; IFWD would prefer that the applicant hook in to the system on Eliot. Application and payment would be made to IFWD at 1185 Tucker Road.

"A" (50)



Office:
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(541) 386-7228

WEST SIDE
RURAL FIRE PROTECTION DISTRICT

1185 Tucker Road
Hood River, OR 97031

Josette Griffiths
Senior Planner

Re: 05-380

After a site inspection and a review of the application the Fire District submits the following requirements and comments.

At this preliminary time the Fire District has no comments. At the time a plan review is submitted the Fire District concerns will focus on,

Access to the structure, including adequate travel space, turning radius, as well as turn-a-round capability will be required. Either option of access is acceptable to the District but must meet width requirements.

Fire flow and both on site and off site fire hydrants will need to be addressed.

Access within 150 of all portions of the building is required unless a sprinkler system is installed.

Jim Trammell
Fire Marshal

"A" (51)

Farmers Irrigation District

1985 Country Club Road, Hood River, Oregon 97031
541-386-3115 Phone; 541-386-9103 Fax;
fidhr@gorge.net email

1/19/2006

Josette Griffiths, Senior Planner
601 State Street
Hood River Oregon 97031

Re: Hood River Assembly of God Pre-App (LUP #05-380)

Dear Mrs. Griffiths,
Farmers Irrigation District has reviewed the pre-application for Marty Stiven. Tax Lots 2N-10-01-BB # 2601 & 2703 do not have water rights. Tax Lot # 2400 has .40 water right acres & Tax Lot 2700 is fully irrigated with 4.40 water right acres.

If there is any development on Tax Lots 2400 & 2700 the applicant shall review with the District the distribution of water rights on the parcel (s).

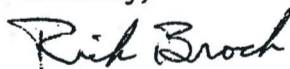
To maintain consistency with District policy, all parcels created shall receive water from a single point of delivery as determined by District staff.

Flow regulation and gauging consistent with State law and District policy is also required. An onsite inspection of the installed flow device is required prior to final sign-off.

New State and District water conservation and efficiency standards may require that the applicant apply irrigation water with the best practicable technology.

At this time Farmers Irrigation District has no other comments on the above land use action.
Thank you for notification of this matter.

Sincerely,



Rick Brock
Water Rights Specialist
387-5263

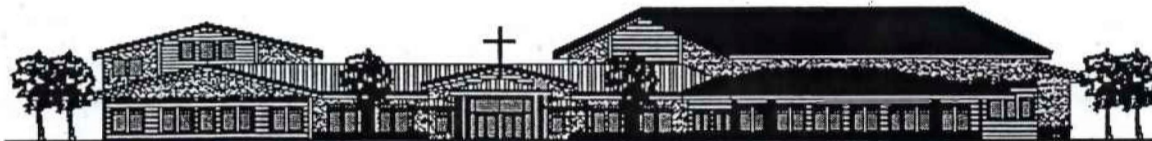
"A" (527)

APPENDIX

Alternative Sites Analysis, prepared by Stiven Planning & Development Services,
dated June 2006

"A" (53)

**ALTERNATIVE SITES ANALYSIS
FOR THE PURPOSE OF
LOCATING A CHURCH ON RESOURCE LAND IN
HOOD RIVER COUNTY**



Prepared for:

Hood River Assembly of God Church
Hood River, Oregon

Prepared by:

STIVEN Planning and Development Services, LLC.
12725 SW 66th Avenue, Suite 107
Portland, Oregon 97223
(503) 601-8806

June, 2006

"A" (5A)

I. SUMMARY

This report provides a comprehensive Alternative Site Analysis for the proposed Assembly of God Church on property purchased by the Church in Hood River, Oregon in 1982. The five-acre site is located adjacent to the Urban Growth Boundary (UGB) in Hood River County, immediately adjacent to the city limits of Hood River. The subject property is identified on the Hood River Comprehensive Plan Map as Non High Value (NHV) farmland and designated Exclusive Farm Land (EFU) on the Comprehensive Plan and Zoning maps. In 1982, when the property was purchased for the purpose of constructing a new church, the County's EFU zone allowed churches as outright permitted uses. The Oregon Administrative Rules (OAR) were amended to prohibit churches on NHV land within three miles of the UGB (OAR 660.004.0130(2)). The legislative history on this change in the rules is sparse, but Ron Eber of the Department of Land Conservation and Development believes that the rule was amended in order to discourage sprawl from cities expanding onto farmland.

Subsequently, Hood River County amended its zoning code to reflect the OAR changes which now identifies a church as an outright permitted use but states that new facilities are not allowed on HVF and new churches within three miles of an UGB require an exception pursuant to ORS 197.732 and OAR 660-04 (The Hood River County Zoning Ordinance 7.10 (M)).

Although a Measure 37 claim has been approved by the County and the state claim is pending, the applicant has determined that they will simultaneously apply for the necessary land use approvals through the County. Therefore, in accordance with Hood River Zoning Ordinance (HRZO), a Reasons Exception is requested which requires compliance with OAR 660-004-0020. Since the proposed site is located on agricultural resource land, the applicant must demonstrate that "Areas which do not require a new exception cannot reasonably accommodate the use."

Providence Hood River Memorial Hospital (Providence) wishes to purchase the existing Assembly of God Church site located on 12th Street adjacent to the hospital for purposes of future expansion. The Church would like to build on the property it purchased earlier in order to have a more sound building with adequate parking and room for growth. Therefore, the Church's move requires approval of an exception, Comprehensive Plan

Map Amendment, and Zone Change. The approval of the Exception requires that the applicant demonstrate that areas that do not require an exception can not accommodate the use. Providence Health System retained Stiven Planning and Development Services to conduct this analysis to be used in support of the Plan Amendment and Zone Change to allow the construction of the church at Tucker and Eliot Drive.

The State of Oregon and Hood River County provide the criteria for taking an exception to a goal. One of the considerations is a demonstration that other areas which do not require a new exception cannot reasonably accommodate the proposed use. Within this factor the following questions must be answered:

- Can the church be reasonably located on nonresource land that would not require an exception, including increasing the density of uses on nonresource land?
- Can the church be reasonably accommodated on resource land that is already committed to nonresource uses not allowed by the Goal?
- Can the church be reasonably accommodated inside an UGB?
- Can the church be reasonably accommodated without the provision of a proposed public facility or service?

In order to answer these questions, this analysis examines all potentially suitable alternatives in each land use category against detailed siting standards. The siting standards included a variety of factors including characteristics of size and topography; existing use of the land; the compatibility of the proposed use with local plans, policies, goals and ordinances the proximity of the site to existing and potential; the availability of services; and the analysis of resource lands. This memorandum answers those questions.

Because the church could not be reasonably located on nonresource land that would not require an exception, because the church cannot be reasonably accommodated inside the UGB or on resource land that is committed to non-resource uses, and because the church can be accommodated without the provision of a proposed public facility or service, this request meets the standards outlined in OAR 660.004.0130.

"A" (567)

II. BACKGROUND

A. The Request

The Hood River Assembly of God Church must demonstrate that the use cannot be reasonably accommodated on lands of a higher-urbanization priority because the subject property is located on non-high value farmland and within three miles of the Hood River UGB.

B. Proposed Use

The applicant is proposing to build a church approximately 30,500 square feet in size including a sanctuary, a multi-purpose room, surface parking and an outdoor play area.

C. Study Area

The study area included the UGB and an area three miles beyond the UGB because if the church were located on non high value farmland beyond the three-mile distance, an exception would not be required.

"A" (57)

III. METHODOLOGY

A. The Study Area

The study area included sites in and within three miles of the Hood River UGB. OAR 660-33-0120 and the Hood River Zoning Code state that churches are prohibited within three miles of a UGB when located on non-high value (NHV) farm land. Therefore, if the Church wanted to locate beyond the three-mile limit, an exception would not be required; this study has limited the area of the Hood River UGB and three miles beyond. In this case the area north of the Hood River UGB includes the Columbia River and area within the State of Washington. These areas were excluded from the study area.

B. Minimum Siting Standards for the Analysis

A base inventory of potential sites within three miles of the Hood River UGB was developed in order to evaluate the suitability of specific sites for use by the Church. The criteria for developing the base inventory was based upon the minimum site characteristics of size and topography, existing use of the land, the compatibility of the proposed use with local plans, policies, goals and ordinances; the proximity of the site to existing and potential; the availability of services and the analysis of resource lands. These criteria are described in detail below:

Vacant or Underdeveloped: Working with the County's GIS system, it was determined by that using assessor information sites could be sorted by whether or not they are vacant and or underdeveloped, thereby making them available for potential acquisition. For consistency with other County studies, a building value of \$10,000 or less was considered to be underdeveloped. Only those sites with no buildings were considered vacant. If a site has been approved for development, it is considered committed; therefore, not vacant for the purpose of this analysis.

The Columbia River Scenic Area: Churches are not allowed within the scenic area. Therefore, any site located within the scenic area was not considered an alternative.

Minimum Parcel Size: The Church purchased five acres to accommodate its needs both now and in the future. The proposed site plan

allows for a 30,500 square foot building, surface parking, and an outdoor play area in order to adequately serve future growth anticipated by the church. Therefore, a minimum of five acres is required, and only those sites that are five acres or could be assembled with other available property to create a five-acre parcel were considered in the final alternatives analysis. The initial search for alternative sites identified parcels that were two acres or larger in order to identify parcels that could be assembled with other parcels to create a five-acre parcel.

Proximity to Existing Church Membership: In a poll conducted by the Church, 50 percent of the church members polled are located within one to three miles from the current site on 12th Street. The Church wishes to build in a location that does not make church attendance less convenient than to existing members and continues to be convenient to potential new members. This requires locating within a reasonable distance from the existing church. As the subject site is one mile from the existing church, anything more than one mile from the new church is less desirable than the subject property. (See Appendix for Church Survey)

Accessibility: The church is accessible from Tucker Road, a state highway, and classified as an Arterial road by the County. Eliot Drive provides a second access to the property and is classified as an Arterial by the County. Access from either a Collector or Arterial road is preferred to access from local or neighborhood streets because it allows access directly into the church without causing conflict with neighborhood traffic. Therefore, only sites that were within 80 feet of the centerline of an Arterial or Collector road were considered as alternative sites.

Zoning: In the City of Hood River all residential properties allow churches as conditional uses, so all residentially zoned sites were evaluated. Although initially identified, properties zoned for commercial or industrial use were discarded as potential sites; a Goal 9 exception would have to be taken to convert them to a zone that allowed a church, making them less desirable for church use than the proposed site. In addition, given the shortage of commercial and industrial land within the County, the impact of such an exception on the County's economy would be negative.

Slope no Greater than 20 Percent: According to the County GIS Coordinator, in order to be consistent with the County's definition of buildable lands and with other studies completed by the County, sites which due to slope constraints have building pads of five acres or less were not considered alternative sites.

"A" (59)

Feasibility of Acquiring the Land Based on Parcels, Number of Owners and Acquisition Complexities: The cost of acquiring and assembling parcels of property to meet the minimum siting criteria is an important factor in comparing alternative sites. Although multiple tax lots do not prohibit the ability to construct the church, the assembling of parcels into a single ownership may add significant cost and time to the project, affecting the ability of the Church to deliver the product in an efficient and cost effective manner, and thereby enabling Providence to purchase the site in a timely manner. The ability to assemble the land in a cost-effective manner would affect the ability of the church to build.

Compatibility of the Proposed Use with Local Plans, Policies, Goals and Ordinances: Alternative sites should be evaluated for their ability to support local plans, ordinances and policies.

At the very least, the siting of the church should not conflict with any adopted comprehensive plan.

"A" (66)

IV. ALTERNATIVE SITES AND FINDINGS

Based on the criteria dictated by state statute, the analysis is organized by the three types of land:

- A. Sites within the Hood River Urban Growth Boundary (HRUGB)
- B. Sites within the Hood River County Exception areas
- C. Resource land that would not require an exception

A. Sites Within the Hood River Urban Growth Boundary

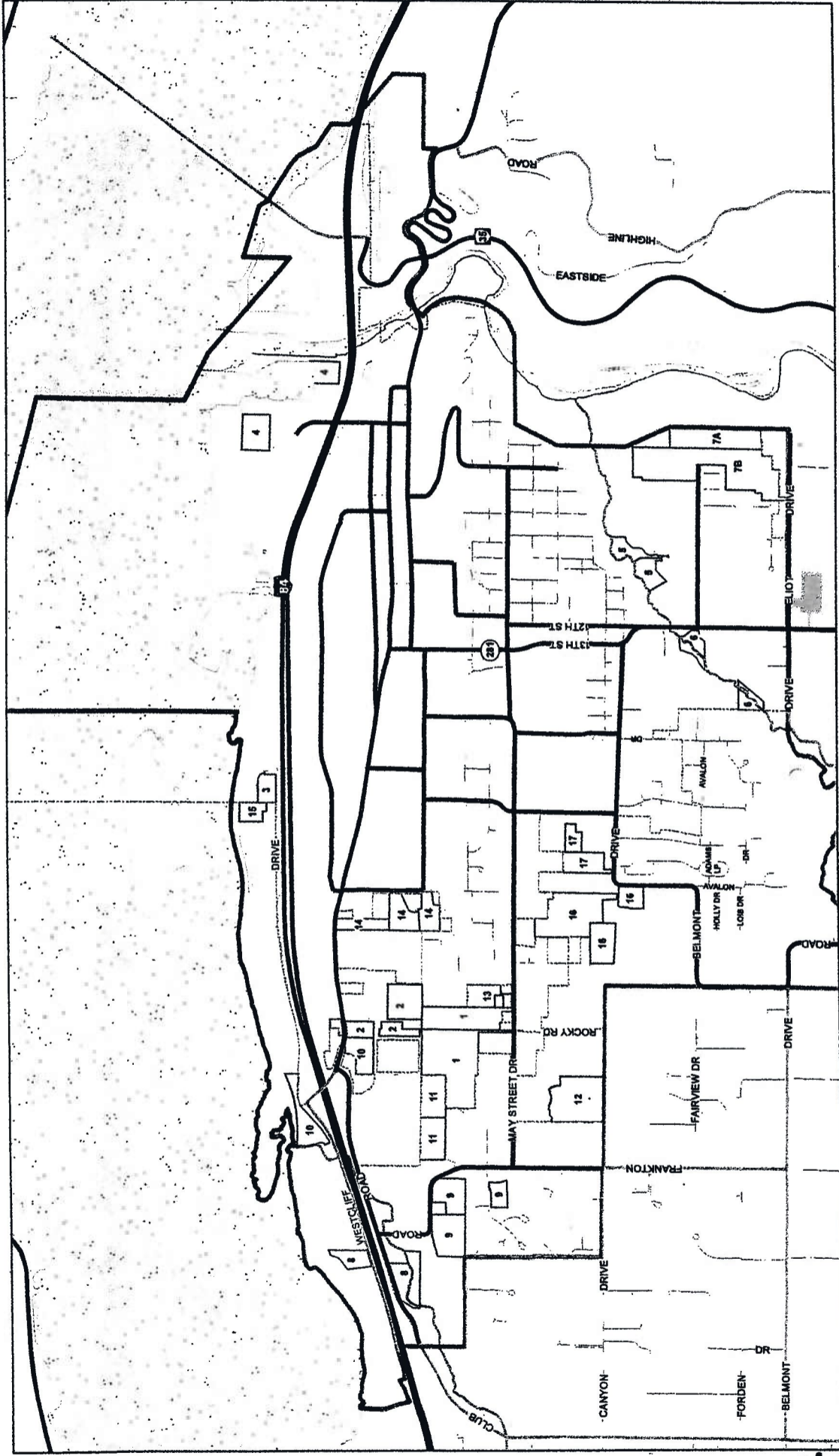
Finding:

There is an extremely limited amount of vacant land inside the HRUGB. Working with the County's Geographic Information System (GIS), all of the land that is inside the city's UGB was sorted and analyzed for its ability to accommodate a new church building. Map1, Alternative Sites within the UGB, illustrates the 17 sites that were initially identified as potential alternative sites. These parcels represent 33 tax lots that have been grouped into 17 sites that were initially identified as vacant and/or underdeveloped. Table One in the Appendix of this report corresponds to the map and identifies all of the properties by tax lot and provides the following information:

- Site Identification
- Size
- Inside the City of Hood River
- Inside the Urban Growth Boundary
- Zoning
- Street Address, if available
- Note regarding availability of site for church development

Site location maps and aerial photographs of the 17 sites, located in the appendix of this report illustrate the location and use of each of the initial potential sites. Of the 17 sites available, only four sites were identified as *truly* available for church development. They are identified on the Alternative UGB Sites Map as Sites 7, 14, 16 and 17. The balance of the sites were abandoned as potential sites because

"A" (61)



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- STREETS**
- Arterial
 - Collector
 - Local
- Subject Site**
- Alternative Site
 - City Limits
 - Urban Growth Boundary

**Alternative Sites Analysis
within the Hood River UGB**

V (79)

they were too small, zoned for commercial or industrial use, or committed to other development. The alternative Sites Analysis within Urban Growth Boundary Table located in the Appendix includes notes for each of the sites and the reason they were not considered alternatives. These four sites equate to 57.27 acres comprised of 10 separate tax lots and are summarized below.

*Table One
Alternative Sites Analysis
Summary of Alternative Sites within the Hood River UGB*

<i>Site No.</i>	<i>Total Size (acres)</i>	<i>Nos. of Owners</i>	<i>Inside City</i>	<i>Site Location</i>	<i>Zoning</i>	<i>Total Vacant (acres)</i>
7	32.27	1	Yes	SE corner of City	R-1	20 (approx)
14	10.22	3	No	South of Cascade	UC-2, UR-1, UR-2, UR-3	10.22
16	19.76	2	No	South of May Street, North of Belmont	UR-2, UR	19.76
17	6.29	2	No	North of Belmont, West of 22nd	R-2	6.29
Total	68.54	8				57.27

UGB Alternative 1 (Site 7):

Site 7 is located in the southeast corner of the city limits of Hood River and is part of a larger site, a portion of which has been approved for a subdivision. The area that is not committed to the subdivision equates to approximately 21 acres and is owned by Sieverkropp Orchards, Inc.

1. Vacant or Underdeveloped:

The northern portion of Site 7B is committed to a subdivision that is approved but is not yet built. All of Tax Lot 600 is vacant and uncommitted. Together the vacant portion of these two properties equal approximately 20 acres.

2. Minimum Parcel Size:

The eastern portion of the site (Tax Lot 600) is 9.18 acres and the uncommitted portion of Tax Lot 200 is approximately 11 acres. Together the available property totals approximately 20 acres.

"A" (63)

3. Proximity to Existing Church Membership:

Sites 7A and 7B are less than one mile from the existing church.

4. Accessibility:

Sites 7A and 7B are accessible from Pacific Avenue, classified by the County as an Arterial.

5. Zoning:

Site 7A is zoned R-1, Urban Low Density Residential. Site 7B is zoned R-2 Urban Standard Density Residential. In both zones a church is permitted as a Conditional Use.

6. Slope no Greater than 20 Percent:

Both 7A and 7B are relatively flat.

7. Feasibility of Acquiring the Land Based on Parcels, Number of Owners, and Acquisition Complexities:

Sites 7A and 7B are owned by Sieverkropp Orchards.

8. Compatibility of the Proposed Use with Local Plans, Policies, Goals, and Ordinances:

Both the R-2 and R-1 zones allow churches as conditional uses.

Conclusion: UGB Alternative 1 appears to be a relatively suitable alternative for the Church. However, as residential property, the city has relied upon this property to fulfill its housing need. The loss of five acres to a non-residential use would diminish the supply of land available for housing within the City and may result in the need to add additional land to the UGB elsewhere.

UGB Alternative 2 (Site 14):

Site 14 is located along Cascade Avenue within a larger unincorporated area surrounded by the city. It is an oddly configured site with a long narrow parcel extending from Cascade Avenue south approximately 750 feet. The total area is approximately 10.22 acres in size and includes three tax lots owned by three separate entities.

1. Vacant or Underdeveloped:

The site is vacant and available for development.

2. Minimum Parcel Size:

No single tax lot is large enough to accommodate the church. However, Tax Lot 901, which is 4.11 acres, if combined with the parcel to the north or the south would be of adequate size to accommodate the church.

"A" (6A)

3. Proximity to Existing Church Membership:

Site 14 is approximately 1.25 miles from the existing church site.

4. Accessibility:

The northern portion (Tax Lot 800) of Site 14 is accessible from Cascade Avenue. Tax Lot 100 is accessible from Rand Road. Access to the center of the site, Tax Lot 901, is accessible from either of the two adjacent tax lots.

5. Zoning: The site has four separate zoning districts on it, including U-C-2, UR-1, UR-2 and U-R-3 as shown on the map for Site 14.

6. Slope no greater than 20 Percent:

Site 14 is relatively flat.

7. Feasibility of Acquiring the Land Based on Parcels, Number of Owners, and Acquisition Complexities:

Site 14 is in three different ownerships (as shown on the Table and the corresponding Map 14) Tax Lot 800 is owned by a trust with a Nevada address. Tax Lots 901 and 100 are owned by different trusts but with Hood River addresses. As some assembly of land is required in order to create a five-acre parcel, it may be difficult to purchase an adequate amount of land.

8. Compatibility of the Proposed Use with Local Plans, Policies, Goals, and Ordinances:

Although there are four different zoning designations on the property, a church is allowed as a conditional use in all four zones. Annexation would have to occur prior to development.

Conclusion: UGB Alternative 2 is not an alternative site because land assembly with two to three different property owners in two states would be unreasonable. In any case, land values will be considerably higher in today's market than was the property currently owned by the church at its time of purchase. The market value of these properties according to current assessment records is over a million dollars.

UGB Alternative 3 (Site 16):

Site 16 is a collection of three tax lots, two of which are less than five acres and one which is significantly larger than five acres. The majority of the property is used as an orchard, but all is within the UGB. It is generally located in the southwestern portion of the UGB. All of the property is inside the UGB but outside of the city limits.

1. Vacant or Underdeveloped:

The property is primarily committed to orchard use.

"A" (65)

2. Minimum Parcel Size:

Tax Lot 302 meets the minimum parcel size requirement, but the other two would have to be combined to meet the church's minimum parcel size. However, the two smaller tax lots, (Tax Lots 202 and 300) are not adjacent to one another. Only Tax Lot 302 is considered large enough to accommodate the church use.

3. Proximity to Existing Church Membership:

The properties are located approximately 1.1 miles from the existing church.

4. Accessibility:

Tax Lot 302, if developed alone, is not directly adjacent to Belmont Drive. It would have to be developed with Tax Lot 202 in order to have direct access to an Arterial road.

5. Zoning:

The properties are all zoned U-R-2, meaning that they are within the Hood River Growth Area and zoned for residential development.

Churches are permitted as a conditional use in this zone.

6. Slope no Greater than 20 Percent:

The site is relatively flat.

7. Feasibility of Acquiring the Land Based on Parcels, Number of Owners, and Acquisition Complexities:

Tax Lot 302 is the only parcel large enough to accommodate the church. It is held in a single ownership, which is a trust. The site contains considerably more land than is required by the Church and would have to be partitioned to accommodate its needs. It is questionable as to whether the owner of the site would wish to partition it.

8. Compatibility of the Proposed Use with Local Plans, Policies, Goals, and Ordinances:

Tax Lot 302, which contains over 12 acres, has been relied upon to provide future residential land to ultimately serve the housing needs of Hood River. If five-acres are used for a church, it will add pressure to the City to expand the UGB to accommodate future housing.

Prior to development the site would need to be annexed.

Conclusion: Only Tax Lot 302 is available for use by the Church and is significantly larger than required. A partition would have to occur to allow sale of the smaller parcel, and it is not known whether or not the seller would be willing to split the parcel. If not divided, it is unlikely that the Church

"A" (66)

could afford to purchase the property. Whether or not the Church purchased five-acres or the entire site, the City is relying on this property to help fulfill the housing needs of the city and decreasing the supply of land for housing will put additional pressure on the city to expand the UGB. Therefore, it is not reasonable to consider this site as an alternative site for the development of a church.

UGB Alternative 4 (Site 17):

Site 17 is comprised of two parcels, each of which is less than five acres. The properties are located adjacent to the city limits of Hood River, west of Site 16 described above.

1. Vacant or Underdeveloped:

Tax Lot 1000 is owned by Columbia Gorge Broadcasters, Inc., and although it is identified by the County GIS system as vacant or underdeveloped, it is used as a cell tower location. Tax Lot 900, immediately west, is vacant and used as an orchard.

2. Minimum Parcel Size:

Tax Lot 900 is 4.25 acres and is not large enough to accommodate the church use. Tax Lot 1000 is committed to the cell tower use and is therefore not available to be aggregated with Tax Lot 900 to create a parcel large enough to accommodate the church.

3. Proximity to Existing Church Membership:

Tax Lots 900 and 1000 are located less than one mile from the existing church.

4. Accessibility:

Tax Lot 1000 does not have direct access to a road. Tax Lot 900 is adjacent to Belmont Drive.

5. Zoning:

Both parcels are zoned U-R-2 (Urban Residential), which will allow a church as a conditional use.

6. Slope no Greater than 20 Percent:

The site is relatively flat.

7. Feasibility of Acquiring the Land Based on Parcels, Number of Owners, and Acquisition Complexities:

Tax Lot 1000 is committed to use as a cell tower and is not available for use by the Church. Therefore, the adjacent Tax Lot 900 is not large enough to accommodate the church use.

"A" (67)

8. Compatibility of the Proposed Use with Local Plans, Policies, Goals, and Ordinances:

Either site would have to receive a conditional use permit to accommodate the church and be annexed into the city prior to development.

Conclusion: The site is not a reasonable alternative location for the church as 2.04 acres of the total 6.29 acre site is committed to use as a cell tower location. Therefore, the remaining parcel is too small to accommodate the church.

Only one of the alternative sites within the UGB (Site 7) is suitable as an alternative. However, because the Church has owned the Tucker/Eliot site for so long, it is unreasonable to assume that the Church can afford to purchase property at current market rates. When the Church purchased the property, which at that time allowed construction of a church, it was acceptable to the Church to purchase a site outside of the UGB. However, purchasing land inside the UGB is not economically viable.

B. Sites within the Hood River County Exception Areas

Exception lands were established when Comprehensive Plans were adopted statewide and there were areas at the fringes of cities that were not being planned for urbanization, agriculture, open space, or forest use. In Hood River County these areas were primarily built and committed to non-resource land uses and now serve as rural communities and rural service centers. These areas are nonresource areas that would not require a new exception to allow the siting of a church.

Using the County GIS system, 51 exception area sites were identified outside of the UGB but within the three-mile study area that met the minimum threshold criteria.

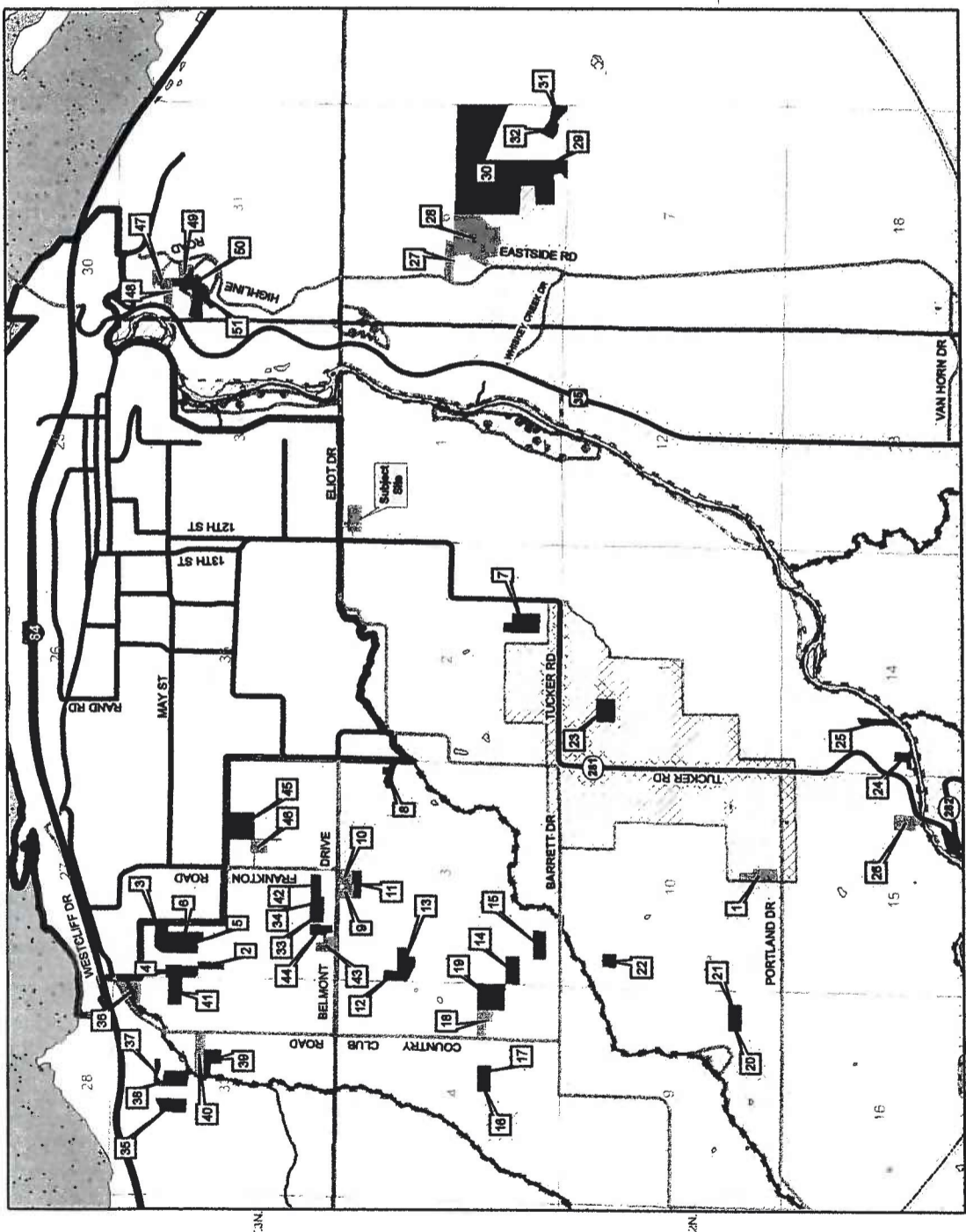
These 51 sites are identified on the map on the following page, identified as Tentatively Suitable Sites within three miles of the UGB and the data for each site is shown on the Table located in the Appendix of this document. The 51 sites meeting the threshold requirements were then further scrutinized based on the location criteria identified earlier, including accessibility, zoning, topography, and proximity to existing church. Because these sites are outside of the UGB, they were also reviewed for the following additional factors:

Location in Health Hazard Overlay Zone: There is a significant amount of land located in areas identified as health hazard by the County, located primarily south of the UGB. These areas only allow sewer systems to abate a health hazard. Therefore, no new system would be allowed to serve a new use.

"A" (68)

Alternative Sites Analysis

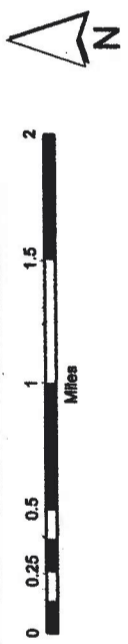
Within 3 miles of the Hood River UGB



- Subject Site
- Exception Sites**
 - Adjacent to Arterial or Collector Street
 - Not Adjacent to Arterial or Collector Street
- Roads**
 - Arterial
 - Collector
 - Local
- Urban Growth Boundary**
 - UGB Three Mile Buffer
- Section**
 - Township
- Zoning Overlay**
 - Health Hazard
 - Environmental Protection
 - Floodplain
 - Geologic Hazard
 - Surface Mining
- EXCEPTION SITES**

Parcels shown on this map meet all of the following criteria:
 -Parcel size is at least 5 acres, either individually or when combined with adjacent parcels.
 -Parcels are classified as "vacant" using the current Hood River County records and assessment database
 -Parcels are considered "Adjacent" to an Arterial or Collector street if it is within 80' of the road centerline.

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"A" (69)

Geologic Hazard Overlay Zone: The County has identified several areas, some of which are within the three-mile study area, as geologic hazard areas. The purpose of these areas is to identify existing or potential local geological hazards and to take precautions or restrict development in the interest of preventing hazards from causing harm to people or property. Permanent structures and incidental buildings are prohibited in the Geologic Hazard Overlay Zone. Therefore, a church is not allowed in these zones.

Floodplain Overlay Zone: This overlay is designed to protect life and property from natural disasters and hazards. Using the GIS, sites that had less than five developable acres due to the floodplain overlay were not considered alternatives.

Based on these siting factors, of the 51 sites, two areas remain unencumbered by the restrictions to development identified above. They are identified on the Exception Area Alternative Sites Map as Sites 9, 10 and 11 and 18 and 19 and have been grouped into two areas as summarized below:

*Table Two
Alternative Sites Analysis
Summary of Alternative Sites within Three Miles of the Hood River UGB*

Site No.	Total Size (acres)	Number of Owners	Site Location	Zoning	Total Vacant (acres)
9, 10 & 11	7.78	1	South of Belmont Drive, west of city	RR-2.5	7.78
18 & 19	13.88	1	Southwest of city, east of Country Club Road	RR-2.5	13.88
Total	21.66	2			21.66

Exception Alternative #1 (Sites 9, 10 and 11):

These three properties collectively create a 7.78-acre parcel and are located south and west of Hood River. Two of the tax lots front on Belmont Drive and are adjacent to the third tax lot. None of the hazard overlays apply to the property. According to the tax assessor information supplied by the County, these three properties have an assessed value of \$479,566 or \$61,641 per acre. According to the recorded deed, the Church paid \$90,000 in two separate transactions – one in 1982 and one in 1988 - for the five acres it currently owns. This purchase price equates to \$18,000 per acre. When purchased, the EFU property allowed a church as an outright permitted use; therefore, land outside the UGB was appropriate for the Church. It is unreasonable to expect the Church to sell the land that allowed a church when purchased in order to pay significantly more to purchase exception land today. Therefore, although the zoning allows a church on Sites 9, 10 and 11, it is unreasonable to consider them as a reasonable alternative site for the church.

"A" (70)

Exception Alternative #2 (Sites 18 and 19):

Sites 18 and 19 are located east of Country Club Road, south and west of the City of Hood River. The two sites together total 13.88 acres and are owned by two separate entities. The properties are zone RR 2.5 and allow churches as conditional uses. Both properties are accessible via Country Club Road. Together these two properties could accommodate the church and are not restricted by the overlays or other restrictions. The properties are assessed at approximately \$507,000, or approximately \$36,500 per acre. Again, it is not reasonable for the Church to spend additional money to purchase property when the property it owns allowed a church at the time of purchase. Therefore, it is unreasonable to find that Sites 18 and 19 are alternative sites.

Based on the number of factors restricting development, there are no reasonable alternative exception area sites within three miles of the UGB.

C. High Value Farmland

The County has prioritized farm land and has identified the most valuable resource areas as high value farmland. All high value farmland is of a lower priority for urbanization than non-high value farmland. OAR 660-33-120 prohibits churches on high value farmland but allows them on non-high value farm land on sites that are further than three miles beyond the UGB. Therefore, all high value farmland is determined to be of greater value for resource purposes than non-high value farmland; therefore, non-high value farmland is identified as an alternative site, including that which is committed to non-farm uses.

D. Non-High Value Farmland Beyond Three Miles of the UGB

Many resource zones appear within the three-mile limit of the UGB and include the following as identified on the map on the following page.

Within the Columbia River Gorge General Management Area (GMA):

- G-PR (GMA Public Recreation)
- G-F-3 (GMA Small Woodland)
- G-AG-1 (GMA Large Scale Ag)
- G-F-1 (GMA Commercial Forest Land)
- G-OS (GMA Open Space)

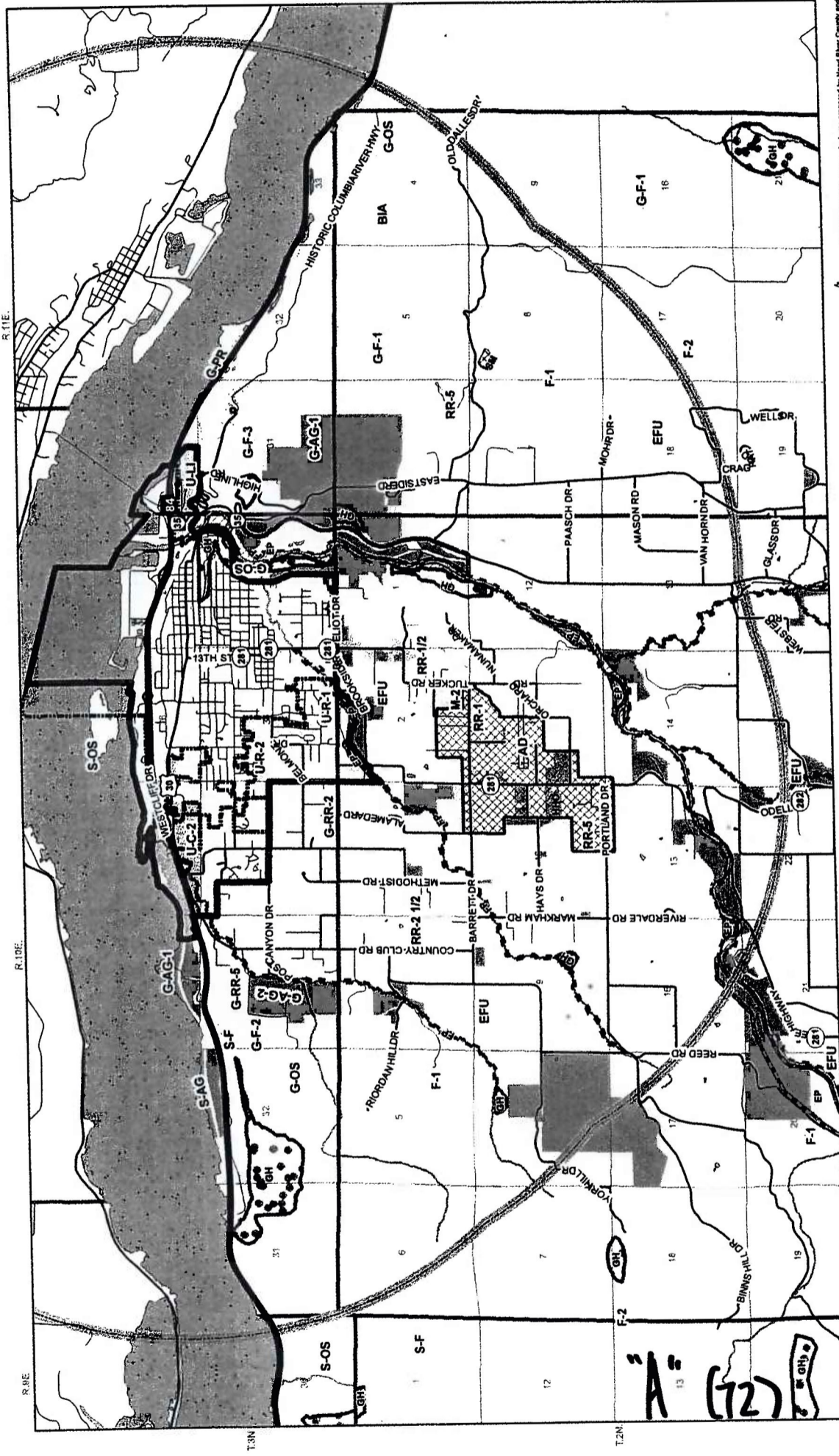
Within the Columbia River Gorge Special Management Area (SMA):

- S-AG (SMA)
- S-F (SMA-Forest)
- S-OS (SMA – Open Space)

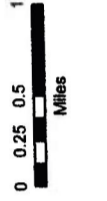
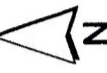
Other Resource Areas:

- F-1 (Forest)
- F-2 (Primary Forest)
- EFU – HVF

"A" (71)



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- City Limits
- Urban Growth Boundary
- UGB Three Mile Buffer
- Section
- Township
- Health Hazard
- Environmental Protection
- Floodplain
- Geologic Hazard
- Surface Mining
- High Value Farm
- EFU Non-H-Value Farmland

County Zoning Designations

within 3 miles of the Hood River UGB

"A" (72)

EFU – Non-HVF

Map Three illustrates the various zoning categories for the land within three miles of the UGB. None of these land use categories could accommodate a church without an exception

Beyond the three-mile limit, only Non-High Value Farmland could accommodate a church without an exception. The Church needs to locate on a property near the existing church site in order to continue to provide an opportunity for convenient worship experience to the existing members. An informal survey was conducted among the existing congregation which revealed that 46 percent of those surveyed live within three miles or less of the church. Presumably, the majority of church attendees reside within the most populated portion of the attendance area, that is, the City of Hood River. Extending the travel distance and time by those residents will result in greater fuel expenditure to attend church-related activities and greater potential for conflict with farm equipment. This church serves an urban population and placing the church further away from the urban area is contradictory to good planning. Any non-high value farmland that does not require an exception is going to be at least three-miles further from the church than the subject property.

The State has recognized that churches are compatible with farmland. The subject property is mostly surrounded by non-farm uses. Where it borders on farm uses, buffers, and site planning have provided ways to make the church compatible with the adjacent orchard. When weighed against the negative consequences of locating this particular church at least three miles away from the boundary, it is in the public interest to develop the property the Church owns rather purchase other resource land that would not require an exception.

Therefore, there is no resource land on which the church could be developed that is a suitable alternative to the subject property.

"A" (73)

IV. CONCLUSION

This analysis has provided the information necessary to answer the questions below and satisfy the legal criteria necessary to address one of the criteria for approval of an exception. That question is as follows:

Can other areas which do not require a new exception reasonably accommodate the church?

The answer is no because the following questions have been satisfactorily addressed:

Question: Can the church be reasonably located on nonresource land that would not require an exception, including increasing the density of uses on nonresource land?

Answer: No. There are an inadequate number of suitable sites within both the UGB and on exception areas within three miles of the UGB.

Question: Can the church be reasonably accommodated on resource land that is already committed to nonresource uses not allowed by the Goal?

Answer: No. All non-high value farmland would require an exception. All high value farmland is a more valuable resource and should not be considered for development so long as non-high farmland is available.

Question: Can the church be reasonably accommodated inside an urban growth boundary?

Answer: No. There is an insufficient supply of sites within the UGB suitable for development by the Church, particularly when compared to the property already owned by the Church.

Question: Can the church be reasonably accommodated without the provision of a proposed public facility or service?

"A" (74)

Answer: Yes, the church will be served without the provision of additional public facilities or services because adequate services exist to serve the site. Services are provided in the following ways:

Water: Ice Fountain Water District, by the lines that currently exist in both Tucker Road and Eliot Drive.

Sewer: On-site sanitary sewer service.

Roads: The site is served by Tucker Road and Eliot Drive, both of which can accommodate the traffic generated by the church, as demonstrated by the transportation impact analysis included in the Comprehensive Plan Map Amendment and Zone Change.

Fire Suppression: Provided by West Side Fire District, located less than one mile from the proposed church site.

This analysis has demonstrated that this proposal meets one of the factors necessary to demonstrate that an exception to Goal 3 is warranted.

"A" (75)

APPENDIX

Alternative Sites Analysis within Urban Growth Boundary

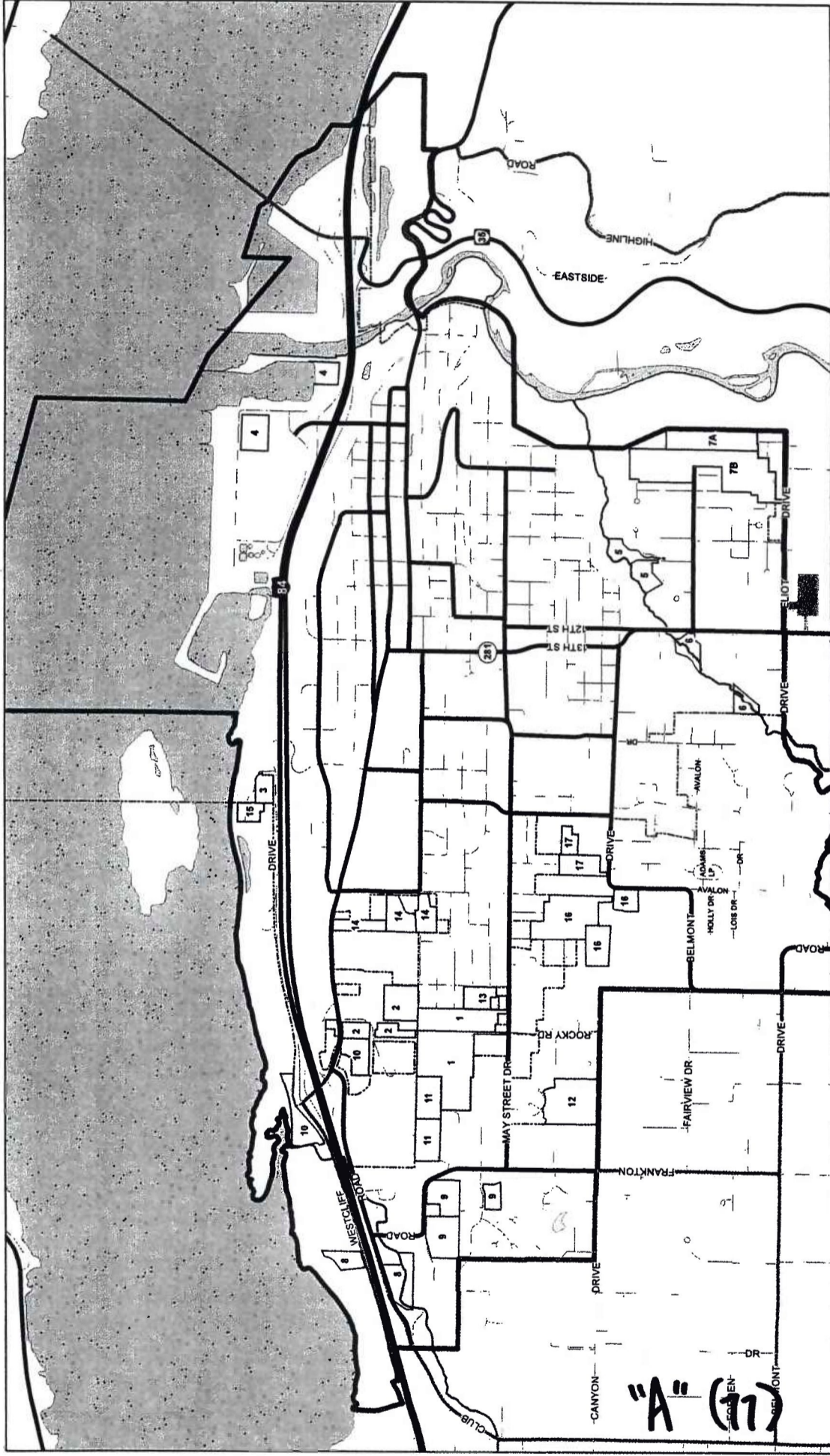
- Index Map
- Spread Sheet
- Parcel Identification Maps

Alternative Sites Analysis for County Exception Areas

- Index Map
- Spread Sheet

Hood River Assembly of God Church Survey Results, dated March 15, 2005

"A" (767)



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- STREETS**
- Subject Site
 - Alternative Site
 - City Limits
 - Urban Growth Boundary
 - Aerial
 - Collector
 - Local

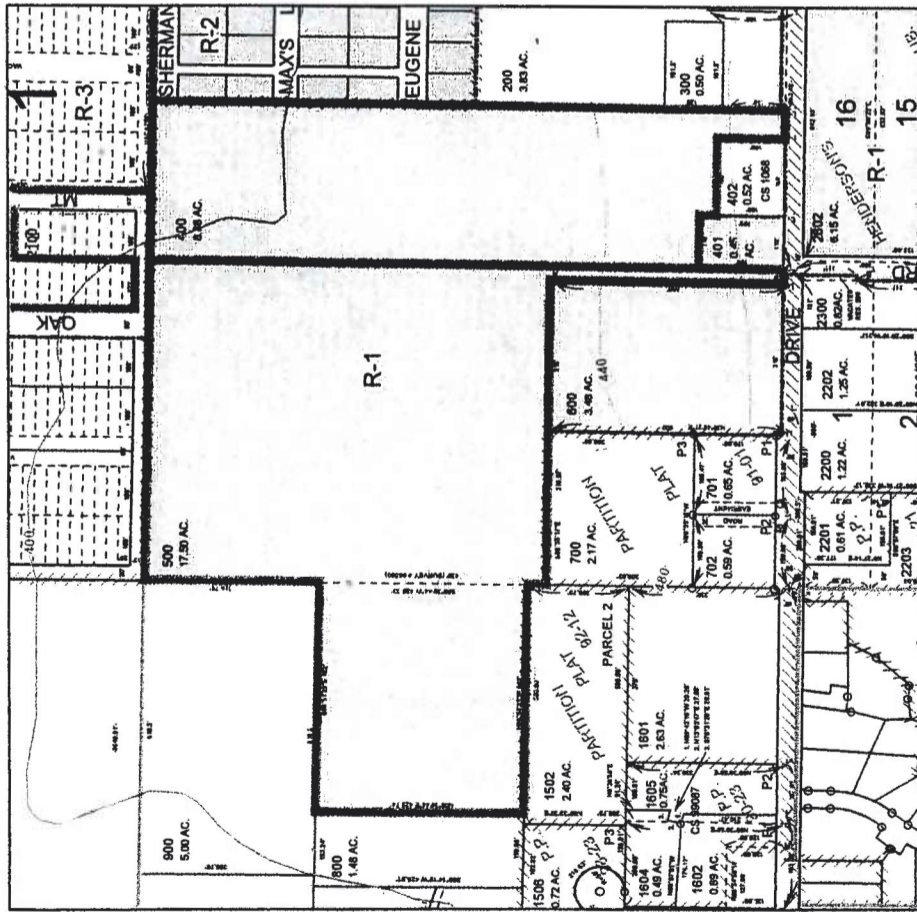
Alternative Sites Analysis within the Hood River UGB

Hood River Assembly of God Church Land Use Request

Alternative Sites Analysis within Urban Growth Boundary

Site Number	Map Num	Taxlot No.	Acres	Inside City	Outside City	Inside UGB	Owner	Zoning	MRKT. VALUE	Imp. Value	Street No.	Street Name	Notes
1	3N 10E 34A	500	17.5	✓		✓	HERITAGE HOMES INVESTMENT CORP.	R-1	\$ 587,291		3814 MAY		Approved PUD - 156 lots
	3N 10E 34A	400	8.88	✓		✓	BROWN, ROSS A	R-1	\$ 407,752		3800 MAY		
2	3N 10E 27D	800	2.74	✓		✓	UO & AC PROPERTIES, LLC	C-2	\$ 650,145		3335 CASCADE		Approved for development
	3N 10E 27D	2000	2.0	✓		✓	HOLWAY, LINDA K TR U2 ETAL	R-3	\$ 197,475		3415 MT. ADAMS		Currently under development
	3N 10E 27D	2200	5.74	✓		✓	COLUMBIA LANDSHARES, LLC	R-3	\$ 249,335		3365 CASCADE		Currently under development
3	3N 10E 26DB	600	2.35	✓		✓	CITY OF HOOD RIVER	OS	\$ 208,696				Too small/Committed to open space
4	3N 10E 26	115	4.48	✓		✓	PORT OF HOOD RIVER	LI	\$ 333,335				Industrial zoning would require goal 9 exception
	3N 10E 25DR	100	3.85	✓		✓	N. CHOLS BOAT WORKS CO		\$ 182,863		500 2ND		
5	3N 10E 36CB	3300	3.16	✓		✓	INDIAN CREEK DEVELOPMENT CO. ET AL	C-2	\$ 477,646			WOODS CT.	Commercial zoning
	3N 10E 36CB	3400	2.87	✓		✓	INDIAN CREEK DEVELOPMENT CO. ET AL	R-3	\$ 359,758			WOODS CT.	Too small
6	3N 10E 35DD	400	1.89	✓		✓	PROVIDENCE H.R. MEMORIAL HOSPITAL	R-1	\$ 69,570				Public ownership / Too small
	3N 10E 35DA	5000	2.77	✓		✓	COLUMBIA GORGE COMM. COLLEGE DIST.	C-2	\$ 242,184				Vacant
7a	3N 10E 36D	600	9.18	✓		✓	SIEVERKROPP ORCHARDS, INC	R-1	\$ 421,527				Northern half - Approved Subdivision / Southern Half - Vacant
7b	3N 10E 36CB	200	23.09	✓		✓	SIEVERKROPP ORCHARDS, INC	R-2	\$ 1,265,540				Commercial zoning
8	3N 10E 27C	800	2.73	✓		✓	VAGABOND LODGE, INC.	UC-2	\$ 649,337			4174 WESTCLIFF	Commercial zoning
	3N 10E 27C	1100	5.69	✓		✓	GUSHMAN, ANNA J TR U-3 ETAL	UC-2	\$ 277,278				Planned for commercial development
9	3N 10E 34B	601	6.58	✓		✓	WAL-MART STORES, INC.	UR-1	\$ 288,752				Too small
	3N 10E 34B	603	4.84	✓		✓	WAL-MART STORES, INC.	UR-1	\$ 371,874				Commercial zoning
	3N 10E 34B	2029	2.04	✓		✓	JOHNSTON, RANDALL M & SUSIE K	UR-1	\$ 190,740				Too small
10	3N 10E 27D	102	4.87	✓		✓	CGH-D, LLC	UC-2	\$ 653,139				Commercial zoning
	3N 10E 27D	1500	3.88	✓		✓	TAYLOR, GLENN P JR ETAL	UC-2/UR-1	\$ 537,461		3540 CASCADE		Too small
11	3N 10E 34A	900	5.02	✓		✓	JOHNSON, HERSHEL L TRUSTEE	UR-1	\$ 232,843		475 FRANKTON		Not accessible
	3N 10E 34A	1000	5.02	✓		✓	DUYCK, TIMOTHY A & ELLA M	UR-1	\$ 372,550		461 FRANKTON		Approved PUD
12	3N 10E 34A	2100	11.48	✓		✓	BARONE HOLDINGS, L.C.	UR-1	\$ 528,975				Too small
13	3N 10E 34A	200	3.82	✓		✓	WILSON, ZALPH L CO-TRUSTEE	UR-1	\$ 368,513		3750 MAY		Available
14	3N 10E 26CC	800	2.83	✓		✓	JENSEN, JEANIE TREBIN ETAL	UC-2/UR-3/UR-1	\$ 335,311		2827 CASCADE		Available
	3N 10E 26CC	901	4.11	✓		✓	JENSEN, PHILIP W TRUSTEE	UR-1	\$ 366,730		780 RAND		Available
	3N 10E 35BB	100	3.28	✓		✓	BEATZ, SILEY, CHARLES F U-2 TR ETAL	UR-2	\$ 345,470				Available
15	3N 10E 26CA	100	2.26	✓		✓	WYERS, TEUNIS J U-20 ETAL	UR-1	\$ 261,649		2315 WINDSWEST		Too small
16	3N 10E 35CB	202	4.6	✓		✓	MARCHESI, FRANCO & JAYNE	UR-2	\$ 264,282		2570 BELMONT		Available
	3N 10E 35BC	300	4.75	✓		✓	HANNERS, DANIEL A & MARYANN S TRS	UR-2	\$ 654,689		1000 RAND		Available
	3N 10E 35BC	302	2.4	✓		✓	HANNERS, DANIEL A & MARYANN S TRS	UR	\$ 434,220				Available
17	3N 10E 35BD	1000	2.04	✓		✓	COL GORGE BROADCASTERS, INC ETAL	R-2	\$ 167,991		1230 22ND		Available
	3N 10E 35BD	900	4.25	✓		✓	HANNERS, DANIEL A, TR ET UX	R-2	\$ 394,432		2590 BELMONT		Available
TOTAL S - Page 1													
													14
													20
													34

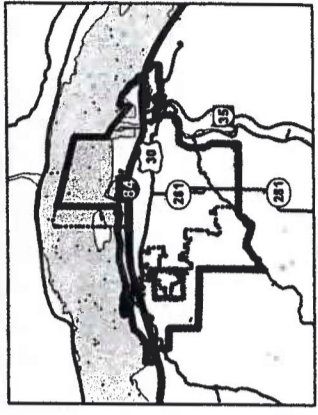
"A" (78)



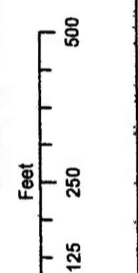
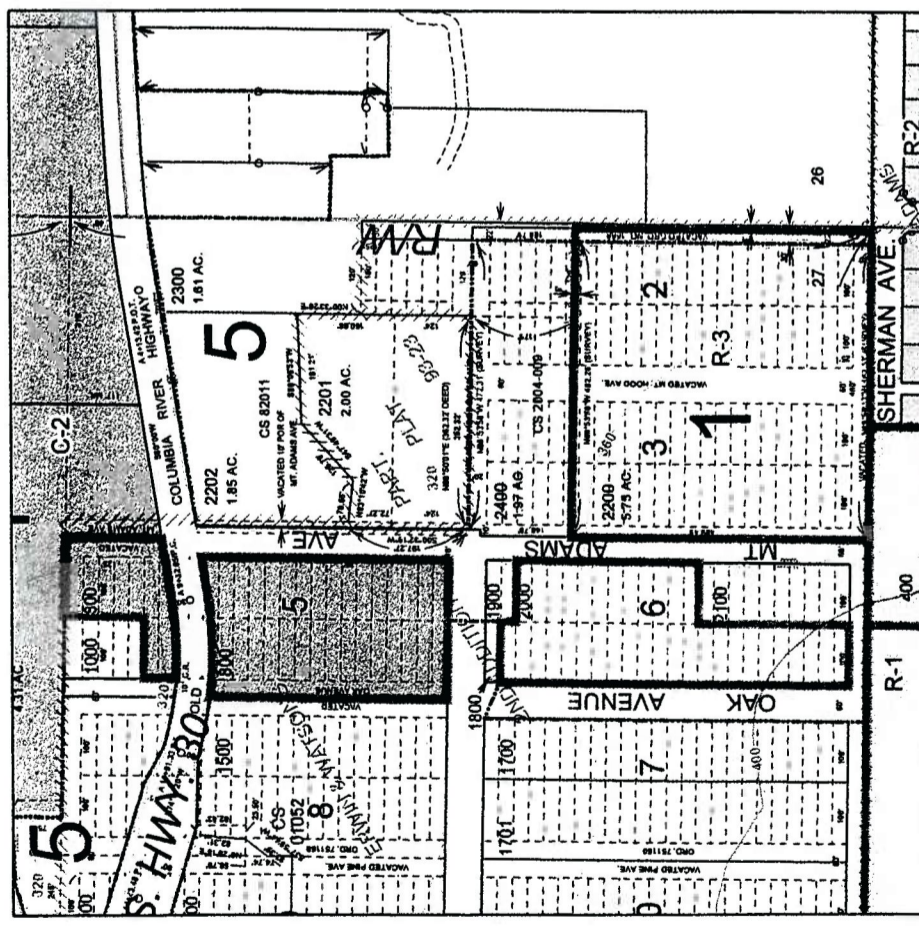
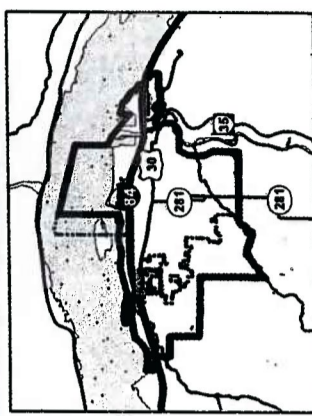
**Tentatively Suitable Sites
Within Hood River City Limits
Map 1**

OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	JITUS STREET	MAPNUMBER	TAXLOT	MYACCT	ACRES	PROPERTY CLASSIFICATION
HERITAGE HOMES INVESTMENT CORP.	6475 NW CORNELIUS PASS RD	HILLSBORO	OR	97124	3814	MAY	03N10E34A	500	4486	17.50	TRACT LAND POT DEV - VACANT
BROWN, ROSS A	3800 MAY DR	HOOD RIVER	OR	97031	3800	MAY	03N10E34A	400	820	8.88	TRACT LAND POT DEV - IMPROVED

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(79)



- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

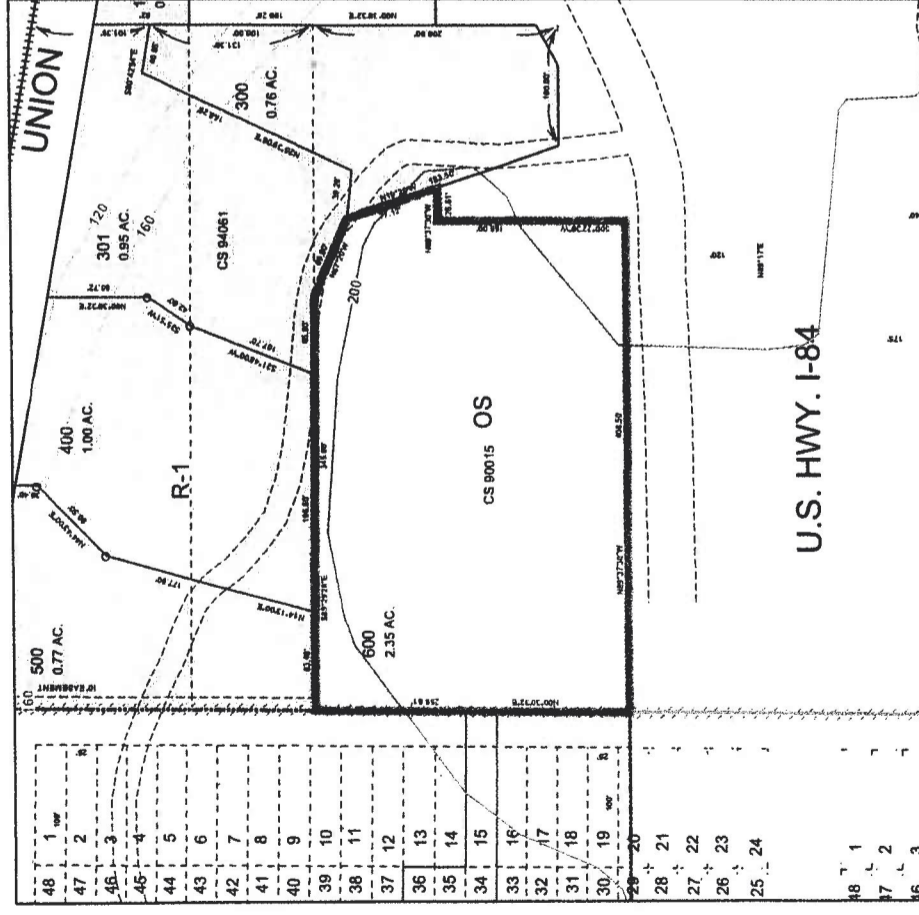
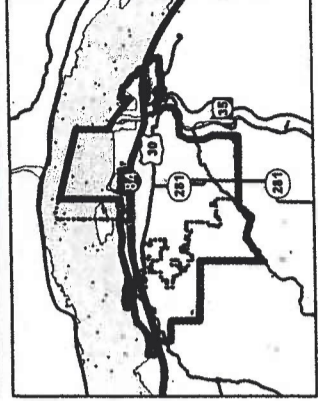
Tentatively Suitable Sites Within Hood River City Limits Map 2

OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT ACRES	PROPERTY CLASSIFICATION
J.D. & A.C. PROPERTIES, LLC	PO BOX 1046	HOOD RIVER	OR	97031	3335	CASCADE	03N10E27D 800	2.74	COMMERCIAL LAND
HOLLOWAY, LINDA K TR U2 ETAL	420 JUNE ST	HOOD RIVER	OR	97031	3415	MT ADAMS	03N10E27D 2000	2.06	TRACT LAND POT DEV - VACANT
COLUMBIA LAND SHARES, LLC	1481 BELMONT STREET	HOOD RIVER	OR	97031	3365	CASCADE	03N10E27D 2200	5.74	TRACT LAND POT DEV - VACANT

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Tentatively Suitable Sites
Within Hood River City Limits
Map 3

Legend:

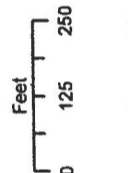
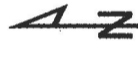
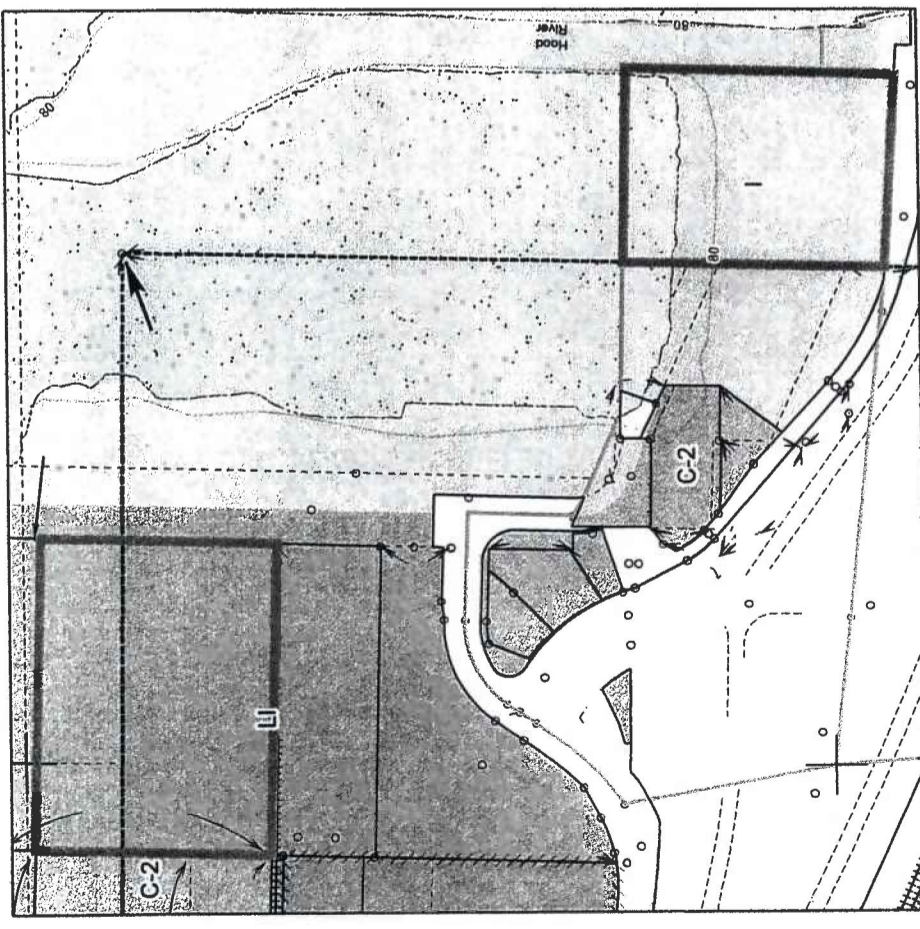
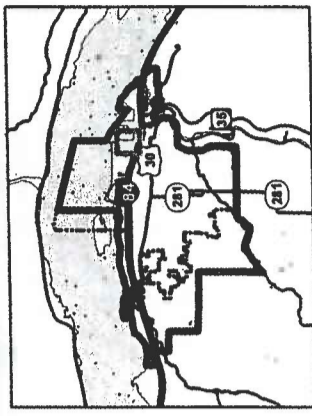
- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

OWNER: CITY OF HOOD RIVER
 OWNER ADDRESS: CITY HALL
 CITY: HOOD RIVER
 ST: OR
 ZIP: 97031

SITUS # 0
 SITUS STREET MAPNUMBER TAXLOT ACRES PROPERTY CLASSIFICATION
 03N10E26D8 600 2.35 CITY OWNED - VACANT

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(181)



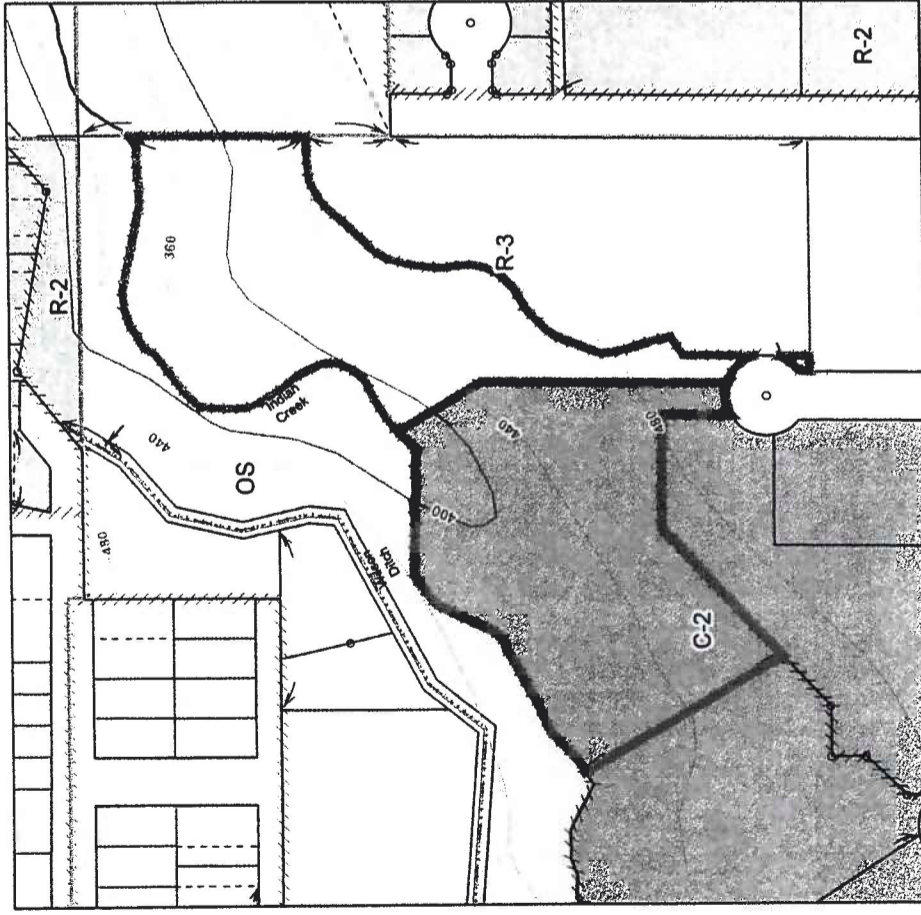
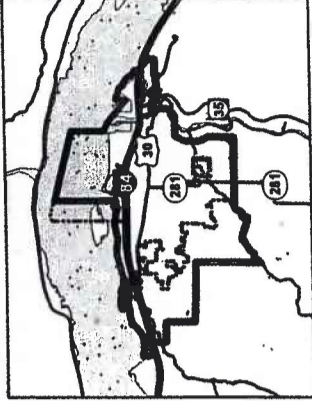
- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

Tentatively Suitable Sites Within Hood River City Limits Map 4

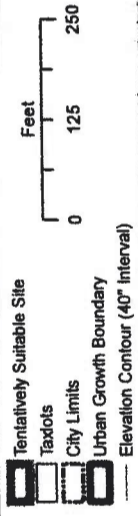
OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
PORT OF HOOD RIVER NICHOLS BOAT WORKS CO.	P. O. BOX 239 NORTH 2ND ST EXTENDED	HOOD RIVER	OR	97031	500 2ND		03N10E25	115	4.48	PORT/OTHER MUNICIPAL - VACANT
		HOOD RIVER	OR	97031	0		03N10E25DB	100	3.35	INDUSTRIAL LAND

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(82)



**Tentatively Suitable Sites
Within Hood River City Limits
Map 5**

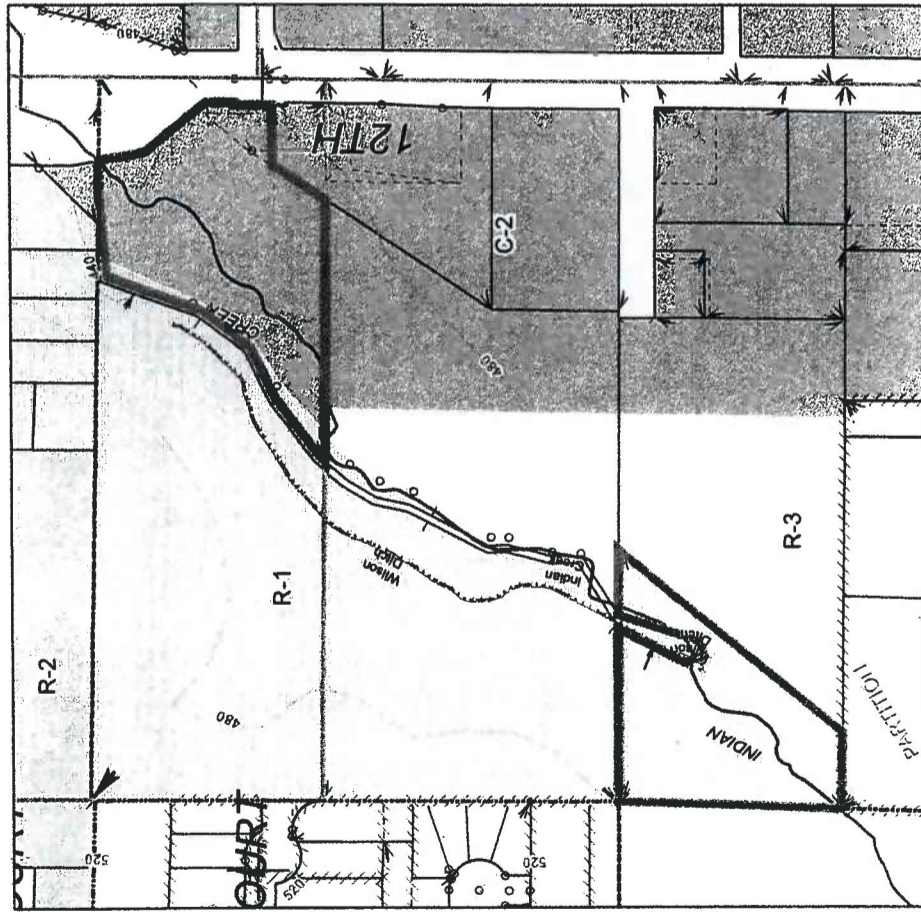


OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
INDIAN CREEK DEVELOPMENT CO. ET AL	516 OAK #13	HOOD RIVER	OR	97031	0	WOODS COURT	03N10E36CB	3300	3.16	COMMERCIAL LAND
INDIAN CREEK DEVELOPMENT CO. ET AL	516 OAK #13	HOOD RIVER	OR	97031	0	WOODS COURT	03N10E36CB	3400	2.87	UNIMPROVED RESIDENTIAL LAND

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(83)



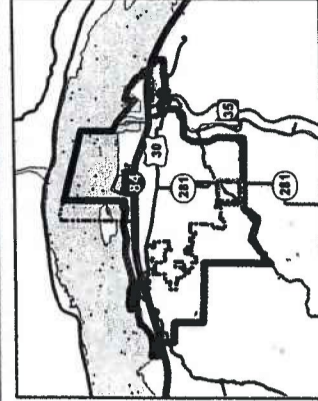
Tentatively Suitable Sites Within Hood River City Limits Map 6

- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

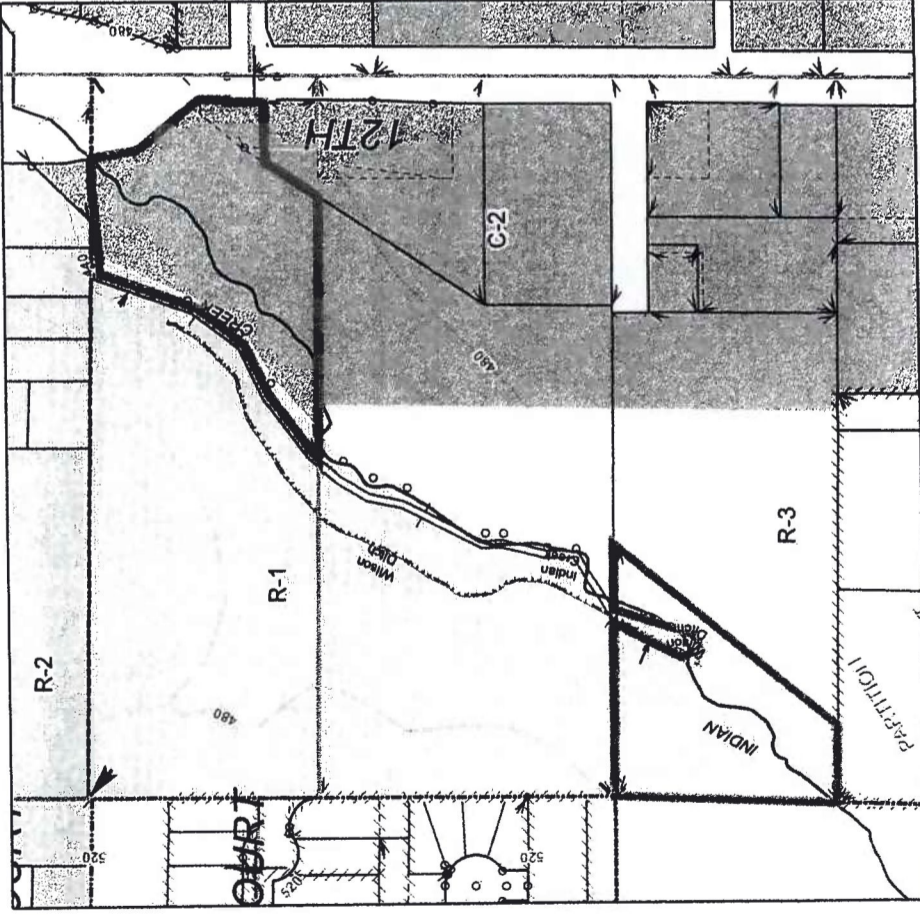
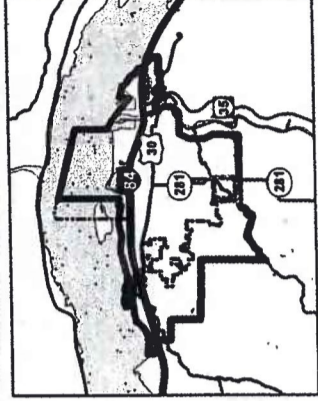


OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
PROVIDENCE H.R. MEMORIAL HOSPITAL	PO BOX 419	HOOD RIVER	OR	97031	0		03N10E35DD	400	1.86	BENEVOLENT, FRATERAL - VACANT
COLUMBIA GORGE COMM. COLLEGE DIST	400 EAST SCENIC DRIVE	THE DALLES	OR	97058	0		03N10E35DA	5000	2.77	COMMERCIAL LAND

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(8A)



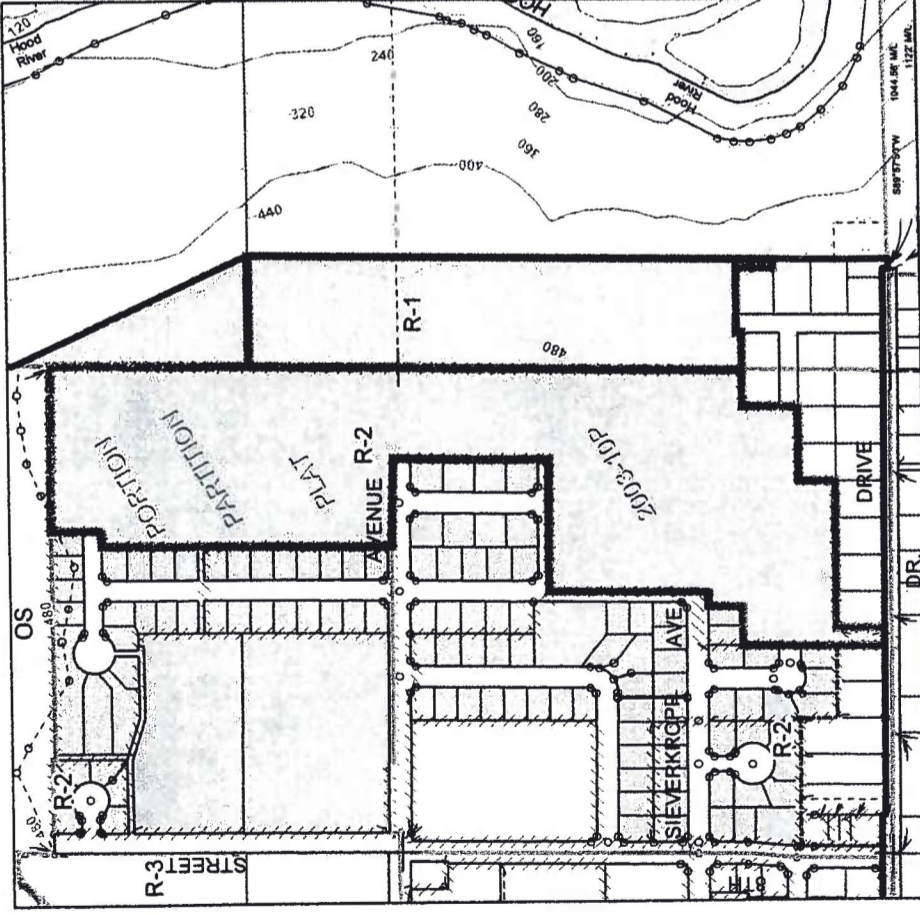
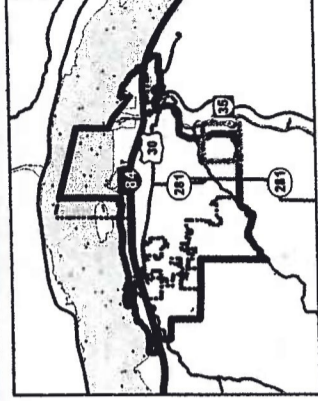
- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

Tentatively Suitable Sites Within Hood River City Limits Map 6

OWNER	OWNER ADDRESS	CITY	ST	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT ACRES	PROPERTY CLASSIFICATION
PROVIDENCE H.R. MEMORIAL HOSPITAL	PO BOX 419	HOOD RIVER	OR	97031	0	03N10E35DD	400	1.89 BENEVOLENT-FRATERNAL - VACANT
COLUMBIA GORGE COMM. COLLEGE DIST	400 EAST SCENIC DRIVE	THE DALLES	OR	97068	0	03N10E35DA	5000	2.77 COMMERCIAL LAND

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(85)



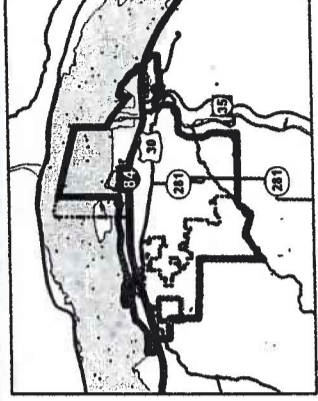
- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

Tentatively Suitable Sites Within Hood River City Limits Map 7-REVISED

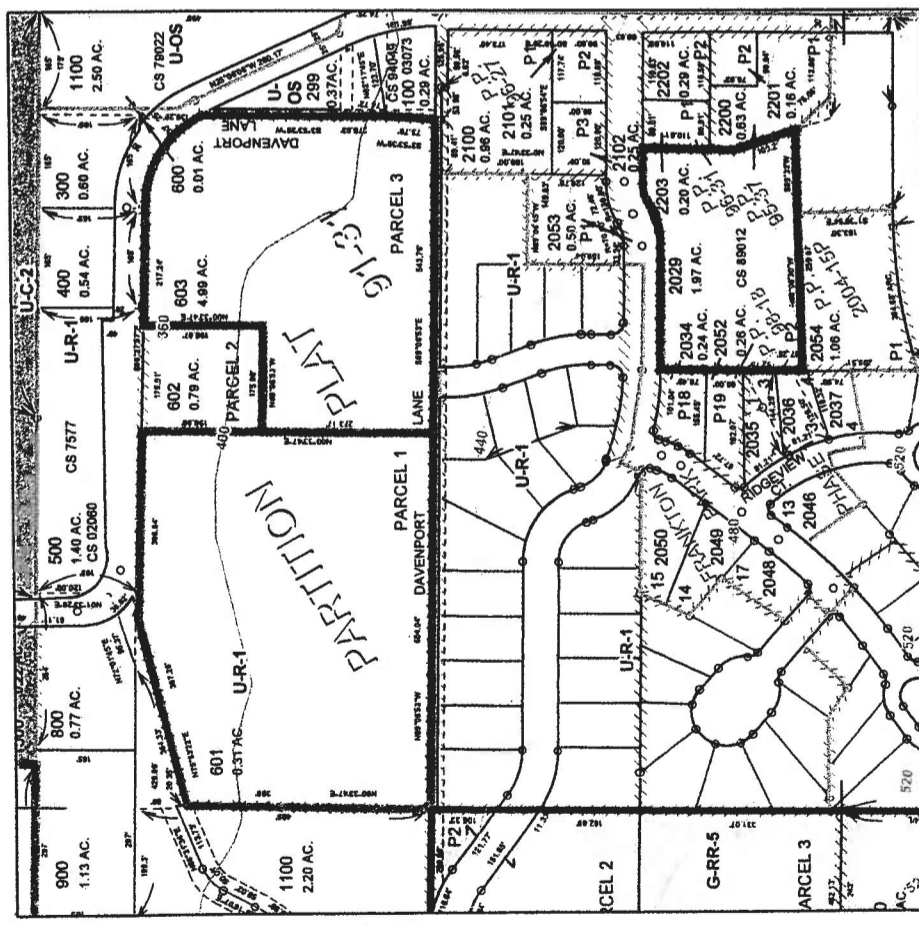
OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
SIEVERKROPP ORCHARDS, INC	11250 SW CHICKADEE TERRACE	BEAVERTON	OR	97007	370	CAMEO	03N10E36C	200	23.11	NON-EFU FARM/RANGE - IMPROVED
SIEVERKROPP ORCHARDS, INC	11250 SW CHICKADEE TERRACE	BEAVERTON	OR	97007	0		03N10E36D	600	9.16	FARM/RANGE LAND-VACANT NON-EFU

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(88)



- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

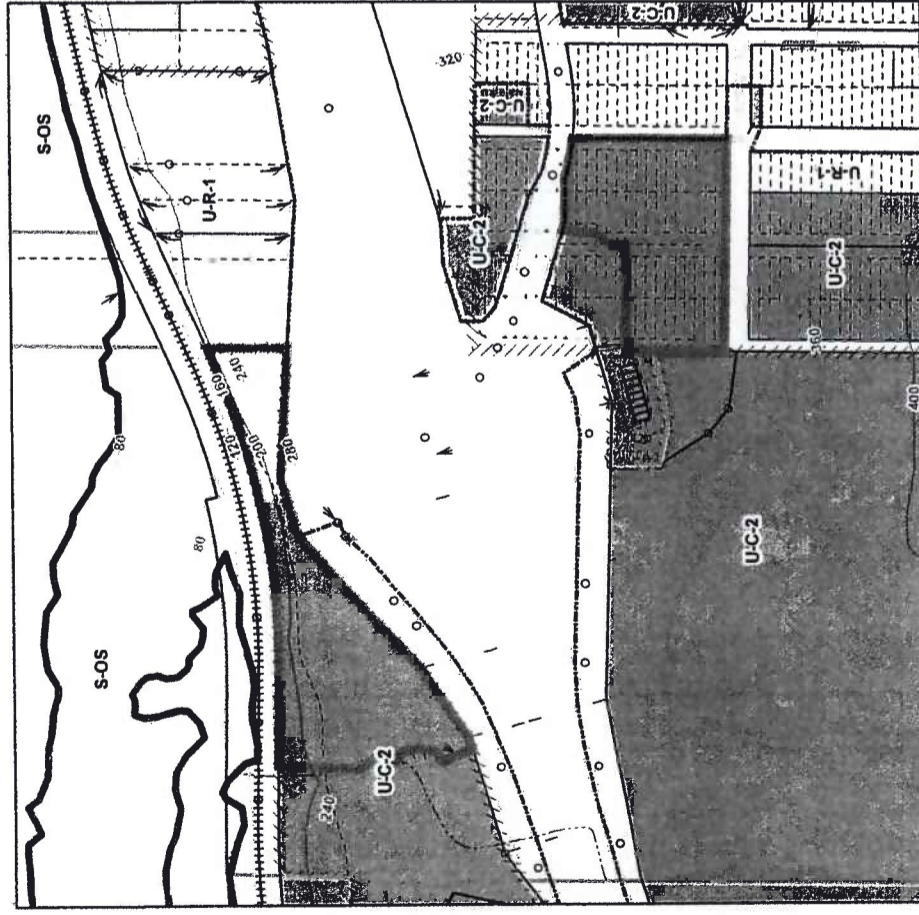


Tentatively Suitable Sites
 Within Hood River UGB (Outside City Limits)
 Map 9

OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
WAL-MART STORES, INC.	1301 SE 10TH STREET DEPT. 8013	BENTONVILLE	AR	72716-0555	0		03N10E34B	601	6.58	TRACT LAND POT DEV - VACANT
WAL-MART STORES, INC.	1301 SE 10TH STREET DEPT. 8013	BENTONVILLE	AR	72716-0555	0		03N10E34B	603	4.84	TRACT LAND POT DEV - VACANT
JOHNSTON, RANDALL, M & SUSIE K	548 FRANKTON RD	HOOD RIVER	OR	97031	548	FRANKTON	03N10E34B	2029	2.04	TRACT LAND POT DEV - VACANT

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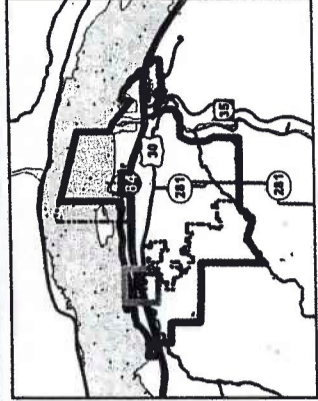
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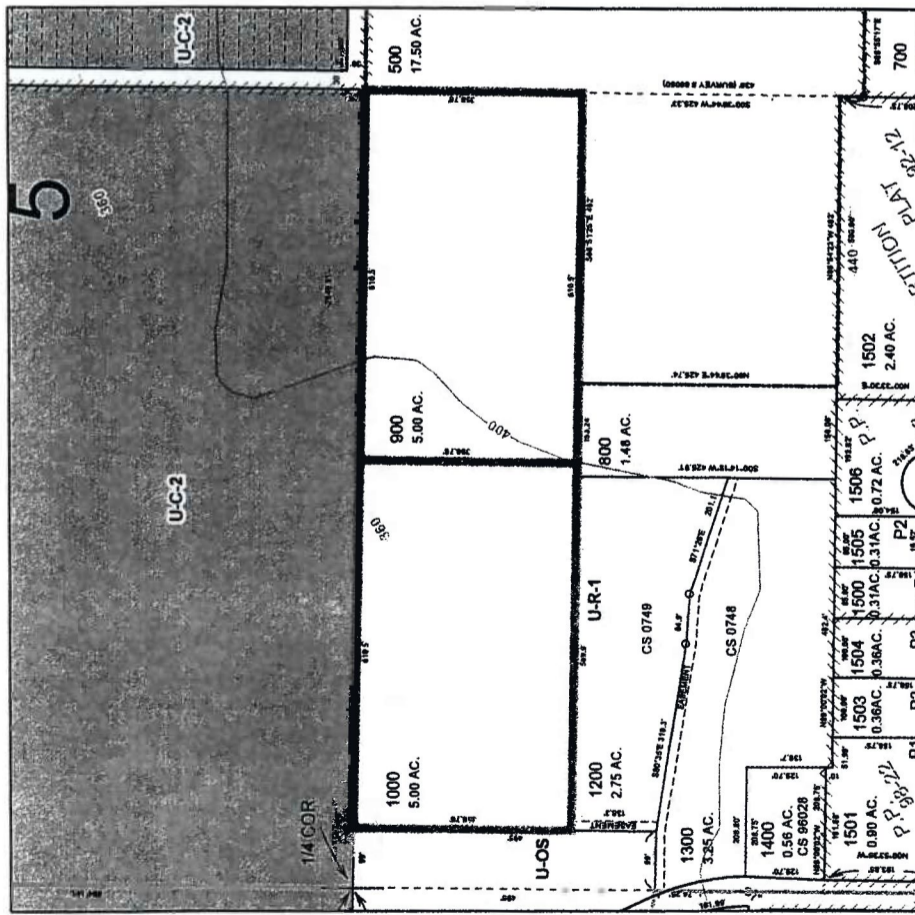
Tentatively Suitable Sites
 Within Hood River UGB (Outside City Limits)
 Map 10

OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
CGH-D, LLC	4000 WESTCLIFF DRIVE	HOOD RIVER	OR	97031	0		03N10E27D	102	4.97	COMMERCIAL LAND
TAYLOR, GLENN P. JR, ET AL	681 COUNTRY CLUB	HOOD RIVER	OR	97031	3640	CASCADE	03N10E27D	1500	3.88	COMMERCIAL LAND

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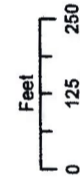
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Tentatively Suitable Sites Within Hood River UGB (Outside City Limits)

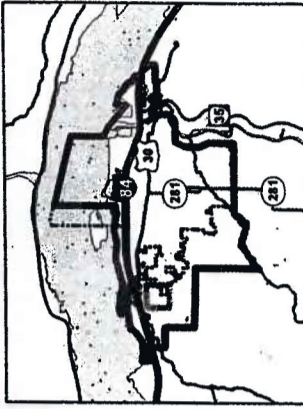
Map 11

- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

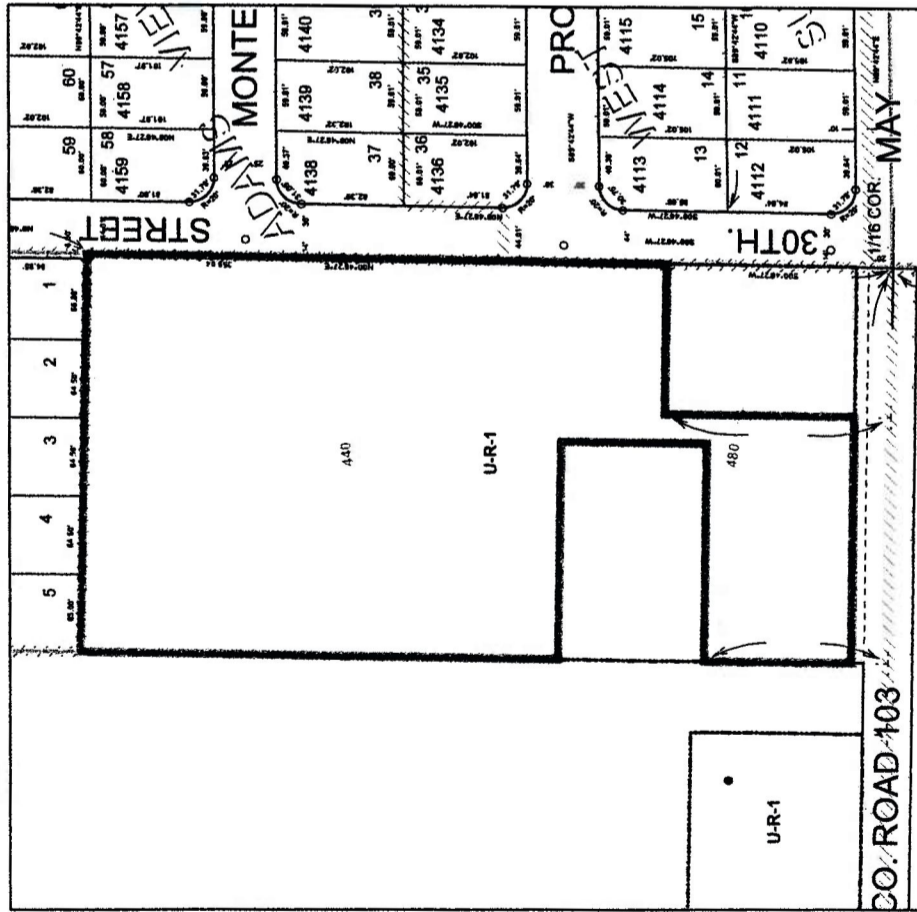


OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
JOHNSON, HERSHELL L TRUSTEE	PO BOX 325	HOOD RIVER	OR	97031	475	FRANKTON	03N10E34A	900	5.02	TRACT LAND POT DEV - VACANT
DUYCK, TIMOTHY A & ELLA M	8840 TROUT CREEK RIDGE RD	MOUNT HOOD PARKDALE	OR	97041	461	FRANKTON	03N10E34A	1000	5.02	TRACT LAND POT DEV - IMPROVED

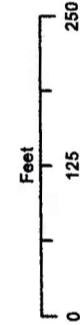
DISCLAIMER: This map product was prepared by Hood River County and is for informational purposes only. It may not have been prepared by a professional engineer, architect, or surveyor. Users of this map should consult with a professional engineer or surveyor to ascertain the suitability of the information. Questions pertaining to this map should be directed to the Hood River County GIS Coordinator: (503) 326-2011



(96)



Tentatively Suitable Sites
 Within Hood River UGB (Outside City Limits)
 Map 13

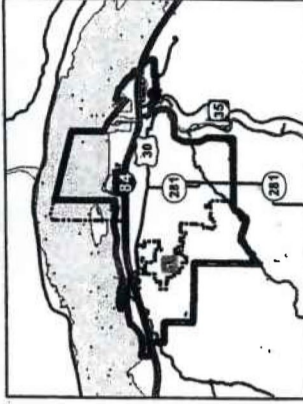


- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

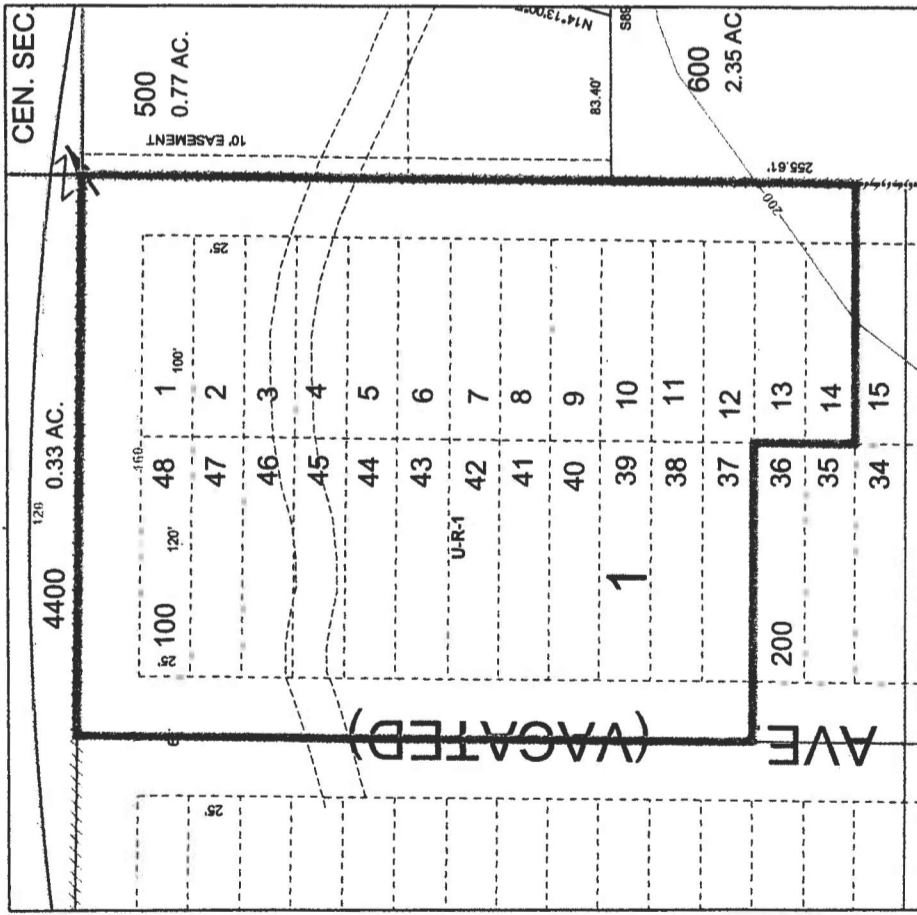
OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
WILSON, ZALPHL CO-TRUSTEE	P O BOX 603	HOOD RIVER	OR	97031	3750	MAY	03N10E34A	200	3.82	TRACT LAND POT DEV - IMPROVED

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*Note that this is an "island" of Urban Growth Area surrounded by properties within the Hood River City limits.



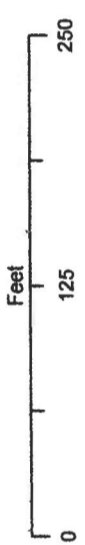
(92)



Tentatively Suitable Sites
 Within Hood River UGB (Outside City Limits)
 Map 15

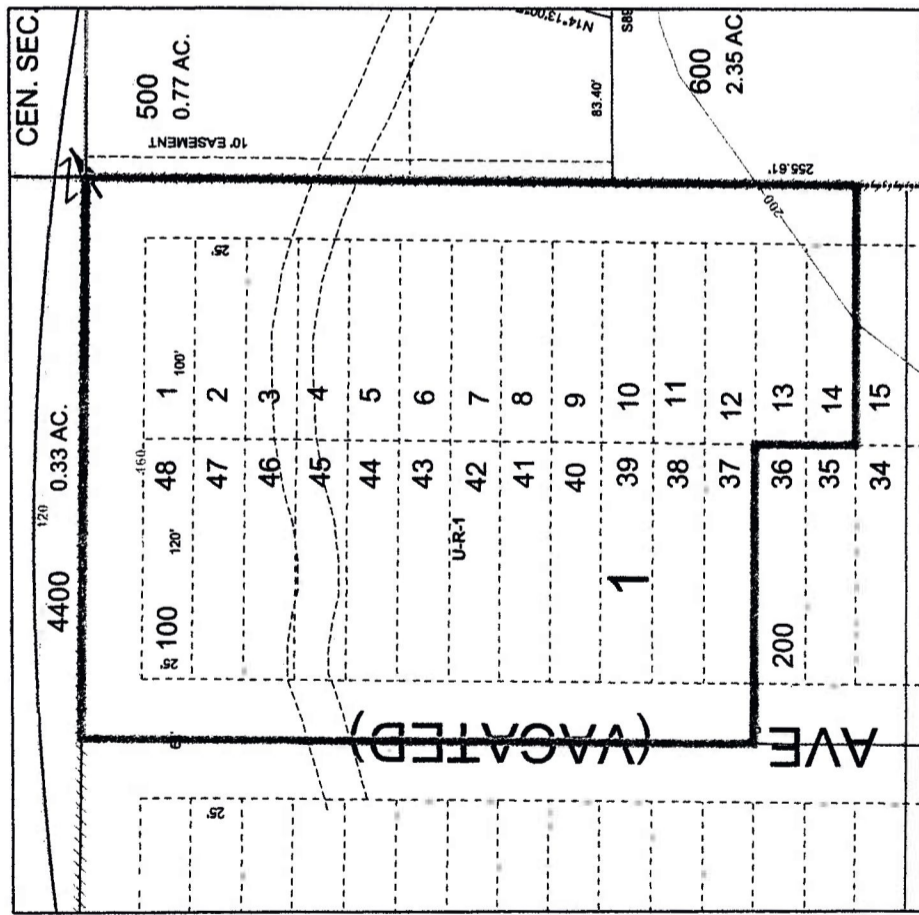
- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
WYERS, TEUNIS J U-20 ET AL	2320 WINDSWEPT PLACE	HOOD RIVER	OR	97031	2315	WINDSWEPT	03N10E26CA	100	2.26	TRACT LAND - VACANT



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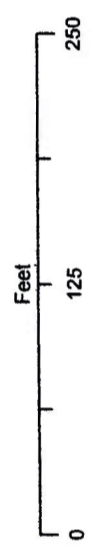
(93)



Tentatively Suitable Sites
 Within Hood River UGB (Outside City Limits)
 Map 15

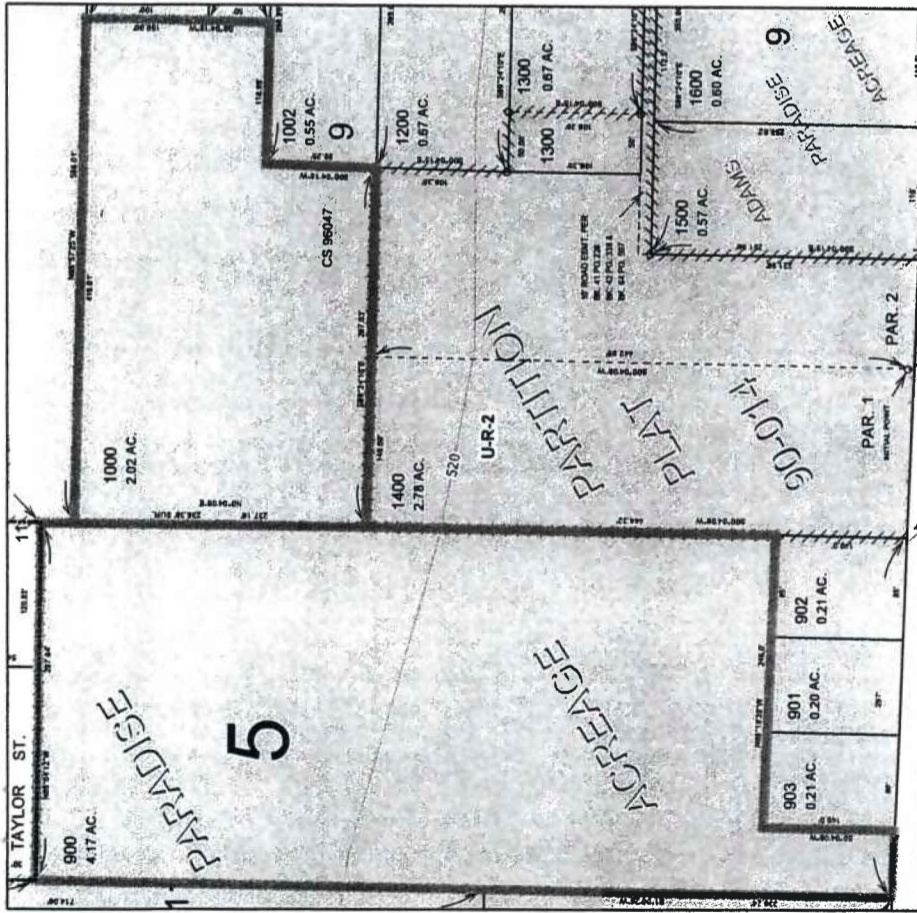
- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT	ACRES	PROPERTY CLASSIFICATION
WYERS, TEUNIS J U-20 ET AL	2320 WINDSWEPT PLACE	HOOD RIVER	OR	97031	2315	WINDSWEPT	03N10E26CA	100	2.28	TRACT LAND - VACANT

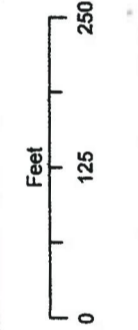
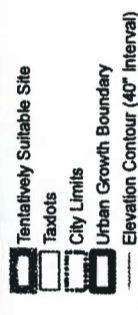


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(94)



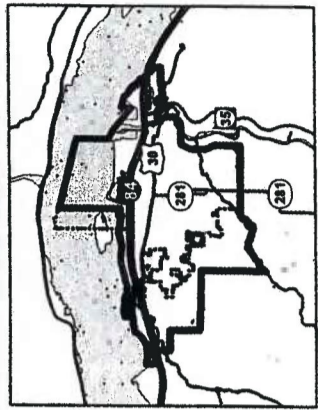
Tentatively Suitable Sites Within Hood River UGB (Outside City Limits) Map 17

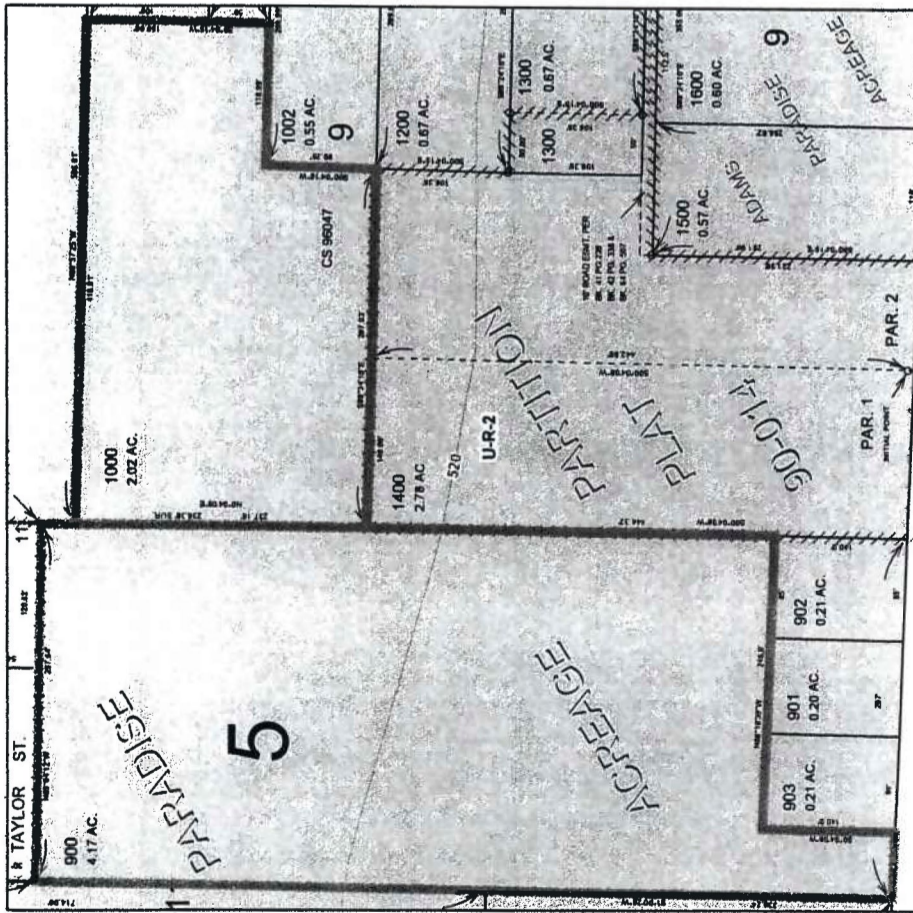


OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	SITUS STREET	MAPNUMBER	TAXLOT ACRES	PROPERTY CLASSIFICATION
COL GORGE BROADCASTERS, INC ET AL	1504 W. SHERMAN	HOOD RIVER	OR	97031	1230 22ND		03N10E35BD	1000	2.04 TRACT LAND - VACANT
HAMMONS, DANIEL A, TR ET UX	P O BOX 475	HOOD RIVER	OR	97031	2590 BELMONT		03N10E35BD	900	4.25 FARM/RANGE LAND-VACANT NON-EFU

AS (S)

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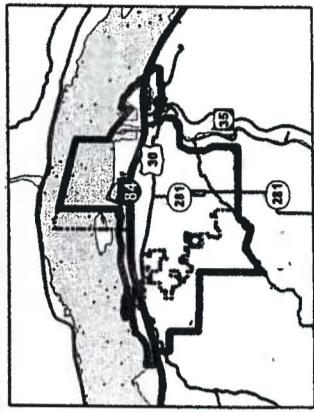


**Tentatively Suitable Sites
Within Hood River UGB (Outside City Limits)
Map 17**

- Tentatively Suitable Site
- Taxlots
- City Limits
- Urban Growth Boundary
- Elevation Contour (40' Interval)

OWNER	OWNER ADDRESS	CITY	ST	ZIP	SITUS #	MAPNUMBER	TAXLOT ACRES	PROPERTY CLASSIFICATION
COL GORGE BROADCASTERS, INC ET AL	1504 W. SHERMAN	HOOD RIVER	OR	97031	1230 22ND	03N10E35BD	1000	2.04 TRACT LAND - VACANT
HANNERS, DANIEL A, TR ET UX	P O BOX 475	HOOD RIVER	OR	97031	2590 BELMONT	03N10E35BD	900	4.25 FARM/RANGE LAND-VACANT NON-EFU

DISCLAIMER: This map was prepared by Hood River County and is for informational purposes only. It may not have been prepared for a specific purpose. The user should consult the primary data and information sources for accuracy and reliability of the information. Quantities tabulated in this map should be directed to the Hood River County GIS Center (503) 385-2816



(96)

Alternative Sites Analysis

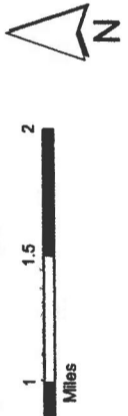
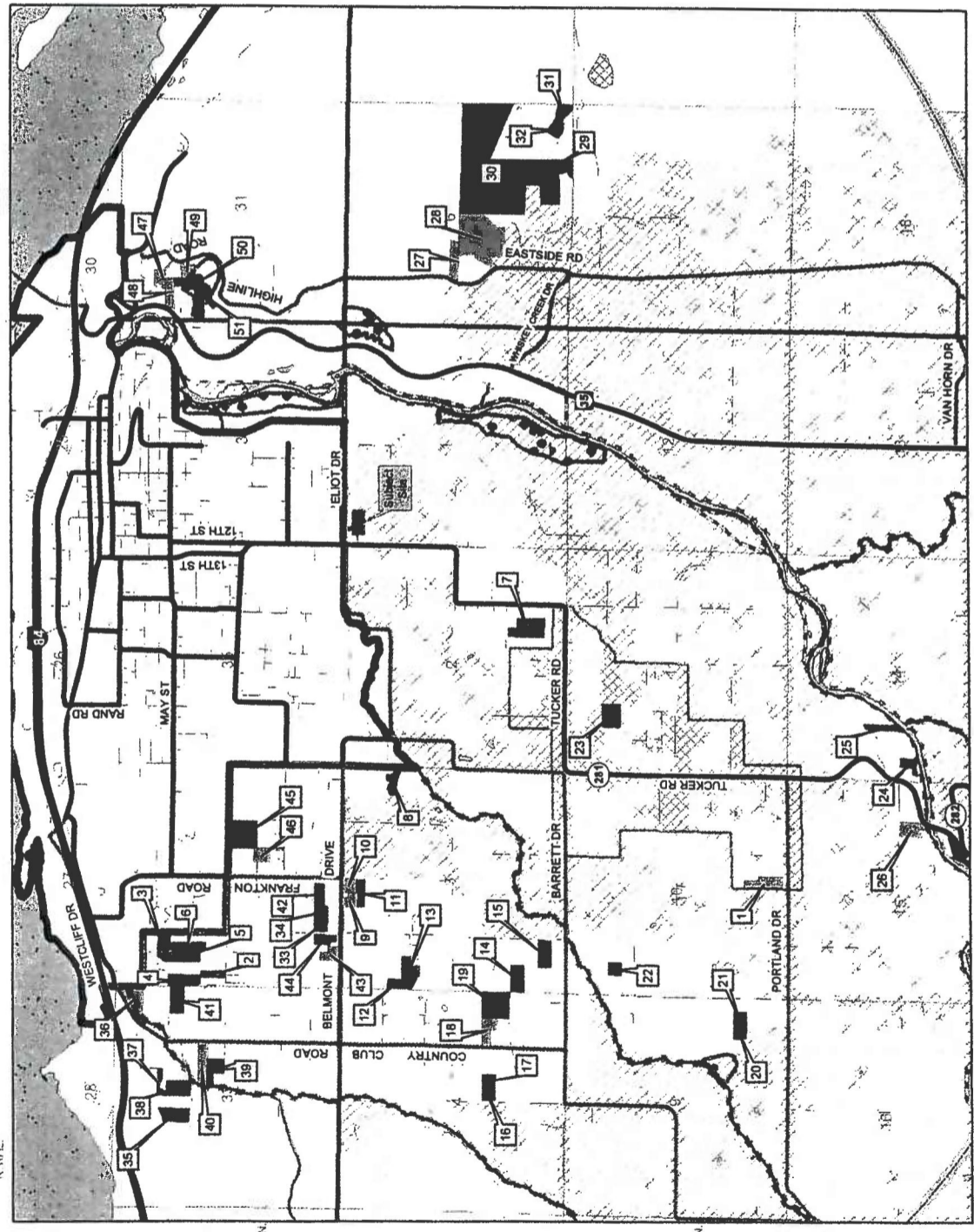
Within 3 miles of the Hood River UGB

- Subject Site
- Exception Sites**
 - Adjacent to Arterial or Collector Street
 - Not Adjacent to Arterial or Collector Street
- Roads**
 - Arterial
 - Collector
 - Local
- Urban Growth Boundary**
 - UGB Three Mile Buffer
- Section**
 - Section
 - Township
- Zoning Overlay**
 - Health Hazard
 - Environmental Protection
 - Floodplain
 - Geologic Hazard
 - Surface Mining

EXCEPTION SITES

Parcels shown on this map meet all of the following criteria:
 -Parcel size is at least 5 acres, either individually or when combined with adjacent parcels.
 -Parcels are classified as "vacant" using the current Hood River County records and assessment database
 -Parcels are considered "Adjacent" to an Arterial or Collector street if it is within 80' of the road centerline.

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"A" (97)

Hood River Assembly of God Church Land Use Request Alternative Sites Analysis for County Exception Areas

Site Number	Map Number	Taxlot No.	Acres	Exception Area	Inside UGB	Owner	Zoning	Land Value	Imp. Value	Street No.	Street Name	Notes
1	02N10E10C	901	5.01	✓		THOMAS, FRANKE & GARRIE	RR-5	167135	0	3974	PORTLAND	Within Health Hazard Overlay Zone
2	03N10E34E	1508	5.02	✓		FLECHINGER, DONALD J.	G-RR-5	26752	0	1160	POST CANYON	Not adjacent to Collector or Arterial Street
3	03N10E34E	1508	5.02	✓		ARNDT, RYAN & MELISSA	G-RR-5	201400	0	575	DAIRY WAY	Not adjacent to Collector or Arterial Street
4	03N10E34E	1508	5.02	✓		VAN DER BRUG, JENNIFER	G-RR-5	263063	0	0		Not adjacent to Collector or Arterial Street
5	03N10E34E	1510	5.02	✓		MERRILL, HARRY V. ET AL	G-RR-5	263113	0	0		Not adjacent to Collector or Arterial Street
6	03N10E34E	1604	4.74	✓		FLECHINGER, DONALD J. TR. U.	M-2	184384	0	4170	POST CANYON	Not adjacent to Collector or Arterial Street
7	02N10E02C	1200	8.28	✓		REING, DONALD V. & JOYCE I.	M-2	150864	0	0		Not adjacent to Collector or Arterial Street
8	02N10E02C	800	3.50	✓		BROOKS, IDING	RR-2 1/2	144453	0	1110	HUTSON	Not adjacent to Collector or Arterial Street
9	02N10E03E	300	2.33	✓		COOPER, CHARLES C. & GERALDINI	RR-2 1/2	144453	0	4075	BELMONT	Not adjacent to Collector or Arterial Street
10	02N10E03E	300	2.34	✓		COOPER, CHARLES C. & GERALDINI	RR-2 1/2	144453	0	0		Not adjacent to Collector or Arterial Street, but adjacent parcel I
11	02N10E03E	309	3.11	✓		COOPER, CHARLES C. & GERALDINI	RR-2 1/2	186181	0	0		Not adjacent to Collector or Arterial Street
12	02N10E03E	3200	2.94	✓		WEST, JAMES R. & HEIDI STRANDER	RR-2 1/2	161202	0	2721	BELMONT	Not adjacent to Collector or Arterial Street
13	02N10E03E	3400	5.53	✓		DAVIS, VERA	RR-2 1/2	263966	0	4160	DEWAL	Not adjacent to Collector or Arterial Street
14	02N10E03C	3001	5.45	✓		JOHNSON, RANDAL & HINDA L.	RR-2 1/2	263005	0	0		Not adjacent to Collector or Arterial Street
15	02N10E03C	3201	4.83	✓		MURPHY, JAMES H. & FAMA L. TRUSTEE	RR-2 1/2	263117	0	1420	METHODIST	Not adjacent to Collector or Arterial Street
16	02N10E04C	1009	2.85	✓		KENYON MANAGEMENT GROUP, L.P.	RR-2 1/2	450456	0	1395	SUNSET	Not adjacent to Collector or Arterial Street
17	02N10E04C	1001	2.49	✓		KENYON MANAGEMENT GROUP, L.P.	RR-2 1/2	157771	0	0		Not adjacent to Collector or Arterial Street
18	02N10E04C	1700	4.10	✓		SELFRIDGE, GEORGE TRISTEI	RR-2 1/2	243267	0	1195	COUNTRY CLUB	Not adjacent to Collector or Arterial Street
19	02N10E04C	1900	9.78	✓		SELFRIDGE, JANI	RR-2 1/2	263396	0	1335	COUNTRY CLUB	Not adjacent to Collector or Arterial Street, but adjacent parcel I
20	02N10E04C	4003	2.51	✓		EDWARDS, JAVIL	RR-2 1/2	263112	0	0		Not adjacent to Collector or Arterial Street
21	02N10E05	6003	2.51	✓		O'CONNELL, LORIM & BRENDAN I.	RR-2 1/2	0	0	0		Not adjacent to Collector or Arterial Street
22	02N10E10E	7301	2.50	✓		DE ROSA, MIGUEL	RR-2 1/2	853220	0	0		Not adjacent to Collector or Arterial Street
23	02N10E11E	1603	5.60	✓		BRANDT, TERRY F.	AD	264335	0	0		Within Health Hazard Overlay Zone, Not adjacent to Collector or Arterial Street
24	02N10E13E	2004	2.51	✓		DEHART, JACK L. & BEVERLY	RR-2 1/2	136443	0	0		Not adjacent to Collector or Arterial Street
25	02N10E14	2007	3.44	✓		RENTON, JUDY LEE	RR-2 1/2 and EFL	121105	0	0		Intersects Floodplain, Not adjacent to Arterial or Collector
26	02N10E18E	6001	8.92	✓		AGRESTI, RASBY	RR-5	147603	0	1330	PHEASANT	Intersects Floodplain
27	02N10E18E	1800	4.13	✓		ING, GEORGE & MURIEL	RR-5 and EFU	109221	0	1222	EASTSIDE	1/2 of this parcel on slopes >20%
28	02N10E18E	1901	2.69	✓		ING, GEORGE & MURIEL	RR-5	70926	0	1791	EASTSIDE	3/4 of this parcel on slopes >20%
29	02N10E18E	3501	9.09	✓		LEAVENS, ROLAND B. & DORIS	RR-5	136122	0	2320	OLD DALLIES	Not adjacent to Collector or Arterial Street
30	02N10E18E	3800	3.61	✓		THOMSEN, ROBERT & ZABETHE	RR-5	240918	0	0		Not adjacent to Collector or Arterial Street, Not adjacent to parcel I
31	02N10E08C	200	2.93	✓		NESSITT, DOUGLES F. & TAMMY I.	RR-5	137750	0	1452	OAK RIDGE	Not adjacent to Collector or Arterial Street
32	02N10E08C	300	2.78	✓		HALLMAN, CAROLYN BIENST TRUSTEE	RR-5	327650	0	1436	OAK RIDGE	Not adjacent to Collector or Arterial Street
33	03N10E34C	1300	2.23	✓		MC CULLOUGH, ROBERT A. & JANET I.	G-RR-2	139164	0	0		Not adjacent to Collector or Arterial Street
34	03N10E34C	1400	2.45	✓		MC CULLOUGH, ROBERT A. & JANET I.	G-RR-2	349439	0	1128	BELMONT	Not adjacent to Collector or Arterial Street
35	03N10E33	2002	5.24	✓		SKAKEL, RUSHTON WALTER I.	G-RR-5	268382	0	4600	HELPS CREEK	Not adjacent to Collector or Arterial Street
36	03N10E33A	400	2.30	✓		ROSEWANT, ROBERT I.	G-RR-5	264949	0	455	COUNTRY CLUB	Not adjacent to Collector or Arterial Street
37	03N10E33A	1801	2.24	✓		KIYOKAWA, YOSHIO TRUSTEE	G-RR-5	152551	0	4425	WEST RIDGE	Not adjacent to Collector or Arterial Street
38	03N10E33A	1802	4.87	✓		ROESTER, C. BRUCE ET AL	G-RR-5	263001	0	0		Intersects Floodplain, Not adjacent to Arterial or Collector
39	03N10E33A	2203	4.81	✓		CRANMER, JERRY	G-RR-5	233227	0	0		Intersects Floodplain
40	03N10E33A	2204	6.18	✓		CRANMER, JERRY	G-RR-5	252842	0	0		Intersects Floodplain
41	03N10E33A	2600	5.03	✓		HEIN, CHARLES C. & GRETA I.	G-RR-5	263005	0	4365	WOODED ACRES	Not adjacent to Collector or Arterial Street
42	03N10E34C	2003	2.65	✓		HANNIGAN, PATRICK M. & MELINDA	G-RR-2	143911	0	380	FRA NKTON	Not adjacent to Collector or Arterial Street
43	03N10E34C	1401	3.21	✓		APLAND, KEN A. ET U.	G-RR-2	133630	0	0		Not adjacent to Collector or Arterial Street
44	03N10E34C	1800	3.28	✓		NAGREEN, DONNIE	G-RR-2	121662	0	408	FRANK	Not adjacent to Collector or Arterial Street
45	03N10E34C	300	19.41	✓		HANNERS, DANIEL A. & MARYANN S. TR.	G-RR-10	262460	0	3880	FAIRVIEW	Not adjacent to Collector or Arterial Street, but adj. parcel I
46	03N10E34E	608	7.71	✓		KRIEGEL, WORKING	G-RR-2	24502	0	534	HIGHLINE	Irregular shaped parcel, >20% slope
47	03N10E31E	1405	3.18	✓		CAREY, WILFORD K. & SHERYL I.	G-RR-2	206505	0	0		>20% slope
48	03N10E31E	1410	2.66	✓		COX, CHARLES C. & MONICA	G-RR-2	199108	0	0		>20% slope
49	03N10E31E	1700	2.40	✓		SOVA, IVAN M. & SYLVIA	G-RR-5	114084	3321	550	HIGHLINE	Intersects Geologic Hazard Zone, >20% slope
50	03N10E31E	1803	2.99	✓		FRUBAGLIK, JOHN	G-RR-5	261330	0	669	EASTSIDE	Intersects GH Zone >20% slope, Not adjacent to Arterial or Collector
51	03N10E31E	2405	2.00	✓		FISCHER, THOMAS S. TR. ET U.	G-RR-5	189250	0	0		Intersects GH Zone, >20% slope, Not adjacent to Arterial or Collector
		TOTALS		1187	0							

"A" (98)



HOOD RIVER ASSEMBLY OF GOD

Terrell K. Abbott
Pastor

March 15, 2005

Mike Neff
Haglund, Kelley, Horngren & Jones, LLP
101 SW Main, Suite 1800
Portland, OR 97204

Re: Hood River Assembly of God Statistics

Dear Mike:

Attached please find the statistics for our church, as you requested. Thank you.

Sincerely,

Stephanie Bausch
Secretary, Hood River Assembly of God

HOOD RIVER ASSEMBLY OF GOD STATS

NAME	ADDRESS	TRAVEL DISTANCE	TRAVEL TYPE
Don, Marian, Rodney Teckenberg	3950 Portland Drive, Hood River, OR	4 Miles	Car
Eugene & Ruth Slape	7844 Hwy 30 W, The Dalles	10 Miles	Car
Jon & Kellie Dodd	1002 Smith Beckon Rd. Carson, WA	21 Miles	Car
Jason & Amalia Shaner	502 Dogwood, Hood River, OR	.5 Miles	Car
Debbie Phillips	2392 Hwy 35, Hood River, OR	6.5 Miles	Car
Bob & Heather Peterson	810 Park Street, Hood River, OR	40 Steps or so	Walk
Earlene Roberts	3100 Eliot Drive, Hood River, OR	2 Miles	Car
Marie Phillips	3140 Eliot Drive, Hood River, OR	2 Miles	Car
Joe & Carol Dodge	421 Max's Loop, Hood River, OR	.5 Miles	Car
Melvin Schock	1247 Tucker Road, #13, HR, OR	1.5 Miles	Car
David Beck	223 Chestnut, #19, Lyle, WA	15 Miles	Car
Jegar LeGrander	522 Orchard Lane, Underwood, WA	7 Miles	Car
Adam & Nikki Webb	4017 Bartlett Loop, Hood River, OR	7 Miles	Car
Ray & Shirley Wilhite	3316 Thomsen Road, Hood River, OR	10 Miles	Car
Nita Applegate	3417 Cathern Lane, Hood River, OR	7 Miles	Car
Ron & Lorraine Huff	3404 Forden Drive, Hood River, OR	3 Miles	Car
Jack & Guyneth Green	5720 Hwy 35, Parkdale, OR	15 Miles	Car
Kevin & Jan Callow, Neal LeGrander	190 SW Peck, White Salmon, WA	15 Miles	Car
Ron & Delores Gilbert	5361 Quinn Drive, Parkdale, OR	15 Miles	Car
Ernest & Naomi Orcutt	1621 Orchard Road, Hood River, OR	2 Miles	Car
Phil & Ruby Howell	1946 Tucker Road, Hood River, OR	3 Miles	Car
John & Hazel Morgan	3215 Odell Hwy, Hood River, OR	7 Miles	Car
CJ & Jessie Page	801 Henderson Road, Hood River, OR	.8 Miles	Car
Joseph Burbank	P.O. Box 593, Lyle, WA	15 Miles	Car
George & Shelley Cox	P.O. Box 23, White Salmon, WA	15 Miles	Car
John & Eva Kimmelshue	13 North 20th, Hood River, OR	1 Mile	Car
Troy & Stephanie Bausch	780 Bone Rd., Stevenson, WA	28 Miles	Car
Roy & Rosalée Brodehl	1634 22nd Street, Hood River, OR	1 Mile	Car
Paul & Donna Demchuck	892 Kollock Knapp Rd., Underwood, WA	10 Miles	Car
David & Sandy Winans	4195 Dee Hwy, Hood River, OR	10 Miles	Car
Darin & Gina DeLude	151 Hot Springs, Carson, WA	21 Miles	Car
Violet Baker	1315 Oak Street, #13, Hood River, OR	1 Mile	Car
Louis & Kathleen Cervantes	910 25th Street, Hood River, OR	.75 Miles	Car
Donna Brantley	916 21 Street, Hood River, OR	1 Mile	Car
Kim & Sigi Seal	P.O. Box 323, Hood River, OR	7 Miles	Car
Steve & Donna Prinzing	917 21st Street, Hood River, OR	1 Mile	Car
Kathy Prouty	3347 Dee Hwy, Hood River, OR	10 Miles	Car
Bill & Claudia Perkins	911 Cherry Court, Hood River, OR	1 Mile	Car
Randy & Candy Owyen	1433 Martin Rd., Hood River, OR	2.5 Miles	Car
Glenn & Cynthia Phelps	5525 High Lead Drive, Parkdale, OR	15 Miles	Car
Ken & Dona Ashbaugh	P.O. Box 142, Odell, OR	7 Miles	Car
Verlin & Sandy Belcher	1459 Tucker Road, Hood River, OR	2 Miles	Car
Virginia Brittle	4347 Post Canyon Road, Hood River, OR	3 Miles	Car
Don Brittle	930 Sieverkropp Dr, #C6, Hood River, OR	2 Miles	Car
Matt & Christy Clark	22 Honz View Rd., Underwood, WA	10 Miles	Car
Patrick & Yolanda Cox	105 Country Club Rd., Hood River, OR	3 Miles	Car

"A" (100)

NAME	ADDRESS	TRAVEL DISTANCE	TRAVEL TYPE
Don & Anita Decker	1861 Tucker Rd., Hood River, OR	2 Miles	Car
Denzel & Elmina Fisher	1315 Oak Street, #13, Hood River, OR	1 Mile	Car
Jennifer Graves	1004 May Street, Hood River, OR	.2 Miles	Walk
Keith & Rene' Howell	4030 Belmont Street, Hood River, OR	1 Mile	Car
Mark Howell	830 Sieverkropp, #F21, Hood River, OR	2 Miles	Car
Roy Huot	2218 W. Montello, Hood River, OR	1 Mile	Car
Ernie & Mary Lee	678 Rocky Road, Hood River, OR	3 Miles	Car
Meredith Mitchell	1205 Montello St., #301, Hood River, OR	1.5 Miles	Walk
Jim Roberts	3131 Odell Hwy, Hood River, OR	7 Miles	Car
Evelyn Shaw	509 May Street, Hood River, OR	1 Mile	Car
Mark Sperber	321 SW Martin Rd., White Salmon, WA	15 Miles	Car
Richard Walker	P.O. Box 782, White Salmon, WA	15 Miles	Car
Andrew & Holly Demchuck	P.O. Box 411, Bingen, WA	15 Miles	Car
Brad & Linda LaCook	802 Pine St., Hood River	.8 Miles	Car

"A" (101)

HAGLUND
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Michael E. Haglund
Michael K. Kelley
Scott W. Horngren
Timothy J. Jones
Michael G. Neff
Shay S. Scott
Julie A. Weis
Christopher Lundberg
Danica Hibpshman

March 1, 2005

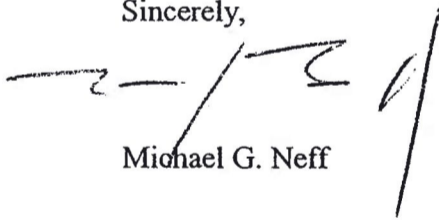
VIA FACSIMILE - (541) 386-6834

Pastor Terry Abbott
Hood River Assembly of God
1110 May Street
Hood River, OR 97031

Dear Terry:

I would appreciate very much if you could please poll your assembly on the enclosed questions. The information may be helpful for us as we complete application for the Assembly's comprehensive plan amendment and zoning change. Thank you for your assistance.

Sincerely,



Michael G. Neff

Enclosure

"A" (102)

QUESTIONS FOR HOOD RIVER ASSEMBLY OF GOD MEMBERS

1. What is your name?
2. What is your address?
3. What distance must you travel to reach the Hood River Assembly of God church buildings?
4. Do you travel by motor vehicle? If not, what is your form of transportation to reach the Hood River Assembly of God church buildings?

"A" (103)

F:\MGNy9197.wpd

APPENDIX

Letter to Stiven Planning & Development Services from Pastor Terrell K. Abbott,
dated February 1, 2006, with letters regarding availability of alternative sites

"A" (104)



HOOD RIVER ASSEMBLY OF GOD

Terrell K. Abbott
Pastor

Bob Peterson
Youth Pastor

REC'D FEB - 8 2006

February 1, 2006

Marty Stiven
Stiven Planning & Development Services, LLC
12725 SW 66th Avenue, Suite 107
Portland, OR 97223

As you requested, I am documenting the search this congregation has made to find other sites inside the urban growth boundary that would be suitable for our church relocation.

We have a couple of contractor/developers in the church that I asked concerning this question and both told me that they didn't know of any comparable pieces of land that were available to us. I received the same word from city planner, Cindy Wallbridge.

I have enclosed four letters that show some of the pieces that might have been possible but turned out to be unworkable for one reason or another.

Thank You,

Pastor Terry Abbott
Pastor Terry Abbott

TA:sj

"A" (105)

Phone: 541-386-3656 Fax: 541-386-6834
1110 May Street, Hood River, OR 97031
E-mail: hrvaga@cora.net

January 25, 2006

Hood River Assembly of God
1110 May Street
Hood River, OR 97031

In response to your inquiry about the approximate 5 acres of land that I own at 135 Country Club Road, Hood River, Oregon, I regret to inform you that it is not available to the church to purchase.

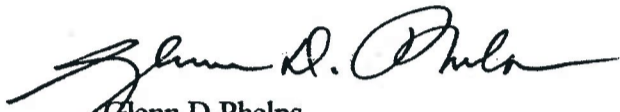
Regretfully,


Ladd Henderson

"A" (1067)

To Whom it may concern:

In the past year I have searched several possibilities for church sites in the Hood River area. One was the old Nichols Boats Works. After talking to the real estate agent that was handling the sale of the property, I learned that 25% of the property was under water at the high water mark which would make a lot of the property unusable. That would leave only a little over 2 acres to work with. The price if I remember correctly was a mere 3.25 million and there was already a sale pending on the property. The other property was on the east side of Frankton Rd. which was 10 acres with one home on it. I heard that it was inside the urban growth boundary and to build a church there would not be possible. I approached the owner to see if the property might be for sale and she stated that not at this time.


Glenn D Phelps
Ministry Council Member
Hood River Assembly of God

"A" (167)

December 26, 2005

Hood River Assembly of God
1110 May Street
Hood River, OR 97031

Pastor Terry,

I talked with the Murray family (Murray's Furniture) about their property on the westside as a possible site for our new church facility. They have a 10 acre parcel, but it has all the restrictions of being in the Scenic Area. My understanding is that the Scenic Act makes no provision for a church facility to be built in the Scenic Area.

The availability of sites to construct a new facility for Hood River Assembly of God again appears to be greatly limited.

Sincerely,

A handwritten signature in cursive script that reads "David Winans". The signature is written in black ink and has a long, sweeping underline that extends to the right.

David Winans

"A" (108)

January 31, 2006

Hood River Assembly of God
1110 May Street
Hood River, OR 97031

In response to your inquiry about the approximate 5 acres of land that I own at 2800 Belmont Road, Hood River, Oregon, I regret to inform you that it is not available to the church to purchase at this time or in the foreseeable future.

Regretfully,


Richard Hanners

"A" (109)

APPENDIX

Memo prepared by Stiven Planning Development Services,
regarding Consistency of Land Use Request with County Plan Policies

"A" (110)

Land Use Requests for Hood River Assembly of God Church
Hood River County
Response to County Comprehensive Plan Policies

GOAL 1 – CITIZEN INVOLVEMENT

A. **GOAL:**

Maintain a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

B. **POLICIES:**

1. Improve and use existing citizen participation programs to insure ongoing citizen involvement in plan and land use regulation revisions now and after Plan acknowledgement.
2. Establish, maintain and encourage use of an ongoing citizen involvement program for the County.

Finding: The request to amend the County Comprehensive Plan and Zoning maps is consistent with the procedures adopted by the County and acknowledged by the state adopted to assure adequate citizen involvement. These procedures include public hearings and adequate public notice. This request is being processed through the County in accordance with these adopted procedures. Therefore, this request is consistent with County Goal 1.

GOAL 2 – LAND USE PLANNING

A. **GOALS:**

2. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions. City, County, State, and Federal agency and special district actions related to land use shall be consistent with this Comprehensive Plan.

B. **POLICIES:**

1. Coordinate development of the Comprehensive Plan and related implementing measures with plans of other affected governmental units.

Finding: The County's Comprehensive Plan has been acknowledged by LCDC as being in compliance with Goal 2. These land use approvals are subject to the existing County planning process and policy framework laid out in the comprehensive plan. The exception, plan amendment, and zone change comply

"A" (11)

with the Goal 2 exceptions process as explained above. The amendment is supported by an adequate factual base, as explained in these findings, and is therefore consistent with County Goal 2.

GOAL 3 – AGRICULTURAL LANDS

A. **GOAL:**
To preserve and maintain agricultural lands.

B. **POLICIES:**

1. Agricultural land shall be preserved and maintained for agricultural uses, consistent with existing and future needs for agricultural products.
3. The County through the Zoning Ordinance may authorize farm uses and those non-farm uses allowed by LCDC rules that will not have significant adverse effects on accepted farm or forest practices.
6. Agricultural lands and existing agricultural uses will be protected from conflicting uses.

Finding: The State of Oregon through ORS 215.283 has determined that churches are an appropriate use on farm land subject to conditional review, unless within three (3) miles of the UGB. It appears that the reason that churches are prohibited within three (3) miles of the UGB is to discourage sprawl. In the case of the Hood River Assembly of God site, the property is located on a site adjacent to the boundary, surrounded on nearly 75 percent of its sides by residential and commercial uses. The site has not been available for agricultural use, is not HVF and of the highest importance for protection, and has been designed to be compatible with the adjacent orchard use. For this reason, the use of the site for a church is consistent with Goal 3. The site has not been in agricultural production since it was purchased over 20 years ago by the Church. The site has been designed to be compatible with the adjacent orchard operation by the organization of uses on the site, the building orientation toward Eliot Drive and away from the farm use, and through the use of parking and open space along the southern and eastern edges.

C. **STRATEGIES**

2. A "Reasons" exception to Goal 3 shall be based on consideration of the following:
 - a. Reasons justify why the applicable goal should apply;
 - b. Areas which do not require an exception which cannot reasonably accommodate the use;

"A" (112)

- c. The environmental, energy, social and economic consequences are not significantly greater than at other areas.
- d. The proposed uses are compatible with other adjacent uses.
- e. The retention of:
 - i. Class I, II, III and IV soils;
 - ii. The better soils in comparison; and
 - iii. Tree fruit acreage.

Finding: The application presented to Hood River County in support of the land use requests demonstrates that the conversion of this property to the RR-10 classification is consistent with the State and local criteria for a reasons exception. Therefore, this request is consistent with this portion of County Goal 3.

- 19. Land uses must meet both State and County provisions regarding EFU lands.

Finding: This request is consistent with the provisions of State Law regarding comprehensive plan amendments and an exception, as well as the County regulations. Therefore, this request is consistent with this Goal provision.

- 22. The County supports the "Right to Farm" clause as it is stated in the County Background Report. The clause shall be included in Article 7 – EFU Zone to serve as a notice.

Finding: The applicant is willing to condition the approval to a Right to Farm provision. Therefore, this application is consistent with this provision.

- 23. High Value Farmland (HVF) is defined as:

- a. Land in a tract composed predominantly of soils that are irrigated and classified prime, unique, Class I or Class II; and
- b. Tracts growing specified perennials as demonstrated by the most recent aerial photography of the agricultural Stabilization and Conservation Service of the United States Department of Agriculture taken prior to November 54 [sic], 1993, or by the aerial photography taken by the Western Aerial Corporation on May 28, 1995; and
- c. Small blocks of land surrounded or nearly surrounded by HVF that are designated during the mapping of such land.

"A" (113)

Finding: The subject property has been designated as non-high value farmland. Therefore, this policy is not relevant to this request.

33. Sewers shall not extend beyond the urban growth boundary or a legally created sewerage entity except to service a documented health hazard situation.

Finding: The church will be served by an on-site septic system. Sewer will not be extended beyond the urban growth boundary to serve this site.

GOAL 4 – FOREST LANDS

A. Goal:

To conserve forest lands so as to provide for economic and efficient forest management while minimizing conflicting uses, consistent with sound management of soil, air, water and fish and wildlife habitat, and to provide for recreation and agriculture.

Finding: There are not forest lands on the property. Therefore, this goal is not applicable.

GOAL 5 – OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

A. Land Needed or Desirable for Open Space

1. Goals:

- a. To conserve open space resources.
- b. To satisfy the open space needs of County residents.

Finding: The site was not identified as open space by Hood River County. Therefore, there is no impact on open spaces.

E. Ecologically and Scientifically Significant Natural Areas:

1. Goals:

To conserve, preserve, or protect natural areas.

Finding: There are no mapped Goal 5 resources on the site. Therefore, this portion of Goal 5 is not relevant.

F. Outstanding Scenic Views and Sites:

1. Goals:

"A" (114)

- a. To protect scenic resources.

Finding: There are no mapped scenic views or sites on the subject property. Therefore, the proposal is consistent with this Goal.

G. Water Areas, Wetlands, Watersheds, Ground Water Resources, and Water Quality:

1. Goals:

- a. Insure protection, maintenance and orderly restoration of water quality.
- b. Insure maintenance of a long range supply of water for both consumptive and non-consumptive uses.
- c. Protect the public's health and welfare from adverse amounts of water pollution.
- d. Protect the watersheds of existing and potential major sources of public domestic water supply from encroachment by uses that would affect the equality or quantity of water produced.
- e. Ensure that activities involving water resources will provide for and contribute to a stable and healthy economy and a relatively pollution-free environment.
- f. Ensure protection of all wetlands, streams banks, riparian areas, major river corridors and floodplains to assist in maintaining water quality¹.

Finding: The subject site will be served by an on-site septic system, in accordance with State of Oregon Department of Environmental Quality standards as well as County standards. Therefore, the development that will result from approval of these land use changes is consistent with County Goal 5.

H. Wilderness Areas:

1. Goal:

Ensure protection of the existing Mt. Hood Wilderness.

Finding: The site is not within the Mt. Hood Wilderness area. Therefore, this policy is not applicable.

¹ Adopted February 17, 2004 – HRC Ord. #253

"A" (115)

***GOAL 6 – AIR AND LAND RESOURCE QUALITY**

A. GOALS:

1. Ensure protection, maintenance and orderly restoration of air and soil qualities.
2. Maintain and improve the quality of the air and land resources of the State.
3. Maintain a high level of air quality, and protect the public health and welfare from adverse amounts of air pollution.

Finding: The development of the subject property will be consistent with all federal, state and local regulations designed to protect air and land resources. Therefore, the proposed land use changes are consistent with County Goal 6.

GOAL 7 – AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

A. GOALS:

To protect life and property from natural disasters and hazards.

Finding: The site is not identified by the County as a geologic hazard site. Therefore, this Goal is not relevant to this request.

GOAL 8 – RECREATIONAL NEEDS

A. GOALS:

1. Satisfy the open space, recreation and park needs of community residents and visitors.
2. Ensure a compatible variety of recreation opportunities.

Finding: Neither the existing use, nor the proposed use facilitate recreational needs of the community. Therefore the proposed land use changes have no impact on County Goal 8.

GOAL 9 – ECONOMIC DEVELOPMENT

A. GOALS:

* All water Quality Goals, Policies, etc., have been consolidated and placed under Goal 5, Section G, Water Areas, Wetland, Watersheds, Ground Water Resources and Water quality.

"A" (116)

access, which is classified as a Collector driveways. Therefore, this proposal is consistent with this policy.

Based on these findings, the request is consistent with County Goal 11.

GOAL 12 – TRANSPORTATION

- A. **GOAL A: Transportation Balance.** To design a balanced transportation system that maximizes the efficiency of the existing system, provides transportation options at appropriate minimum service standards, reduces reliance on the single occupant automobile where other modes or choices can be made available, and takes advantage of the inherent efficiencies of each mode, while providing a safe, convenient, and economic transportation system to serve area needs that is in harmony with the County's land uses.
- B. **GOAL B: Connectivity.** To provide transportation system with connectivity amount modes within and between the County's urban areas and rural service centers, with ease of transfer among modes and between local and state transportation systems.
- C. **GOAL C: Highway & Roadway Congestion.** To define minimum levels of service and assure balanced, multi-modal accessibility to existing and new development to achieve the goal of compact, highly livable urban areas and rural community centers.
- D. **GOAL D: Roadway Conditions.** To ensure adequate roadway conditions to meet goals regarding accessibility, levels of service, and reduced congestion.
- E. **GOAL E: Safety.** To integrate safety as a primary consideration in the design, improvement, and maintenance of the transportation system.
- F. **GOAL F: Environmental and Energy Impacts.** To avoid effects to the natural and built environments in the design, construction, and operation of the transportation system. Where adverse effects cannot be avoided, minimize or mitigate their effect on the environment.
- G. **GOAL G: Social and Land Use Impacts.** To develop a transportation system that supports planned land uses and balances the expansion of transportation facilities with the protection of social, cultural, and environmental resources.
- H. **GOAL H: Economic Impacts.** To expand and diversify the County's economy through the efficient movement of goods, services and passengers in a safe, energy-efficient, and environmentally sound manner.
- I. **GOAL I: Funding.** To ensure adequate funding of needed transportation system improvements.

"A" (117)

Finding: The request is consistent with the County Goal, which promotes the creation of a safe, convenient, and economic transportation system. The study completed by KAI demonstrates that the church can be developed while maintaining acceptable traffic operations and safety at the four (4) study intersections identified as potentially impacted. The church can be located at the proposed site and can operate while meeting both the State and County standards for intersection operations.

The mitigation proposed by KAI is as follows:

- Future on-site shrubbery, landscaping, and signs should be located, trimmed, and maintained to ensure adequate sight distance of 300 feet or more for vehicles entering and exiting the site via Eliot Drive and for 400 feet or more on Tucker Road.
- Stop signs should be placed on both driveways as they enter Eliot Drive and Tucker Road (OR 281).
- The proposed church access onto Tucker Road should be conditioned for future common crossover easement use by adjacent properties if and when redevelopment occurs.
- In order to comply with provisions of the Oregon Transportation Planning Rule (TPR), the Zone Change and Comprehensive Plan Amendment should limit its use to that of a church as proposed.

With these mitigation measures imposed, the study found that all intersections as well as the two driveways all operated in the short and long term (Year 2027) at a Level of Service (LOS) C or above on County Roads and at a Volume-to-Capacity Ratio of V/C of less than .85 for State Roads. Therefore, the study demonstrates that the roadway system is safe and efficient and that the proposed use is consistent with County's Goal regarding Transportation.

GOAL 13 – ENERGY CONSERVATION

A. Goal:

To conserve energy.

Finding: The site is located within one (1) mile of the existing church and is a location served by rural residential uses. Adjacent to the UGB and the City, the church site is in an area that is developing at a rapid pace. The fact that the site is so near the existing church, near the populated areas of Hood River, and in an area where homes are quickly being built, will result in a fewer miles traveled for area residents who wish to attend the church. This will result in fewer miles traveled, resulting in less energy consumption than if the church were relocated three miles or more from the existing UGB.

"A" (118)

**GOAL 14: URBANIZATION: URBAN GROWTH AREA MANAGEMENT
POLICIES AND PROCEDURES**

PURPOSE

UGA management is a critical aspect of land-use planning in the Hood River Community. The following policies and procedures shall serve as the basis for decisions pertaining to land use and development in the UGA and thereby help to ensure wise and efficient transition.

It is the purpose of the Urban Growth Policies for the Hood River UGA to:

- A. Contain urban development within areas planned for future expansion where basic urban services such as sewer, water facilities, police and fire protection can be efficiently and economically provided.
- B. Conserve resources through orderly development of land.
- C. Preserve farm land and open space outside the UGB.
- D. Make more efficient use of local tax dollars in locating facilities and providing services within the UGA.
- E. Provide property owners greater security in long-range planning and investments.
- F. Make it possible for utility extensions, and transportation facilities to be designed and located so as to more closely match population growth.
- G. Preserve and enhance the livability of the area.

Finding: The church is not an urban use. Therefore, this goal is not applicable.

B. Public facilities and services:

The City of Hood River is the basic provider of urban services in the UGA. Therefore, consent to annexation shall precede the extension and connection of any new sanitary sewer line, the only exception shall be the case of a state documented health hazard (as spelled out by ORS 431-705 to 431-768). An extension may take place provided consent to annexation is signed.

Finding: The church is not proposing to be annexed into the City. Therefore, this goal is not applicable.

"A" (119)

CONCLUSION

Based on the analysis provided above, the proposed reasons exception which would allow the Church to locate on land identified as non-high value farmland within three miles of the Hood River UGB is consistent with the applicable goals and policies of the Hood River County's Comprehensive Plan.

"A" (120)

APPENDIX

Transportation Impact Analysis, prepared by Kittelson & Associates
dated May 2006

"A" (121)



KITTELSON & ASSOCIATES, INC.

TRANSPORTATION PLANNING/TRAFFIC ENGINEERING

610 SW ALDER, SUITE 700 • PORTLAND, OR 97205 • (503) 228-5230 • FAX (503) 273-8169

MEMORANDUM

Date: July 7, 2006

Project #: 7929

From: Dan Seeman and Michael Cunneen

cc: Marty Jenswold, Terry Abbot, Marty Stiven

Project: Hood River Assembly of God Church Traffic Impact Analysis

Subject: Response to ODOT Questions

This memorandum is a response to questions raised by ODOT that pertain to the *Assembly of God Church Traffic Impact Analysis*, prepared by Kittelson & Associates, June 2006.

The following specific questions were raised:

- Would the installation of a second northbound exiting lane onto Eliot Drive – thereby facilitating separate lanes for left and right turns out of the driveway – result in an acceptable level-of-service under Sunday peak hour conditions in 2027?
- Would the re-timing of the traffic signal at the intersection of OR 281 and Eliot Drive result in an acceptable volume-to-capacity ratio under Sunday peak hour conditions in 2027?
- Would the installation of a westbound left-turn lane at the OR 281/Eliot Drive intersection be feasible and result in an acceptable volume-to-capacity ratio under Sunday peak hour conditions in 2027?

Second Northbound Lane on Church Driveway to Eliot Drive

In recognition that results reported in the *Assembly of God Church Traffic Impact Analysis*, prepared by Kittelson & Associates, June 2006 (hereafter called the TIA) indicated that 2007 and 2027 Sunday peak hour traffic operations would be unacceptable at the Eliot driveway, ODOT asked the question whether an additional exit lane would mitigate this deficiency. The TIA considered this question. The results indicated that having separate northbound left-turn and right-turn lanes at the church's exit onto Eliot Drive would not significantly improve level of service. As shown in Attachment A, this widened driveway would still result in a level-of-service grade of D, below County standards, during the 2007 Sunday peak hour; average delay would be marginally improved from 29 seconds to 26 seconds. The reason for this is that about 95% of the exiting church traffic would be expected to turn left toward OR 281. Few would turn right as there is little to the right other than a small residential area. The single-lane exit proposed would mainly act as a left-turn lane (serving an estimated 150-195 left turners), serving only about ten right turns during this highest hour of the week.

Re-Timing of OR 281/Eliot Drive Traffic Signal

The TIA revealed that the intersection of OR 281/Eliot Drive, as-is, would operate at an unacceptable volume-to-capacity ratio of 0.90 in 2027 during the Sunday peak hour. Further analysis revealed that re-phasing and re-timing of this traffic signal would result in an acceptable volume-to-capacity ratio during 2027 Sunday peak hour conditions. With a revised phasing and timing of the traffic signal, Sunday peak hour conditions in 2027 would achieve a 0.81 volume-to-capacity ratio. The revision would be to alter northbound and southbound left-turn phasing from permitted to protected, creating a separate southbound left-turn phase on OR 281 at this intersection. As a consequence, this modification would increase northbound through delays from 13.6 to 40.7 seconds and would increase southbound through delays from 12.9 to 18.7 seconds.

Two further signal phasing variations were also tested: 1) altering northbound and southbound left-turn phasing from permitted to permitted northbound and protected-plus-permitted southbound; and 2) altering northbound and southbound left-turn phasing from permitted to protected-plus-permitted northbound and southbound. Results for these were quite similar to protected north/south left-turn phasing. They also would achieve a 0.81 volume-to-capacity ratio with slightly less overall intersection delay. However, they would also add a similar amount to northbound and southbound through delay. These are also shown in Attachment B.

In either of the phasing modification strategies discussed above, 2027 Sunday peak hour traffic operations at the OR 281/Eliot Drive intersection could be restored to acceptable volume-to-capacity standard of 0.85, as defined by ODOT for this urban section of OR 281. It should be noted that the Urban Growth Boundary runs down the center of Eliot Drive; for traffic analysis purposes the OR 281/Eliot Drive intersection was assumed to be *within* the UGB. This assumption was made because: 1) the intersection is at a gateway to the urban area; 2) the intersection is half-within the urban area; 3) the intersection is signaled as many urban intersections are, and; 4) surrounding land uses have an urban character.

Westbound Left-Turn Lane at OR 281/ Eliot Drive Intersection

The TIA analysis revealed that the installation of a westbound left-turn lane on Eliot Drive approaching OR 281 would result in an acceptable volume-to-capacity ratio during 2027 Sunday peak hour conditions. As shown in Attachment C, with the addition of a westbound left-turn lane on Eliot Drive, 2027 Sunday peak hour conditions would improve from a 0.90 volume-to-capacity ratio to a 0.79 volume-to-capacity ratio. As discussed in the previous section, signal modifications alone would restore intersection operations to acceptable levels; with both the westbound left-turn lane and revised signal phasing, Sunday peak hour conditions in 2027 would achieve a 0.68 volume-to-capacity ratio.

The widening of the westbound approach to the OR 281/Eliot Drive intersection is not recommended because:

- An unacceptable operation will not occur in the immediate future (build-out of the church in 2007), and is only forecasted to occur in the twenty year future.
- This unacceptable condition is projected only to occur on Sunday mornings.

- Traffic signal modifications can provide acceptable operations (as discussed in a previous section).
- Right-of-way on Eliot Drive (about 40 feet) is insufficient to accommodate the provision of a left turn lane, and thus, widening of the westbound approach to this intersection would severely impact the existing commercial uses on the south side of Eliot Drive.
- Widening Eliot Drive into a three-lane collector section is already part of the City and County long-range plans, and can occur in the long-range future when adjacent properties redevelop.

Based on these findings, it is recommended that a westbound left turn lane not be considered in conjunction with the proposed church development, and be considered as a long-term solution to be implemented when adjacent properties redevelop.

We trust that this memorandum adequately addresses the questions raised by ODOT in connection with the Assembly of God church project. Please don't hesitate to call if you have any questions.

"A" (124)

Attachment A

"A" (125)

Kittelson & Associates, Inc - Project # 7929
 Assembly of God - Hood River, OR
 2007 Total Traffic Conditions, Sunday MD Peak Hour (1-Drwy)

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #10 Eliot Dr & Site Drwy

Average Delay (sec/veh): 13.9 Worst Case Level Of Service: D[29.3]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	35	0	0	30	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	0	35	0	0	30	0
Added Vol:	195	0	10	0	0	0	0	0	195	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	0	10	0	0	0	0	35	195	10	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.41	0.41	0.41	0.90	0.90	0.90	0.90	0.90	0.41	0.41	0.90	0.90
PHF Volume:	481	0	25	0	0	0	0	39	481	25	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol :	481	0	25	0	0	0	0	39	481	25	34	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	363	xxxx	280	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	521	xxxx	xxxxx
Potent Cap :	640	xxxx	764	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1056	xxxx	xxxxx
Move Cap. :	629	xxxx	764	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1056	xxxx	xxxxx
Volume/Cap:	0.77	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	634	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	7.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StpDel:	xxxxx	29.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	A	*	*
ApproachDel:	29.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

"A" (126)

Kittelson & Associates, Inc - Project # 7929
 Assembly of God - Hood River, OR
 2007 Total Traffic Conditions, Sunday MD Peak Hour (1-Drwy)

Level Of Service Computation Report
 2000 HCM Unsignalized Method (Future Volume Alternative)

 Intersection #10 Eliot Dr & Site Drwy **DUAL EXIT (2-LANE)**

 Average Delay (sec/veh): 12.4 Worst Case Level Of Service: D[26.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	35	0	0	30	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	0	35	0	0	30	0
Added Vol:	195	0	10	0	0	0	0	0	195	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	0	10	0	0	0	0	35	195	10	30	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.41	0.41	0.41	0.90	0.90	0.90	0.90	0.90	0.41	0.41	0.90	0.90
PHF Volume:	481	0	25	0	0	0	0	39	481	25	34	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol.:	481	0	25	0	0	0	0	39	481	25	34	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	363	xxxx	280	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	521	xxxx	xxxx
Potent Cap.:	640	xxxx	764	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1056	xxxx	xxxx
Move Cap.:	629	xxxx	764	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1056	xxxx	xxxx
Volume/Cap:	0.77	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

Queue:	7.1	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx
Stopped Del:	27.0	xxxx	9.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.5	xxxx	xxxx
LOS by Move:	D	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx
Shrd StpDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.5	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	26.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

"A" (127)

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Kittelson & Associates, Inc - Project # 7929
Assembly of God, Hood River, OR
2027 Total Traffic Conditions, Sunday MD Peak Hour (1 Drwy)

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 Eliot Dr & Site Drwy **DUAL EXIT (2-LANE)**

Average Delay (sec/veh): 12.7 Worst Case Level Of Service: D[27.1]

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	1	0	0	0	0	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	0	0	0	0	35	0	0	30	0
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	0	0	0	0	0	0	0	40	0	0	34	0
Added Vol:	195	0	10	0	0	0	0	0	195	10	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	0	10	0	0	0	0	40	195	10	34	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.41	0.41	0.41	0.90	0.90	0.90	0.90	0.90	0.41	0.41	0.90	0.90
PHF Volume:	481	0	25	0	0	0	0	44	481	25	38	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Vol:	481	0	25	0	0	0	0	44	481	25	38	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	372	xxxx	285	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	526	xxxx	xxxxx
Potent Cap:	632	xxxx	759	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1051	xxxx	xxxxx
Move Cap:	621	xxxx	759	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1051	xxxx	xxxxx
Volume/Cap:	0.78	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

Queue:	7.3	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Stopped Del:	27.9	xxxx	9.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	D	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd StDel:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	27.1			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	D			*			*			*		

"A" (128)

Attachment B

"A" (129)

Kittelson & Associates, Inc. - Project # 7929
 Assembly of God - Hood River, OR
 2027 Total Traffic Conditions, Sunday MD Peak Hour (1-Drwy)

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 12th Street/Brookside Dr-Eliot Dr

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.901
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 25.9
 Optimal Cycle: 100 Level Of Service: C

Street Name:	12th Street						Brookside Dr-Eliot Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	5	270	10	15	260	40	35	10	5	15	5	15
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	6	308	11	17	296	46	40	11	6	17	6	17
Added Vol:	0	0	62	113	0	0	0	21	0	62	21	113
PasserByVol:	0	25	0	0	25	1	1	0	0	0	0	0
Initial Fut:	6	333	73	130	321	47	41	32	6	79	27	130
User Adj:	1.00	1.48	1.00	1.00	1.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.45	0.45	0.90	0.90	0.90	0.90	0.90	0.45	0.45	0.45
PHF Volume:	6	547	163	289	529	52	45	36	6	176	59	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	547	163	289	529	52	45	36	6	176	59	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol:	6	547	163	289	529	52	45	36	6	176	59	289

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.92	0.92	0.31	0.93	0.93	0.73	0.98	0.98	0.80	0.80	0.80
Lanes:	1.00	1.54	0.46	1.00	1.82	0.18	1.00	0.85	0.15	0.34	0.11	0.55
Final Sat.:	733	2687	801	598	3213	315	1381	1580	278	509	172	837

Capacity Analysis Module:

Vol/Sat:	0.01	0.20	0.20	0.48	0.16	0.16	0.03	0.02	0.02	0.35	0.35	0.35	
Crit Moves:				****							****		
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38	
Volume/Cap:	0.02	0.38	0.38	0.90	0.31	0.31	0.09	0.06	0.06	0.90	0.90	0.90	
Delay/Veh:	10.8	13.6	13.6	47.5	12.9	12.9	19.7	19.5	19.5	46.1	46.1	46.1	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	10.8	13.6	13.6	47.5	12.9	12.9	19.7	19.5	19.5	46.1	46.1	46.1	
HCM2kAvg:	0	6	6	29	5	5	1	1	1	21	21	21	

"A" (130)

Kittelson & Associates, Inc - Project # 7929
 Assembly of God - Hood River, OR
 2027 Total Traffic Conditions, Sunday MD Peak Hour (1-Drwy)

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 12th Street/Brookside Dr-Eliot Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.6
 Optimal Cycle: 79 Level Of Service: C

Street Name:	12th Street						Brookside Dr-Eliot Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	5	270	10	15	260	40	35	10	5	15	5	15
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	6	308	11	17	296	46	40	11	6	17	6	17
Added Vol:	0	0	62	113	0	0	0	21	0	62	21	113
PasserByVol:	0	25	0	0	25	1	1	0	0	0	0	0
Initial Fut:	6	333	73	130	321	47	41	32	6	79	27	130
User Adj:	1.00	1.48	1.00	1.00	1.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.45	0.45	0.90	0.90	0.90	0.90	0.90	0.45	0.45	0.45
PHF Volume:	6	547	163	289	529	52	45	36	6	176	59	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	547	163	289	529	52	45	36	6	176	59	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	547	163	289	529	52	45	36	6	176	59	289

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.43	0.92	0.92	0.94	0.93	0.93	0.68	0.98	0.98	0.80	0.80	0.80
Lanes:	1.00	1.54	0.46	1.00	1.82	0.18	1.00	0.85	0.15	0.34	0.11	0.55
Final Sat.:	817	2687	801	1787	3213	315	1290	1580	278	509	172	837

Capacity Analysis Module:

Vol/Sat:	0.01	0.20	0.20	0.16	0.16	0.16	0.04	0.02	0.02	0.35	0.35	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.45	0.45	0.45	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.03	0.81	0.81	0.67	0.36	0.36	0.08	0.05	0.05	0.81	0.81	0.81
Delay/Veh:	28.2	40.7	40.7	24.3	18.1	18.1	17.1	16.8	16.8	32.4	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	40.7	40.7	24.3	18.1	18.1	17.1	16.8	16.8	32.4	32.4	32.4
HCM2kAvg:	0	12	12	8	6	6	1	1	1	18	18	18

"A" (131)

Kittelson & Associates, Inc. - Project # 7929
 Assembly of God - Hood River, OR
 2027 Total Traffic Conditions, Sunday MD Peak Hour (1-Drwy)

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 12th Street/Brookside Dr-Eliot Dr

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 29.8
 Optimal Cycle: 79 Level Of Service: C

Street Name:	12th Street						Brookside Dr-Eliot Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	0	0	1

Volume Module:

Base Vol:	5	270	10	15	260	40	35	10	5	15	5	15
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	6	308	11	17	296	46	40	11	6	17	6	17
Added Vol:	0	0	62	113	0	0	0	21	0	62	21	113
PasserByVol:	0	25	0	0	25	1	1	0	0	0	0	0
Initial Fut:	6	333	73	130	321	47	41	32	6	79	27	130
User Adj:	1.00	1.48	1.00	1.00	1.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.45	0.45	0.90	0.90	0.90	0.90	0.90	0.45	0.45	0.45
PHF Volume:	6	547	163	289	529	52	45	36	6	176	59	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	547	163	289	529	52	45	36	6	176	59	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	547	163	289	529	52	45	36	6	176	59	289

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.94	0.93	0.93	0.68	0.98	0.98	0.80	0.80	0.80
Lanes:	1.00	1.54	0.46	1.00	1.82	0.18	1.00	0.85	0.15	0.34	0.11	0.55
Final Sat.:	1805	2687	801	1787	3213	315	1290	1580	278	509	172	837

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.16	0.16	0.16	0.04	0.02	0.02	0.35	0.35	0.35
Crit Moves:	****			****						****		
Green/Cycle:	0.26	0.25	0.25	0.49	0.44	0.44	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.03	0.81	0.81	0.67	0.37	0.37	0.08	0.05	0.05	0.81	0.81	0.81
Delay/Veh:	27.4	40.7	40.7	24.3	18.7	18.7	17.1	16.8	16.8	32.5	32.5	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	40.7	40.7	24.3	18.7	18.7	17.1	16.8	16.8	32.5	32.5	32.5
HCM2kAvg:	0	12	12	8	6	6	1	1	1	18	18	18

"A" (132)

Attachment C

"A" (133)

Kittelson & Associates, Inc. - Project # 7929
 Assembly of God - Hood River, OR
 2027 Total Traffic Conditions, Sunday MD Peak Hour (1-Drwy)

Level of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 12th Street/Brookside Dr-Eliot Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
 Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 25.2
 Optimal Cycle: 57 Level Of Service: C

Street Name:	12th Street						Brookside Dr-Eliot Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	5	270	10	15	260	40	35	10	5	15	5	15
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	6	308	11	17	296	46	40	11	6	17	6	17
Added Vol:	0	0	62	113	0	0	0	21	0	62	21	113
PasserByVol:	0	25	0	0	25	1	1	0	0	0	0	0
Initial Fut:	6	333	73	130	321	47	41	32	6	79	27	130
User Adj:	1.00	1.48	1.00	1.00	1.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.45	0.45	0.90	0.90	0.90	0.90	0.90	0.45	0.45	0.45
PHF Volume:	6	547	163	289	529	52	45	36	6	176	59	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	547	163	289	529	52	45	36	6	176	59	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	547	163	289	529	52	45	36	6	176	59	289

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.94	0.93	0.93	0.95	0.98	0.98	0.95	0.88	0.88
Lanes:	1.00	1.54	0.46	1.00	1.82	0.18	1.00	0.85	0.15	1.00	0.17	0.83
Final Sat.:	1805	2687	801	1787	3213	315	1805	1580	278	1805	283	1381

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.20	0.16	0.16	0.16	0.03	0.02	0.02	0.10	0.21	0.21
Crit Moves:	****			****			****			****		
Green/Cycle:	0.31	0.30	0.30	0.57	0.52	0.52	0.10	0.07	0.07	0.37	0.31	0.31
Volume/Cap:	0.02	0.68	0.68	0.55	0.31	0.31	0.32	0.35	0.35	0.29	0.68	0.68
Delay/Veh:	23.9	32.7	32.7	15.3	13.6	13.6	42.6	46.5	46.5	22.0	34.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	32.7	32.7	15.3	13.6	13.6	42.6	46.5	46.5	22.0	34.1	34.1
HCM2kAvg:	0	11	11	6	5	5	2	2	2	4	10	10

"A" (13A)

Kittelson & Associates, Inc. - Project # 7929
 Assembly of God - Hood River, OR
 2027 Total Traffic Conditions, Sunday MD Peak Hour (1-Drwy)

Level Of Service Computation Report
 2000 HCM Operations Method (Future Volume Alternative)

 Intersection #2 12th Street/Brookside Dr-Eliot Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.901
 Loss Time (sec): 8 (Y+R = 4 sec) Average Delay (sec/veh): 25.9
 Optimal Cycle: 100 Level Of Service: C

Street Name:	12th Street						Brookside Dr-Eliot Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	5	270	10	15	260	40	35	10	5	15	5	15
Growth Adj:	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Initial Bse:	6	308	11	17	296	46	40	11	6	17	6	17
Added Vol:	0	0	62	113	0	0	0	21	0	62	21	113
PasserByVol:	0	25	0	0	25	1	1	0	0	0	0	0
Initial Fut:	6	333	73	130	321	47	41	32	6	79	27	130
User Adj:	1.00	1.48	1.00	1.00	1.48	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.45	0.45	0.90	0.90	0.90	0.90	0.90	0.45	0.45	0.45
PHF Volume:	6	547	163	289	529	52	45	36	6	176	59	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	547	163	289	529	52	45	36	6	176	59	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	6	547	163	289	529	52	45	36	6	176	59	289

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.39	0.92	0.92	0.31	0.93	0.93	0.73	0.98	0.98	0.80	0.80	0.80
Lanes:	1.00	1.54	0.46	1.00	1.82	0.18	1.00	0.85	0.15	0.34	0.11	0.55
Final Sat.:	733	2687	801	598	3213	315	1381	1580	278	509	172	837

Capacity Analysis Module:

Vol/Sat:	0.01	0.20	0.20	0.48	0.16	0.16	0.03	0.02	0.02	0.35	0.35	0.35
Crit Moves:	*****											
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.02	0.38	0.38	0.90	0.31	0.31	0.09	0.06	0.06	0.90	0.90	0.90
Delay/Veh:	10.8	13.6	13.6	47.5	12.9	12.9	19.7	19.5	19.5	46.1	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	13.6	13.6	47.5	12.9	12.9	19.7	19.5	19.5	46.1	46.1	46.1
HCM2kAvg:	0	6	6	29	5	5	1	1	1	21	21	21

"A" (135)

Transportation Impact Analysis

Assembly of God Church

Hood River, Oregon

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Project No. 7929.00

June 2006



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Section 1

Executive Summary

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Executive Summary

The Assembly of God Church is proposing to build a 35,000 square-foot church southeast of the Tucker Road/Eliot Drive intersection. It will have a frontage on the south side of Eliot Drive, approximately 330-450 feet east of Tucker Road with another frontage on the east side of Tucker Road, approximately 280-330 feet south of Eliot Drive. The site consists of 5.21 acres and is now a grass field. This report evaluates the impact of this project on the nearby transportation system for seasonally high traffic conditions under existing, 2007, and 2027 scenarios under two options: two driveways, as recommended, and one driveway only on Eliot Drive. The report further documents the methodologies and detailed findings of the analysis with key issues and recommendations summarized below.

Access to the site is proposed via driveways onto both Eliot Drive and Tucker Road (OR 281). No geometric changes would be required to serve the proposed site on either Eliot Drive or Tucker Road near the proposed access points. Acceptable operational conditions can be achieved at the intersections of OR 281 at Eliot Drive and at Eliot Drive and the church site driveway under both driveway options. However, under a one-driveway option, the County's level-of-service standards cannot be met on Eliot Drive on Sundays and delays to through traffic on OR 281 would be greater.

Based on the results of this study, the proposed Assembly of God Church can be developed while maintaining acceptable traffic operations and safety at the study intersections within the site vicinity assuming provision of the recommended mitigation measures. The site lies just outside the Urban Growth Boundary of Hood River. Because a comprehensive plan map amendment and zone change from the property's current designation of Exclusive Farm Use (EFU) would be required to facilitate the construction of a church at this location, an additional twenty-year analysis of the site traffic impact was made pursuant to the terms of the Oregon Transportation Planning Rule (OAR 660-012).

Summary of Mitigation Recommendations for Site Development

The following mitigation measures are recommended in conjunction with this development:

- Future on-site shrubbery, landscaping, and signs should be located, trimmed, and maintained to ensure adequate sight distance of 300 feet or more for vehicles entering and exiting the site driveways via Eliot Drive and for 400 feet or more on Tucker Road.
- The proposed church access onto Tucker Road should be conditioned for future common crossover easement use by adjacent properties if and when redevelopment occurs.
- Stop signs should be placed on both driveways as they enter Eliot Drive and Tucker Road.
- In order to comply with provisions of the Oregon Transportation Planning Rule (TPR), the zone change and comprehensive plan amendment for the portion of this property currently designated for Exclusive Farm Use (EFU) should limit its use to that of a church, as proposed.

Additional details of the study methodology, findings, and recommendations are provided in this report.

The following tables provide a summary of Sunday midday and weekday p.m. peak hour intersection level-of-service, volume/capacity ratios, and delays for all these scenarios: 2006 existing conditions, 2007 background conditions without the site developed, 2007 total traffic conditions with the site with both two and one site driveways available, and 2027 total traffic conditions with the site with both two and one site driveways available. Additional details of the study methodology, findings, and recommendations are provided within this report.

Summary of Sunday Midday Peak Hour Intersection Operational Analysis

Intersec tion	Opera tions	2006	2007 Bkgd	2007 2-Drwy	2007 1-Drwy	2027 Bkgd	2027 2-Drwy	2027 1-Drwy
OR 281& Pacific	LOS	B	B	B	B	B	B	B
	Delay	11.7	12.9	12.1	12.1	13.4	12.4	12.4
	V/C	0.31	0.35	0.41	0.41	0.39	0.45	0.45
OR 281& Elliot	LOS	A	A	B	C	A	B	C
	Delay	7.6	7.4	18.4	23.3	7.4	18.5	25.9
	V/C	0.19	0.20	0.63	0.84	0.23	0.67	0.90
Elliot Dr & Drwy	LOS			C	D		C	D
	Delay			15.4	29.3		15.7	30.5
	V/C			0.51	0.77		0.52	0.78
OR 281& Drwy	LOS			D			E	
	Delay			31.1			40.2	
	V/C			0.30			0.37	

Summary of Weekday PM Peak Hour Intersection Operational Analysis Findings

Intersec tion	Opera tions	2006	2007 Bkgd	2007 2-Drwy	2007 1-Drwy	2027 Bkgd	2027 2-Drwy	2027 1-Drwy
OR 281& Pacific	LOS	B	B	B	B	C	C	C
	Delay	13.8	16.4	16.4	16.4	21.9	22.0	22.0
	V/C	0.61	0.67	0.68	0.68	0.84	0.84	0.84
OR 281& Elliot	LOS	A	A	A	A	A	A	A
	Delay	8.0	7.8	7.9	8.0	9.2	9.2	9.3
	V/C	0.46	0.49	0.49	0.49	0.60	0.60	0.60
Elliot Dr & Drwy	LOS			A	A		A	A
	Delay			9.1	9.1		9.2	9.3
	V/C			0.02	0.02		0.02	0.02
OR 281& Drwy	LOS			F			F	
	Delay			>50.0			>50.0	
	V/C			0.11			0.25	

LOS: Level of service V/C: Volume-to-capacity ratio
 For intersections under jurisdiction of ODOT, the governing ODOT criteria is the V/C ratio only; the LOS and delay measurements are for informational purposes. For unsignalized intersections these values represent only the operations of the critical side street approach.

"A" (142)

Section 2

Introduction

"A" (143)

Introduction

PROJECT DESCRIPTION

The Assembly of God Church is proposing to build a 35,000 square-foot church south of Eliot Drive and east of Tucker Road. The proposed church building would contain a maximum of 35,000 square feet with seating for approximately 300 people and would be accompanied by 280 parking spaces. A small playground and ball field would also be included. The evaluation of the impact of this project on the nearby transportation system for existing, 2007 background, 2007 horizon year, and 2027 conditions are covered in this report. The report further documents the methodologies and detailed findings of the analysis with key issues and recommendations resulting from this study.

Access to the site is proposed to and from both Eliot Drive and Tucker Road. The church would have 120 feet of frontage on Eliot Drive (Lot 2400) and 50 feet of frontage on Tucker Road (Lot 2601). The frontage on Eliot Drive is approximately 330-450 feet east of Tucker Road. The frontage on Tucker Road is approximately 280-330 feet south of Eliot Drive.

The 5.21-acre site is located south of Eliot Drive and east of Tucker Road/12th Street (OR 281) in Hood River. Eliot Drive is the southern boundary of both the current City limits and the Urban Growth Boundary for Hood River. The location is 2N 10E 1B, consisting of Lots 2400, 2601, 2700, and 2703. The great majority of the site is zoned for Exclusive Farm Use, with other segments zoned Residential R1-7500 or Commercial C-1. Figure 1 identifies the site vicinity. Figure 2 shows the proposed site plan.

SCOPE OF THE REPORT

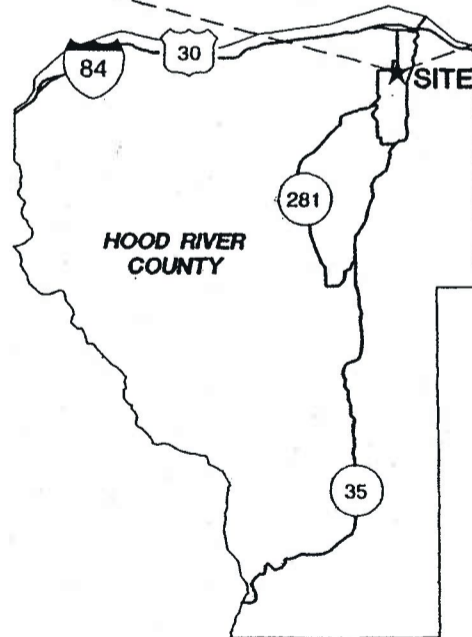
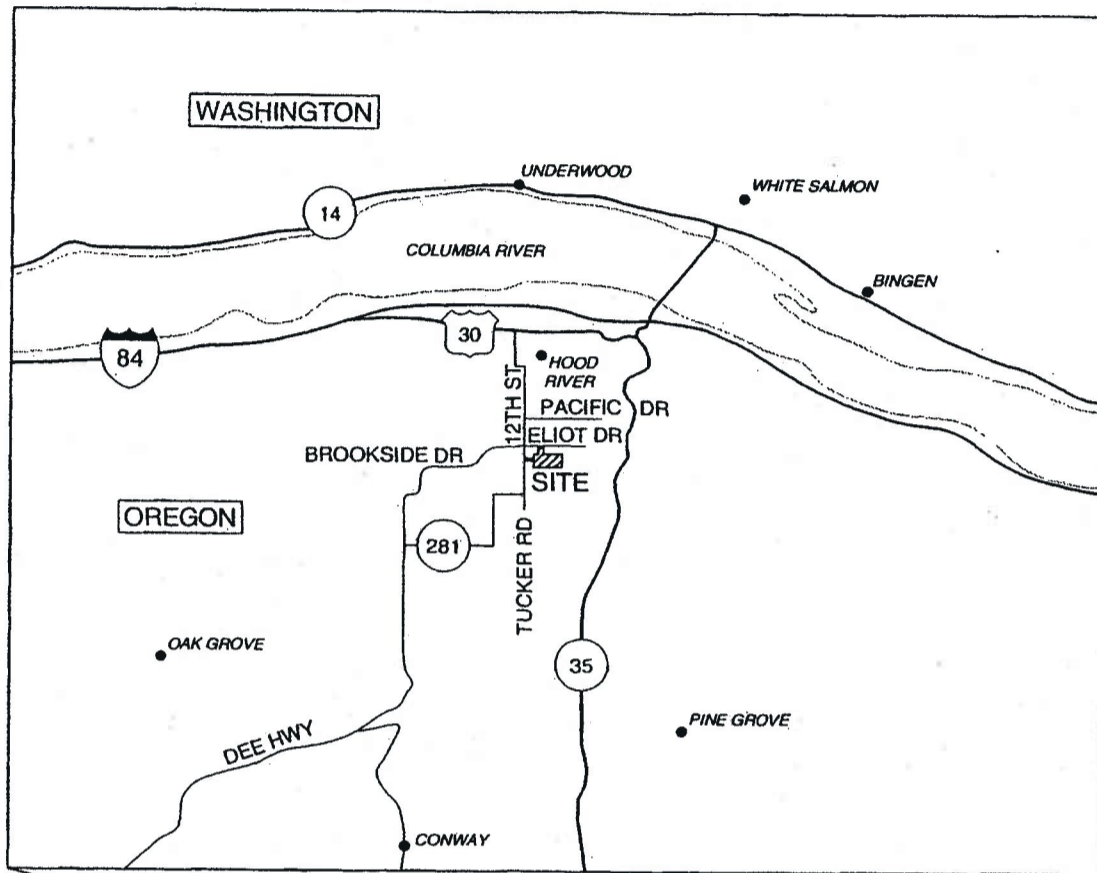
The analysis contained in this report identifies the transportation-related impacts associated with the proposed new church and was prepared in accordance with County of Hood River and ODOT requirements. The study intersections and overall study area for this project were selected based on a review of the local transportation system and direction provided by County of Hood River staff. Operational analyses were performed for high traffic summer conditions at the following intersections:

- 12th Street (OR 281)/Pacific Avenue
- Tucker Road (OR 281)/Eliot Drive/Brookside Drive
- Eliot Drive/Site Driveway
- Tucker Road (OR 281)/Site Driveway

"A" (144)



(NO SCALE)



"A" (145)

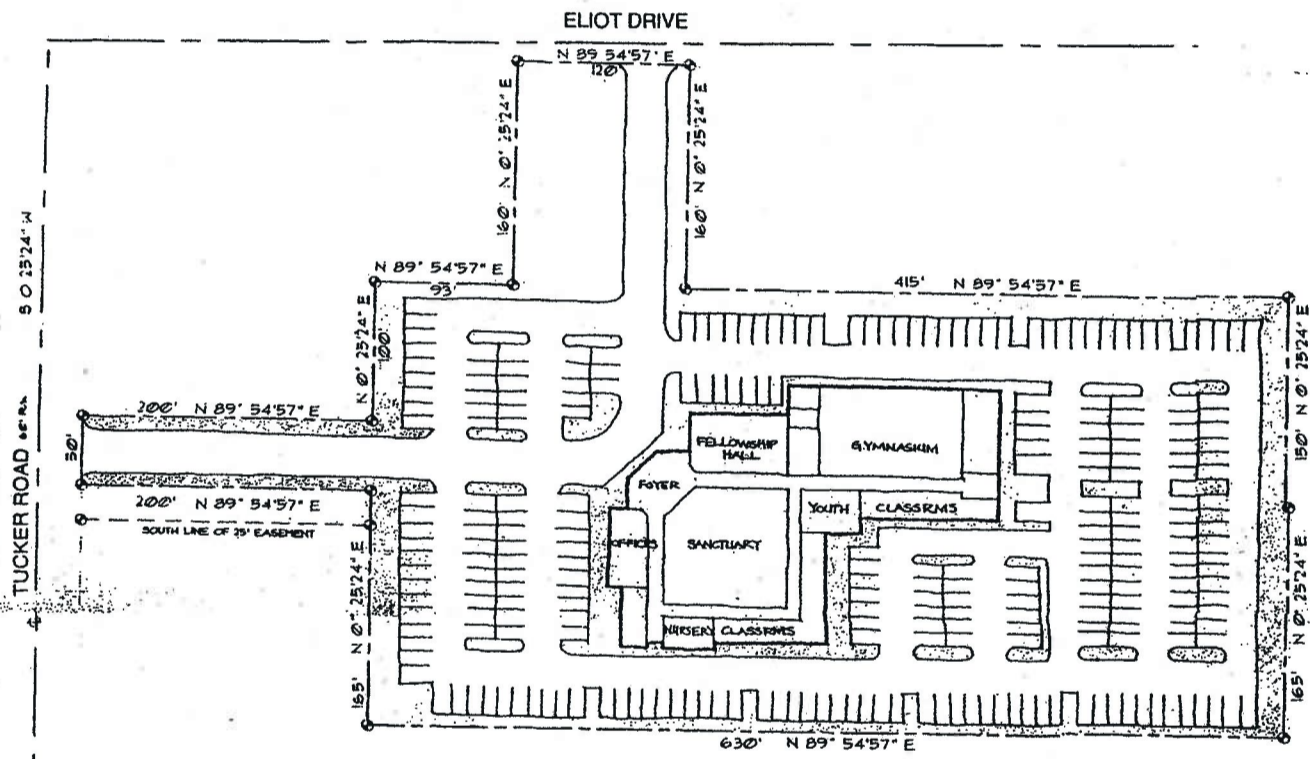
SITE VICINITY MAP
HOOD RIVER, OREGON

FIGURE
1

r:\projects\1454 - Providence Hood River Medical Center\dwg\figs\7929FIGS.dwg Jun 16, 2006 4:16pm midwell



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"A" (146)

PROPOSED SITE PLAN HOOD RIVER, OREGON

FIGURE 2

Specific transportation related issues discussed in this report include:

- Existing transportation conditions in the project study area;
- Background transportation conditions for summer 2007 in the project study area;
- Trip generation estimates for the development;
- Traffic operations impact including this development under seasonally high 2007 conditions under both two-driveway and one-driveway options;
- Background transportation conditions for summer 2027;
- Traffic operations impact including this development under seasonally high 2027 conditions under both two-driveway and one-driveway options; and
- Recommendations for traffic improvements.

"A" (147)

Section 3

Existing Conditions

"A" (148)

Existing Conditions

The existing conditions analysis identifies site conditions and the current operational and geometric characteristics of roadways within the study area. The purpose of this section is to create a basis of comparison to future conditions.

The site visit and inventory was conducted in November 2005 and February 2006. At that time, information was collected regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

SITE CONDITIONS AND ADJACENT LAND USES

The site consists of 5.21 acres and is located south of Eliot Drive and east of Tucker Road/12th Street (OR 281) in Hood River. Eliot Drive is the southern boundary of both the City of Hood River's city limits and Urban Growth Boundary. The tax map identity of this location is 2N 10E 1B with the proposed site consisting of Lots 2400, 2601, 2700, and 2703. The main body of the site is Lot 2700, which is zoned for Exclusive Farm Use. Lot 2400 along Eliot Drive is zoned Residential R1-7500, while Lots 2601 and 2703 are Commercial C-1. To the north along Eliot Drive are several one-family residences on lots zoned Residential R1-7500. To the west and southwest along Tucker Road (named 12th Street north of Eliot Drive) are several small businesses on lots zoned C-1 Commercial. West of Tucker Road is the Idlewild Cemetery and farmland, zoned for Exclusive Farm Use. To the southeast and east of the site is more farmland, zoned for Exclusive Farm Use.

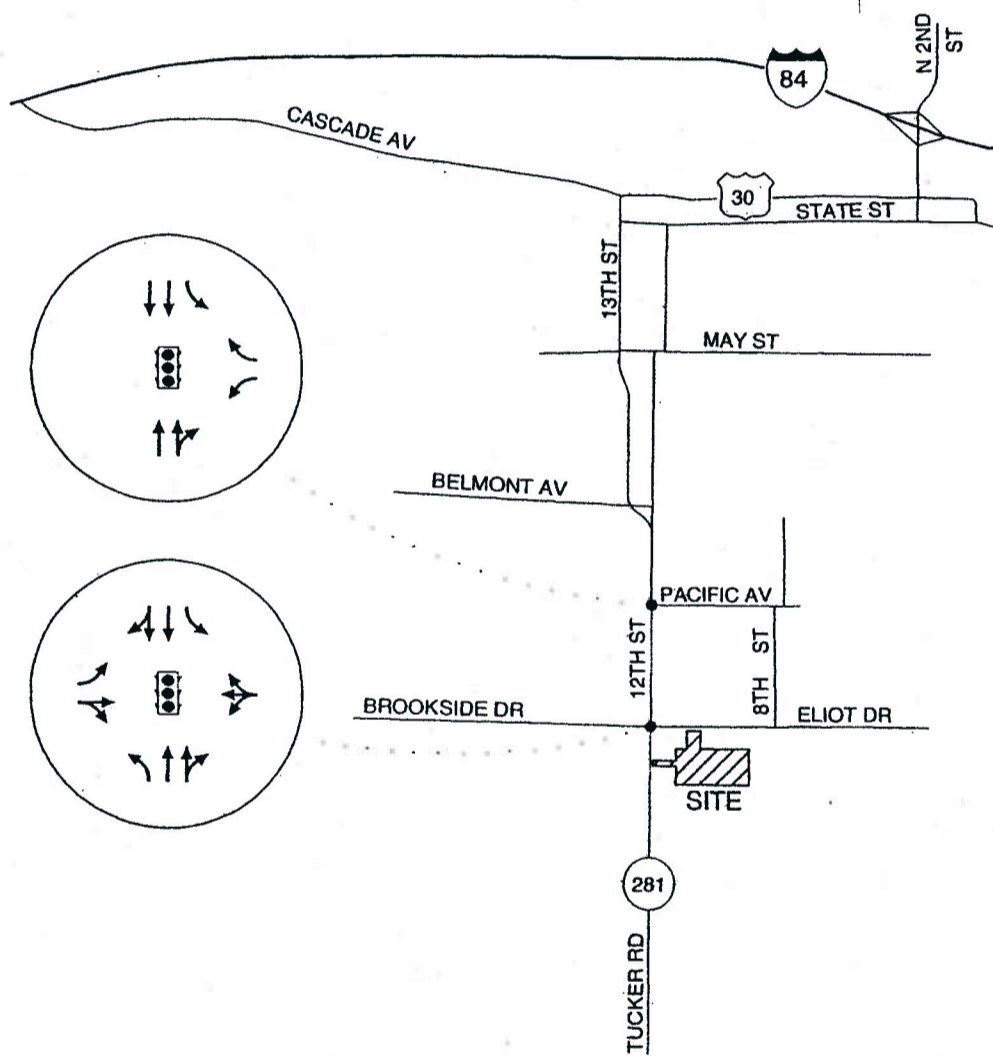
TRANSPORTATION FACILITIES

Roadway Facilities

As indicated in Figure 1, the study site is bounded on the north by Eliot Drive, classified as a Collector by the City and County. Eliot Drive has a 25 miles-per-hour posted speed with no curbing, sidewalks, or shoulders. To the west of the site is Tucker Road (named 12th Street north of Eliot Drive), an ODOT District Highway known as OR 281 (Hood River Highway). Beginning just south of the intersection with Eliot Drive and to the north, Tucker Road (12th Street) is five lanes wide with sidewalks on both sides, and bicycle/shoulder lanes with a 25 miles-per-hour posted speed. 12th Street and Tucker Road are classified by the City and County as Arterials. Tucker Road (12th Street) intersects Eliot Drive at a traffic signal about 330 feet to the west of the site boundary along Eliot Drive. Between 100 to 400 feet south of Eliot Drive, Tucker Road tapers down from five to only two travel lanes without sidewalks or curbing, effectively a rural two-lane highway with a 40 miles-per-hour posted speed.

The only other nearby signalized intersection is approximately 1,300 feet north of the site where 12th Street intersects Pacific Avenue. Pacific Avenue, classified as a Collector by the City, has a posted speed of 25 miles-per-hour. It is two to three lanes wide with parking, sidewalks, and curbing.

The main features and classifications of these roads, according to the City and County of Hood River, are described in Table 1. Figure 3 identifies the existing lane configurations and traffic control devices at the study intersections.



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LEGEND



- TRAFFIC SIGNAL

"A" (150)

**EXISTING LANE CONFIGURATIONS
AND TRAFFIC CONTROL DEVICES
HOOD RIVER, OREGON**

**FIGURE
3**

Table 1 Existing Transportation Facilities and Roadway Designations

Roadway	Classification	Cross Section	Speed Limit	Side-walks	Bicycle Lanes	On-Street Parking
Tucker Road/12 th Street	Arterial	Five-lane	25	Yes	Yes	No
Eliot Drive	Collector	Two-lane	25	No	No	No
Pacific Avenue	Collector	Two-lane	25	Yes	No	Partial

Pedestrian and Bicycle Facilities

Currently, pedestrian and bicycle activity is very low near the site. There is a striped shoulder/bicycle lane located on both sides of 12th Street north of Eliot Drive. Eliot Drive itself is only about 20 feet wide, lacking any space that could function as a bicycle lane in its present configuration. However, traffic volumes are low and sight distance good, allowing safe bicycle movement. During the Sunday midday and weekday p.m. peak period observed in November 2005 and February 2006, up to four pedestrians per hour were observed crossing nearby intersections; no cyclists were observed.

Transit Facilities

The Hood River County Transit District provides Columbia Area Transit (CAT), an on-demand door-to-door service for the communities of Hood River, Odell, Parkdale, and Cascade Locks. This dial-a-ride service operates generally from 8:00 a.m. to 4:30 p.m. weekdays. Long distance bus service is provided by Greyhound from Hood River Transportation Center. This service operates three times daily, to and from Portland, on routes coming from and going to Spokane, Boise, and other points.

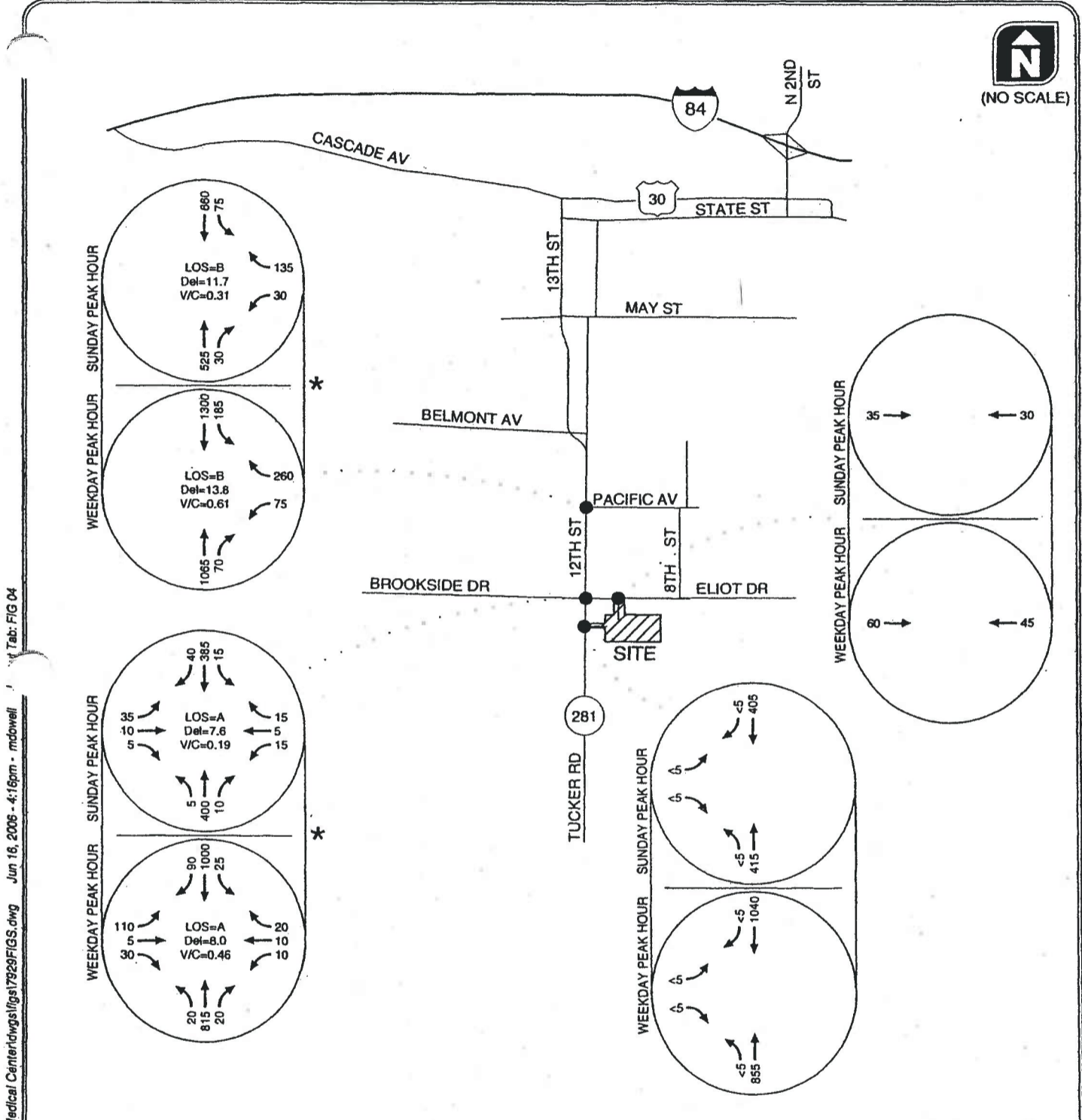
TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

Manual turning movement counts at the signalized intersections of 12th Street/Pacific Avenue and at Tucker Road/12th Street at Eliot Drive were obtained for a Sunday on February 13, 2006 and for a Wednesday on November 9, 2005. These counts were conducted during the Sunday late morning (9:30 a.m. - 12:30 p.m.) and weekday evening (4:00 p.m. - 6:00 p.m.) hours. Traffic counts revealed that the Sunday late morning peak hour occurs between 11:15 a.m. and 12:15 p.m. The weekday evening peak hour was found to occur between 4:15 and 5:15 p.m..

Through volumes on OR 281 were factored upwards to reflect peak summer conditions, with much higher traffic levels than those prevailing when the traffic counts were taken. Through volumes on Sundays were factored upwards by 1.48, reflecting peak summer or winter recreational traffic conditions, based on February 2006 counts. Through volumes on weekdays were factored upwards by 1.87, reflecting peak seasonal traffic conditions, based on November 2005 counts. These factors were obtained from ODOT's seasonal adjustment tables for state highways to raise traffic levels up to peak summer or winter recreational traffic levels.

Traffic volumes were then rounded to the nearest five vehicles per hour as shown in Figure 4. Therefore, the volumes analyzed represent summer conditions, with much higher traffic levels than those prevailing most of the year. *Appendix "A" contains the traffic count sheets used in this study.*

"A" (151)



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* ODOT HAS JURISDICTION OVER THE OR 281 (TUCKER ROAD) INTERSECTIONS. ACCORDINGLY, ODOT'S CRITERIA FOR TRAFFIC OPERATIONS IS FOR V/C RATIO OF <math><0.85</math>. REPORTS OF LOS AND DELAY ARE FOR INFORMATIONAL PURPOSES ONLY, AND ARE NOT RELEVANT FOR ODOT REVIEW.

LEGEND

LOS = INTERSECTION LEVEL OF SERVICE

Del = INTERSECTION AVERAGE CONTROL DELAY

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

NOTE:

- SUNDAY PEAK HOUR OCCURS AT 11:15-12:15 AM
- WEEKDAY PEAK HOUR OCCURS AT 4:15-5:15 PM

"A" (152)

**2006 EXISTING TRAFFIC CONDITIONS
SUNDAY MIDDAY AND WEEKDAY PM PEAK HOUR
HOOD RIVER, OREGON**

**FIGURE
4**

Current Operational Analysis

To ensure that this analysis was based on a reasonable worst-case scenario, the peak 15-minute flow rates during the Sunday midday and weekday p.m. peak hours were used in the evaluation of all intersection operations. For this reason, the analyses reflect conditions that are only likely to occur for 15 minutes out of each average peak hour. Traffic conditions during all other Sunday and weekday hours will likely operate under better conditions than those described in this report.

For the unsignalized intersections, the level-of-service measurements shown represent only the worst, or critical, side street movement. These are not an indication of overall intersection level-of-service performance, which is generally far better.

All level-of-service measurements in this report are based on methodologies contained in the latest version of the *Highway Capacity Manual* (Reference 1). For state highway intersections, ODOT has jurisdiction. ODOT's operational standards consider volume-to-capacity, and do not consider level-of-service or average delay. For intersections on District Highways within Urban Growth Boundaries and with speeds under 45 m.p.h., the *Oregon Highway Plan* (Reference 2) operational standards mandate a minimum intersection volume-to-capacity ratio of 0.85. For the Eliot Drive driveway, the County's and City's operational standards apply. Generally, a level-of-service "D" or better for signalized intersections and a level-of-service "E" or better for unsignalized intersections are considered acceptable standards. Hood River County, however, maintains a level-of-service "C" or better standard for all intersections. *Appendix "B" contains an explanation of traffic level-of-service standards.*

Volume-to-capacity ratios, delays, and levels of service were calculated for study intersections using the Sunday midday and weekday p.m. peak hour traffic volumes. As indicated in Figure 4, all of the study intersections currently operate within acceptable levels of service and volume-to-capacity ratios during both time periods. *Appendix "C" includes the year 2006 existing conditions level-of-service worksheets.*

Crash Analysis

The most recent crash data available was collected for the intersections of Tucker Road/Eliot Drive and 12th Street/Pacific Avenue. The data covered the five-year period between 2000 and 2004. This data is summarized in Table 2 below. As the Tucker Road/Eliot Drive intersection was only signalized recently, its current crash rate may be much improved. As data for 2005 becomes available, an assessment of safety at this intersection under signalized conditions will be possible. However, the rate for crashes was not excessive even when the intersection was unsignalized, compared to similar intersections statewide. The number, rates, and severity of crashes at the two intersections do not indicate a particular safety problem. *Appendix "D" includes crash data.*

Table 2 Crash Data at Intersections in Site Vicinity, 2000-2004

Intersection	Rear-End	Side-Swipe	Turn/Angle	Other	Total	Rate*
Tucker Road/Eliot Drive	5	2	13	2	22	0.75
12 th Street/Pacific Avenue	9	1	4	0	14	0.34

* Rate Per Million Vehicles Entering Intersection

"A" (153)

Section 4

Transportation Impact
Analysis

"A" (ISA)

Transportation Impact Analysis

This transportation impact analysis identifies how the study area's transportation system will operate in the horizon year in which the proposed development is anticipated to be complete. This development is planned to be completed in 2007. The site lies just outside the Urban Growth Boundary of Hood River. In addition, a comprehensive plan map amendment and zone change would be required given its current designation of Exclusive Farm Use (EFU) to permit this site to be used for the proposed purpose. Therefore, an additional twenty-year analysis of the site traffic impact was made, pursuant to the Oregon Transportation Planning Rule. Therefore, this analysis also addresses traffic impacts of the proposed development in 2027 for both background (without development) and total traffic (with development) conditions. The impacts of traffic generated by the proposed church during typical Sunday midday and weekday p.m. peak hours were examined as follows:

- Planned developments and transportation improvements in the site vicinity were identified and reviewed;
- Background traffic conditions for the summer 2007 were analyzed. An annual growth rate of 0.7 percent was applied to existing traffic volumes to account for regional growth in the site vicinity;
- Additionally, "in-process" traffic from impending nearby developments was estimated and added into 2007 background traffic conditions;
- Future Sunday morning and weekday evening peak hour site-generated trips were estimated for build-out of the site;
- A trip distribution pattern was derived through a review of existing traffic volumes and local transportation facilities for both a two-driveway and a one-driveway option; and
- Projected site-generated traffic to and from the new church was added to the background traffic volumes to evaluate total traffic operations at the study area intersections during the Sunday midday and weekday p.m. peak hours in the summer of 2007 for both a two-driveway and a one-driveway option.
- A 20-year long term analysis was also done for both background (without development) and total traffic (with development) conditions in 2027 assuming an annual growth rate of 0.7 percent per annum applied to existing traffic volumes to account for regional traffic growth.

2007 BACKGROUND TRAFFIC CONDITIONS

The background traffic analysis identifies how the study area's transportation system will operate without the development in the year the proposed development is expected to be complete, 2007. This analysis includes traffic growth due to other developments within the study area and from general growth in the region, but does not include traffic from the development.

Planned Developments and Transportation Improvements

As part of this analysis, Kittelson & Associates, Inc. identified and reviewed planned developments and transportation improvements within the site vicinity. There are no short-term state, county, or local roadway projects planned in the immediate vicinity. The City's *Comprehensive Transportation Plan*

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(Reference 3) contains a long-term plan to widen Brookside Drive for bicycle lanes. Based on conversations with staff from the County and City of Hood River and confirmed by a site visit, there are two active "in-process" developments planned for or under construction in the next year that will cause a significant impact to the nearby roadway system. These developments are:

- The *Eliot Park one-family residential sub-division* will add 91 homes (4 of which are already built and inhabited) northeast of the site, north of Pacific Avenue, from 5th Street east;
- The new 56,855 square feet *Horizon Christian School* will also be built northeast of the site on the north side of Pacific Avenue, east of 8th Street.

Traffic estimated to be generated from these developments for a typical Sunday is shown in Table 3 and for a typical weekday in Table 4. Some very conservative assumptions were made in this trip generation estimate shown in Tables 3 and 4 that tend to exaggerate the traffic impact of these developments. First, it was assumed that both would be entirely built and occupied within one year. Second, traffic estimates for both land uses were based on the site peak hour for Sunday, further assumed to coincide with the church midday peak hour. Third, for the private school, the ITE traffic generation rate for p.m. peak hour is applied even though the proposed school will likely be dismissed around 3:00 p.m., over an hour before the p.m. peak hour (Reference 4).

Table 3 In-Process Estimated Sunday Trip Generation

Land Use	ITE Code	Units	Daily Trips	Sunday Midday Peak Hour **		
				Total	In	Out
Single-Family Dwelling	210	87*	760	75	40	35
Private School (K-12)	536	550*	340	25	15	10
Total Trips			1,100	100	55	45

* For Single-Family Dwelling: Houses; for Private School: Students

** Church peak hour on Sundays 11:15 a.m.-12:15 p.m.

Table 4 In-Process Estimated Weekday Trip Generation

Land Use	ITE Code	Units	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Single-Family Dwelling	210	87*	830	90	55	35
Private School	536	550*	1,370	95	40	55
Total Trips			2,200	185	95	90

* For Single-Family Dwelling: Houses; for Private School: Students

Trip generation numbers for both these "in-process" developments were derived from the standard reference *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (Reference 5). Trip rates for the private school have been modified since the traffic analysis for this facility was

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done in 2001 as the new edition of the ITE's *Trip Generation* has different rates for this land use. Appendix "E" includes "in-process" trip generation worksheets.

2007 Background Traffic Volumes

Year 2007 Sunday late morning and weekday evening peak hour background traffic volumes were developed to account for the identified in-process traffic and anticipated regional growth in the study area. Existing traffic volumes were increased by 1.0% to reflect summer 2007 conditions. This would approximate eighteen months of growth at 0.7% per annum, the average annual growth rate for traffic along this section of OR 281. This was derived from ODOT's annual traffic volumes for OR 281 just south of Eliot Drive and just north of Pacific Avenue. Similarly, a weekday p.m. peak hour count was conducted at the Tucker Road/Eliot Drive intersection on June 20, 2000, as cited in the ODOT memorandum on signal warrants for this intersection (Reference 6). Traffic growth between then and the November 9, 2005 count was only 0.6% per annum.

In addition, estimated traffic from the two "in-process" developments during the Sunday midday and weekday p.m. peak hours was distributed to each intersection. Adding in this "in-process" traffic raised the cumulative growth rates to summer 2007 to several times the average annual growth rate. The resultant annual growth rate from existing to 2007 background traffic at the 12th Street/Pacific Avenue intersection would be 7.6% for the Sunday midday peak hour and 6.9% for the weekday p.m. peak hour. The resultant annual growth rate at the Tucker Road/Eliot Drive intersection would be 5.3% for the Sunday midday peak hour and 4.2% for the weekday p.m. peak hour.

2007 Background Conditions, Operational Analysis

An operational analysis was conducted at each study intersection, using the Sunday midday and weekday p.m. peak hour turning movement volumes shown in Figure 5, to determine the 2007 background traffic levels of service. The volumes in Figure 5 represent existing traffic increased by 1% plus "in-process" traffic; it does not include traffic from the proposed development. As indicated in Figure 5, the background traffic analysis determined that all of the study intersections are forecast to operate with acceptable levels of service and volume-to-capacity ratios during both the Sunday midday and weekday p.m. peak periods. Appendix "F" includes the year 2007 background conditions level-of-service worksheets.

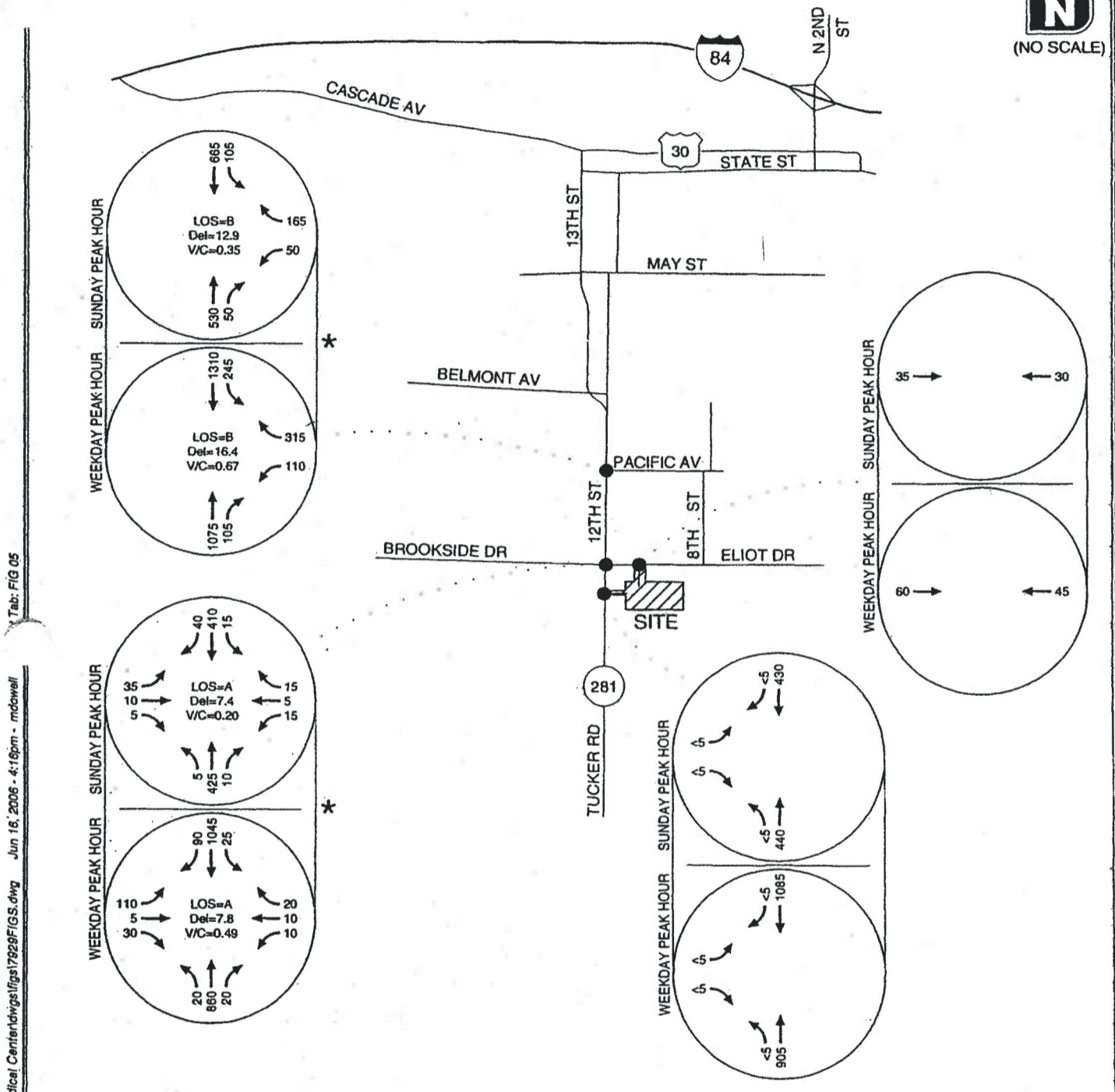
2007 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis examines the study area's transportation system with the inclusion of traffic from the proposed church development under summer conditions in 2007. The proposed church development involves shifting the existing Assembly of God Church, located at May and 12th Streets in Hood River, half a mile south to the proposed site on OR 281 near Eliot Drive. The existing church building is approximately 16,000 square feet; the proposed one is 35,000 square feet.

Trip Generation

The trip generation characteristics for the proposed Assembly of God Church during the Sunday midday and weekday p.m. peak hour were based on empirical observations from several surveys done at churches throughout the United States. These observations are summarized in the standard reference *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (Reference 5).

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H:\projects\1109 - Providence Hood River Medical Center\higs\figs\7929FIG5.dwg Jun 16, 2006 - 4:16pm - midwell Tab: FIG 05

LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)

LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)

Δ = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)

V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

* ODOT HAS JURISDICTION OVER THE OR 281 (TUCKER ROAD) INTERSECTIONS. ACCORDINGLY, ODOT'S CRITERIA FOR TRAFFIC OPERATIONS IS FOR V/C RATIO OF <0.85. REPORTS OF LOS AND DELAY ARE FOR INFORMATIONAL PURPOSES ONLY, AND ARE NOT RELEVANT FOR ODOT REVIEW.

NOTE:

- SUNDAY PEAK HOUR OCCURS AT 11:15-12:15 AM
- WEEKDAY PEAK HOUR OCCURS AT 4:15-5:15 PM

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**2007 BACKGROUND TRAFFIC CONDITIONS
SUNDAY MIDDAY AND WEEKDAY PM PEAK HOUR
HOOD RIVER, OREGON**

**FIGURE
5**

shown on Tables 5 and 6. The estimated trip distribution is illustrated in Figure 6. Figure 7 shows this consequent assignment of site-generated traffic during the Sunday midday and weekday p.m. peak hours under the two-driveway option. Figure 8 shows this consequent assignment of site-generated traffic during the Sunday midday and weekday p.m. peak hours under the one-driveway option.

2007 Total Traffic Conditions, Operational Analysis

To assess the two-driveway option, the 2007 background traffic volumes shown in Figure 5 were added to the site-generated traffic with two driveways shown in Figure 7 to arrive at the total traffic volumes shown in Figure 9. Figure 9 shows Sunday midday and weekday p.m. peak hour traffic estimated with the development in the summer of 2007 with site driveways on both Eliot Drive and Tucker Road. Figure 9 also provides a summary of the forecasted 2007 total traffic levels of service, delays, and volume/capacity analyses with full build-out of the proposed church under the two-driveway option. This analysis of the two-driveway option determined that all of the study intersections are forecast to operate with acceptable volume-to-capacity ratios during both the Sunday midday and weekday p.m. peak periods with total 2007 traffic.

To assess the one-driveway option, the 2007 background traffic volumes shown in Figure 5 were added to the site-generated traffic with one driveway shown in Figure 8 to arrive at the total traffic volumes shown in Figure 10. Figure 10 shows Sunday midday and weekday p.m. peak hour traffic estimated with the development in the summer of 2007 with a site driveway only on Eliot Drive. Figure 10 also provides a summary of the forecasted 2007 total traffic levels of service, delays, and volume/capacity analyses with full build-out of the proposed church under the one-driveway option.

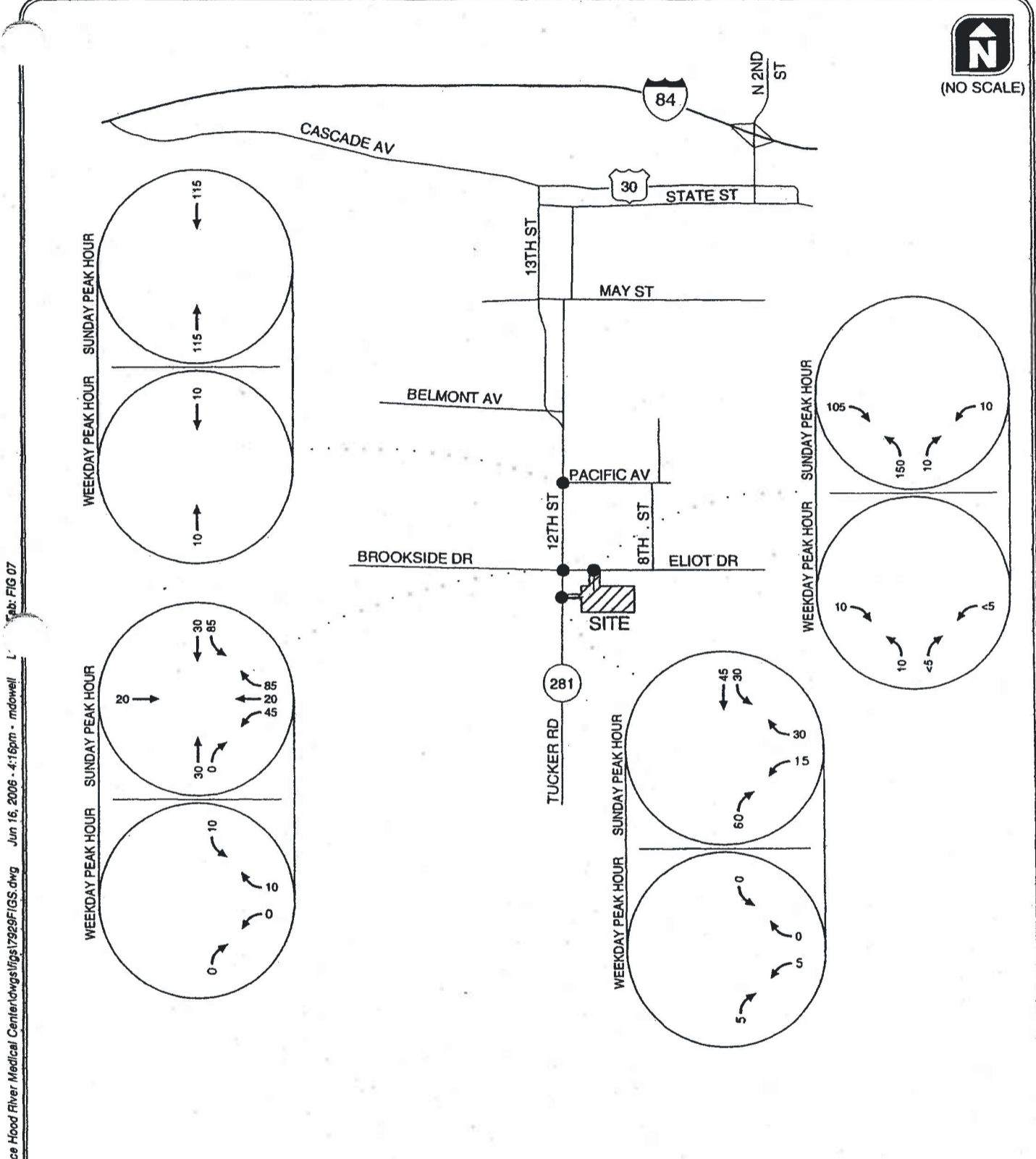
The analysis of the one-driveway option, as indicated in Figure 10, determined that all study intersections are forecast to operate with acceptable volume-to-capacity ratios during both the Sunday midday and weekday p.m. peak periods. The intersection of Eliot Drive and the church site driveway would achieve a "D" level-of-service, exceeding the County's "C" standard for level-of-service during the Sunday peak hour. Provision of a two-lane exit driveway would not improve this result.

The intersection of OR 281 with Eliot Drive would meet ODOT's 0.85 volume-to-capacity ratio standard for urban areas during the Sunday peak hour but would exceed their 0.80 standard for rural areas. As the intersection straddles the Urban Growth Boundary, the urban standard is presumed to apply as an urban five-lane configuration is maintained at the intersection. The church site driveway on OR 281 is calculated to meet ODOT standards for acceptable volume-to-capacity ratios during peak hours. *Appendix "H" contains the 2007 total traffic level-of-service worksheets.*

Access Spacing Requirements

Two access points are proposed for this site. The first access to the site is proposed on Eliot Drive, over 400 feet east of Tucker Road. This location would not meet the County or City access spacing requirement of 100 feet between driveways on a Collector (Reference 7). Several existing driveways are

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- NOTE:
- SUNDAY PEAK HOUR OCCURS AT 11:15-12:15 AM
 - WEEKDAY PEAK HOUR OCCURS AT 4:15-5:15 PM

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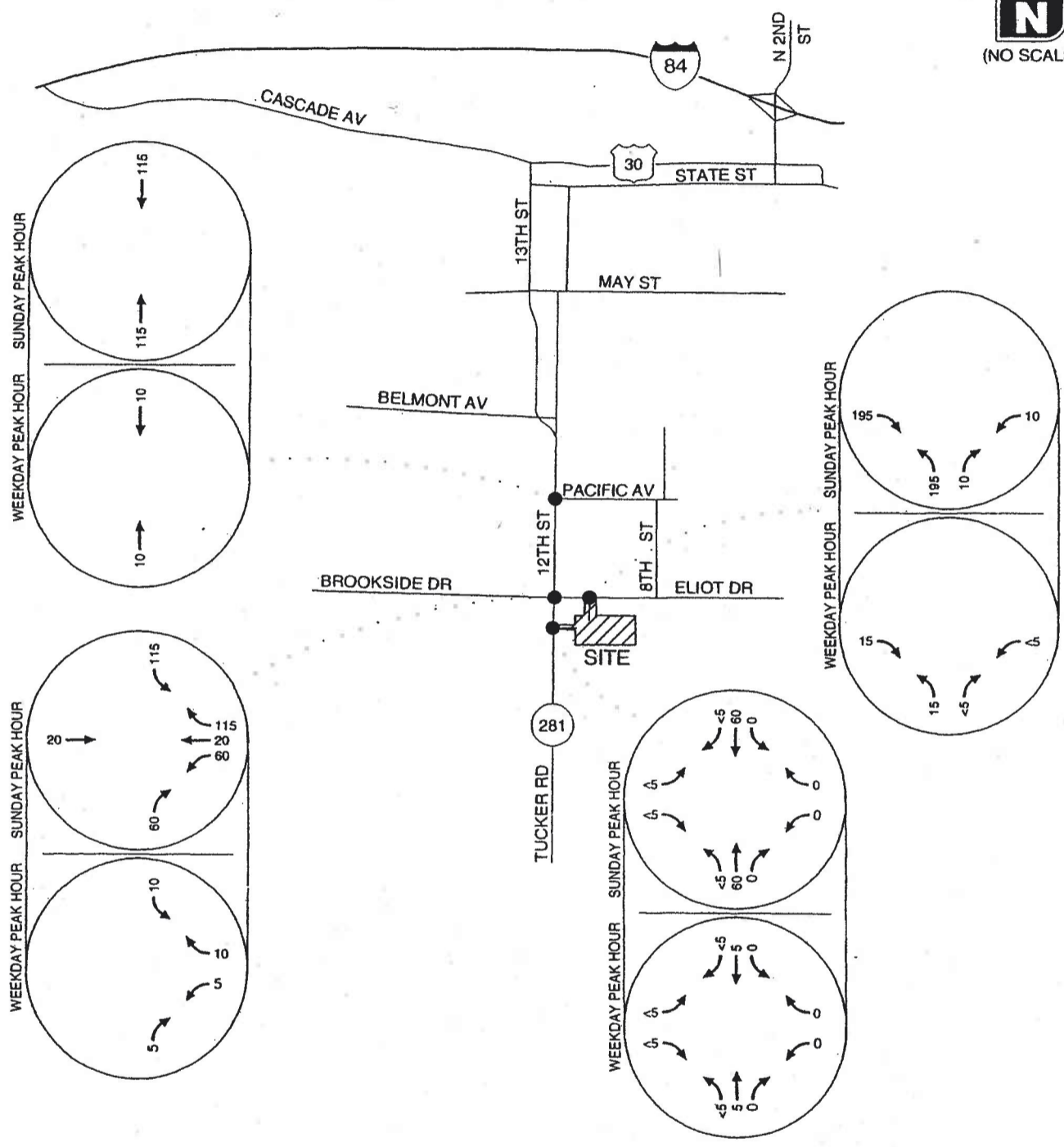
SITE-GENERATED TRAFFIC VOLUMES, 2-DRIVEWAY OPTION SUNDAY MIDDAY AND WEEKDAY PM PEAK HOUR HOOD RIVER, OREGON

FIGURE 7



Tab: FIG 08

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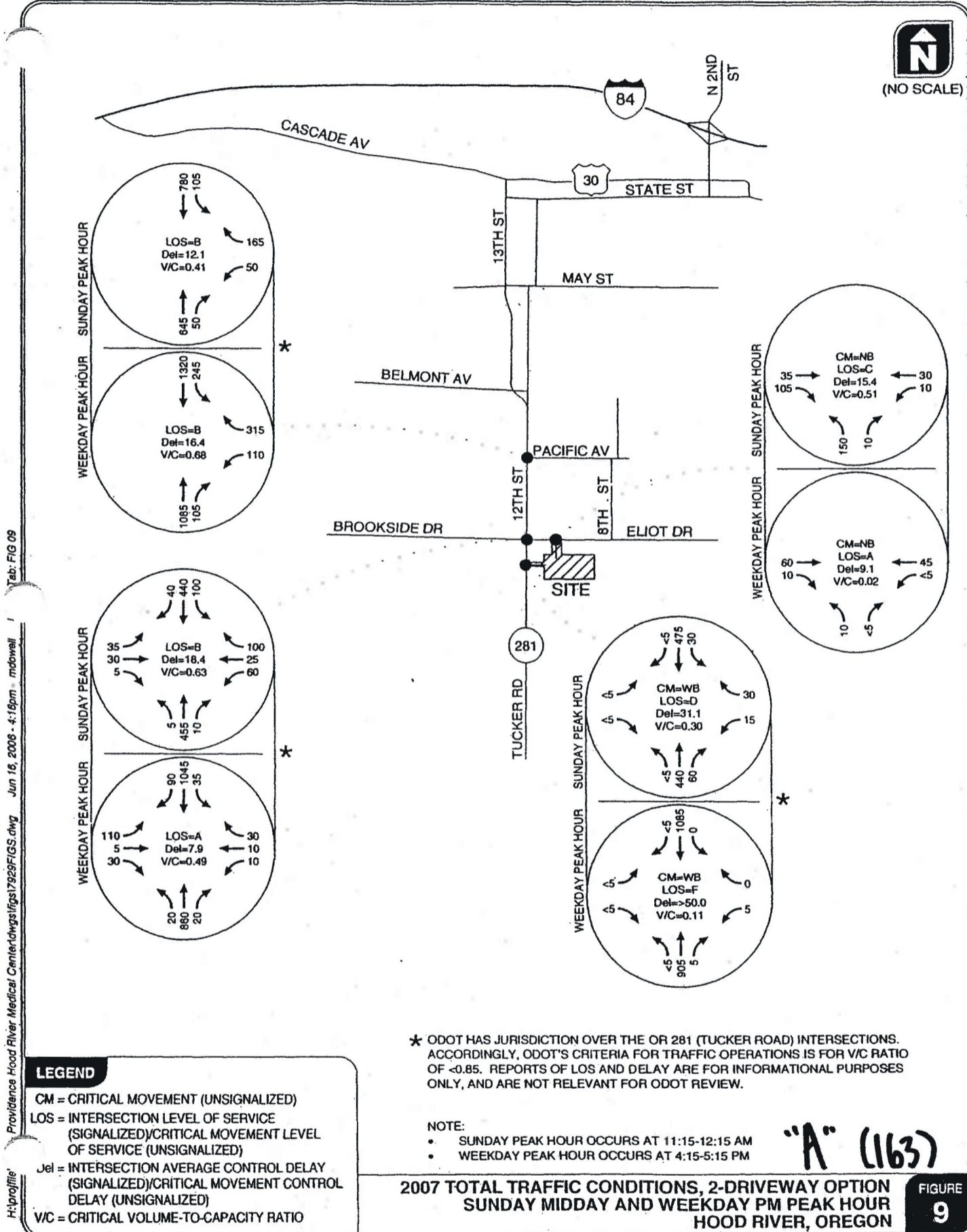


- NOTE:
- SUNDAY PEAK HOUR OCCURS AT 11:15-12:15 AM
 - WEEKDAY PEAK HOUR OCCURS AT 4:15-5:15 PM

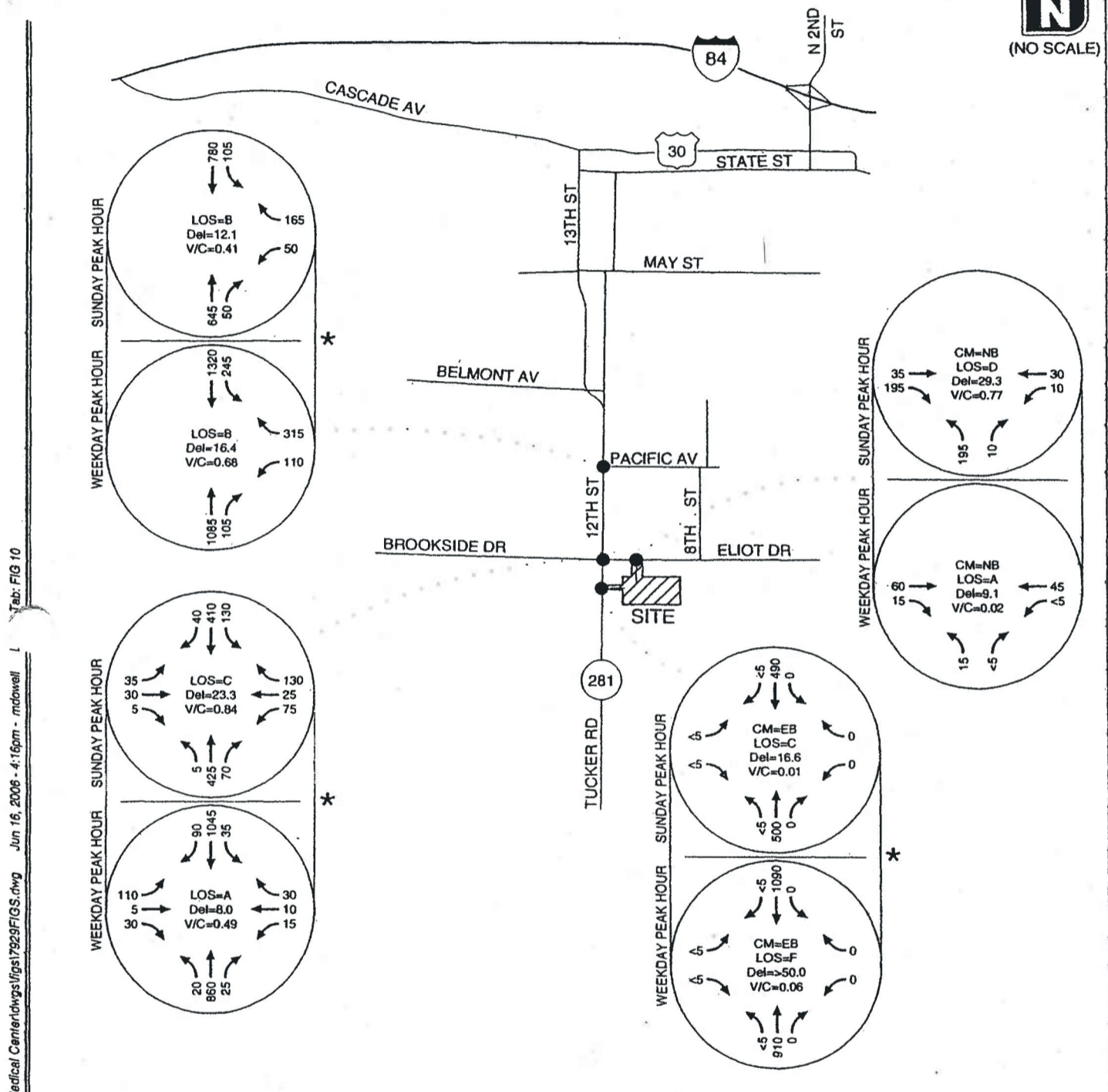
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SITE-GENERATED TRAFFIC VOLUMES, 1-DRIVEWAY OPTION
SUNDAY MIDDAY AND WEEKDAY PM PEAK HOUR
HOOD RIVER, OREGON

FIGURE
8



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H:\projfiles\Providence Hood River Medical Center\dwgs\figs\7929FIGS.dwg Jun 16, 2006 - 4:16pm - midwell Tab: FIG 10

LEGEND

CM = CRITICAL MOVEMENT (UNSIGNALIZED)
 LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
 Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
 V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

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NOTE:
 • SUNDAY PEAK HOUR OCCURS AT 11:15-12:15 AM
 • WEEKDAY PEAK HOUR OCCURS AT 4:15-5:15 PM

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**2007 TOTAL TRAFFIC CONDITIONS, 1-DRIVEWAY OPTION
 SUNDAY MIDDAY AND WEEKDAY PM PEAK HOUR
 HOOD RIVER, OREGON**

FIGURE 10

within 100 feet of where the church driveway would be. Each of these driveways serves only a single home or small business. For this reason, this access location can operate safely and efficiently given the low volume at nearby driveways.

The second access is proposed on Tucker Road about 290 feet south of Eliot Drive. This access would be on an Arterial road (as designated by the County and City) and a District Highway (as designated by ODOT). This access would violate ODOT's Division 51 access spacing requirements (contained in OAR 734-051). Those access spacing requirements are 400 feet for driveways on District Highways with posted speeds of 40 miles an hour (Reference 2). For this reason an access spacing variance would have to be granted by ODOT. The proposed access would also be within 350 feet of a signalized intersection. The access would join Tucker Road at a point where that road is only a two-lane section, transitioning from a two- to a five-lane section, with no existing median left-turn lane.

A Tucker Road driveway would be particularly helpful in serving church traffic for Sunday services as well as serving emergency vehicle access. Sunday mornings are a time when traffic on the road system is substantially lower than during weekday peak hours.

2007 Maximum Queues, Site Driveway

A queuing analysis was conducted to ensure that adequate storage would be available for vehicles exiting the site onto Eliot Drive and Tucker Road from the site driveways. Table 7 summarizes this queuing analysis for the Sunday midday and weekday p.m. peak hours under 2007 total traffic conditions.

Table 7 Year 2007 Site Driveways, 95th Percentile Sunday and Weekday Peak Hour Queuing Summary

Peak Hour & Intersection	Option	Queue (Feet)	Storage (Feet)	Adequate
Eliot Drive - Sunday	2-Drwy	75	250	Yes
Eliot Drive - Sunday	1-Drwy	225	250	Yes
Eliot Drive - Weekday	2-Drwy	25	250	Yes
Eliot Drive - Weekday	1-Drwy	25	250	Yes
Tucker Road - Sunday	2-Drwy	75	300	Yes
Tucker Road - Weekday	2-Drwy	25	300	Yes

As shown on Table 7, adequate space on-site is available. Under the one-driveway option, queuing on the Eliot Drive driveway would be far more pronounced. All queuing would take place on private church property with no impact to the public street system. The vast majority of entries to the church would consist of right-turns from Eliot Drive and Tucker Road, imposing minimal delay to through traffic. *Appendix "I" includes the 2007 driveway total traffic maximum queuing worksheets.*

2007 Left-Turn Lane Warrant Analysis

An analysis was conducted to see whether a median left-turn lane would be warranted for the section of OR 281 where the proposed church driveway would be located. The analysis revealed that even during the church's peak hour on Sunday morning the left-turn volume would not be sufficient to warrant a left-turn lane on Tucker Road. *Appendix "J" includes 2007 left-turn lane warrants analysis worksheets.*

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2027 BACKGROUND TRAFFIC CONDITIONS

The project involves a comprehensive plan map amendment and zone change to allow a church to be constructed. The current designation on the site is generally EFU, although a portion of the site is zoned C-1 Commercial. It is likely that the proposed designation would be Rural Residential, with conditions limiting the use to allow only a church. Therefore, pursuant to requirements of the Oregon Transportation Planning Rule (TPR), a traffic analysis was done for 2027, twenty years after project implementation. As for the 2027 background conditions analysis, this identifies how the study area's transportation system would operate without the development in the designated year. This analysis includes traffic growth due to other developments within the study area and from general growth in the region, but does not include traffic from the development.

Planned Developments and Transportation Improvements

For this twenty-year analysis, Kittelson & Associates, Inc. assumed no additional state, county, or local roadway projects would be implemented in the immediate vicinity other than Eliot Drive being widened to a three-lane Collector standard and Brookside Drive widened to include bicycle lanes as designated by the County and City in their Transportation System Plan (Reference 3).

Traffic from the two "in-process" developments identified for 2007 background conditions was included as well as future "in-process" traffic from two other sites. The two other sites are the prospective Columbia Gorge Community College and the prospective Eliot Business Park. That Community College campus, to be located west of 12th Street near Pacific Avenue, is assumed to have an enrollment of 2,400 students. The Eliot Business Park, a site northeast of Pacific Avenue at Woods Court, is assumed to consist of 25,000 square feet of Medical/Dental Offices. As neither project has had its design finalized or had a formal application yet submitted, these estimates represent our most reasonable approximations of the eventual development.

Estimated traffic to be generated by all four "in-process" developments for a typical Sunday peak hour is shown in Table 8 and for a typical weekday peak hour in Table 9. Trip generation numbers for all of these "in-process" developments were derived from the standard *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (Reference 5).

Table 8 2027 In-Process Estimated Sunday Trip Generation

Land Use	ITE Code	Units*	Daily Trips	Sunday Midday Peak Hour		
				Total	In	Out
Single-Family Dwelling	210	87	760	75	40	35
Private School	536	550	340	25	15	10
Community College	540	2,400	140	25	10	15
Medical Office	720	25.0	40	10	5	5
Total Trips			1,280	135	70	65

* For Single-Family Dwelling: Houses; for Private School and College: Students; for Medical Office: 1,000 gross square feet of building space

Some very conservative assumptions were made in the trip generation estimates shown on Tables 8 and 9. First, it was assumed that the Community College would be entirely built out by 2027 whereas there are no plans yet to do more than construct about a third of the maximum development. Second, traffic

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estimates for all four land uses were based in each case on the site peak hour for Sunday, further assumed to coincide with the church midday peak hour. That is, the maximum hour of traffic generation for a Sunday was assumed for all four land uses to coincide with the church peak hour, a highly unlikely scenario. Appendix "K" includes 2027 "in-process" trip generation worksheets.

Table 9 2027 In-Process Estimated Weekday Trip Generation

Land Use	ITE Code	Units*	Daily Trips	Weekday PM Peak Hour		
				Total	In	Out
Single-Family Dwelling	210	87	830	90	55	35
Private School	536	550	1370	95	40	55
Community College	540	2,400	3,130	290	185	105
Medical Office	720	25.0	900	95	25	70
Total Trips			6,230	570	305	265

* For Single-Family Dwelling: Houses; for Private School and College: Students; for Medical Office: 1,000 gross square feet of building space

2027 Background Traffic Volumes

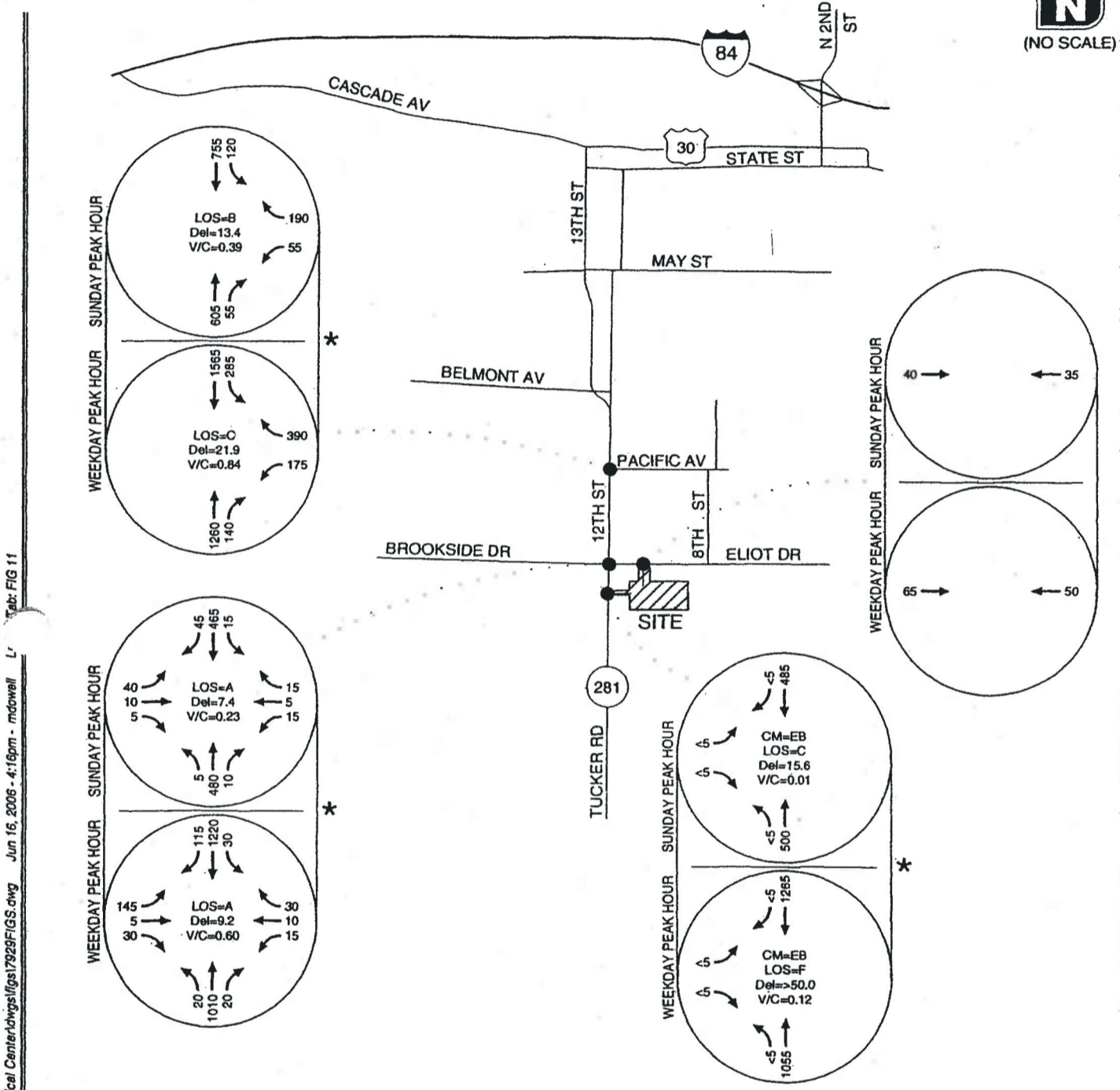
Sunday midday and weekday evening background traffic volumes for 2027 peak hours were developed to account for the identified "in-process" traffic and for anticipated regional growth in the study area. The annual growth rate of 0.7 percent per annum used, based on actual traffic growth in this section of OR 281, was described for 2007 background traffic. It was applied over a 20-year period to forecast baseline growth at 14% over existing levels. In addition to this 14% growth applied to existing traffic, estimated traffic for four major "in-process" developments was also added. The traffic generated during Sunday midday and weekday p.m. peak hours from the four "in-process" developments is shown on Tables 8 and 9.

Adding this "in-process" traffic raised the cumulative growth rates to summer 2007 substantially. The resultant growth rate from existing to 2027 background traffic at the 12th Street/Pacific Avenue intersection would be 22.3% for the Sunday midday peak hour and 27.4% for the weekday p.m. peak hour. The increase at the Tucker Road/Eliot Drive intersection would be 31.4% for the Sunday midday peak hour. It would be 22.5% for the weekday p.m. peak hour. These growth estimates all based on future growth exceeding historical growth on the nearby section of OR 281 and approximate ODOT's 2024 Future Volume Table estimate of 25.7% growth between 2004 and 2024 for OR 281 at Eliot Drive. Figure 9 illustrates the resulting 2027 Sunday and weekday peak hour background traffic volumes.

2027 Background Conditions, Operational Analysis

An operational analysis was conducted at each study intersection to assess 2027 background traffic operations. As indicated in Figure 11, the background traffic analysis determined that all of the study intersections are forecast to operate acceptably. Appendix "L" includes the year 2027 background conditions level-of-service worksheets.

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LEGEND

- CM = CRITICAL MOVEMENT (UNSIGNALIZED)
- LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)
- Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)
- V/C = CRITICAL VOLUME-TO-CAPACITY RATIO

* ODOT HAS JURISDICTION OVER THE OR 281 (TUCKER ROAD) INTERSECTIONS. ACCORDINGLY, ODOT'S CRITERIA FOR TRAFFIC OPERATIONS IS FOR V/C RATIO OF <0.85. REPORTS OF LOS AND DELAY ARE FOR INFORMATIONAL PURPOSES ONLY, AND ARE NOT RELEVANT FOR ODOT REVIEW.

NOTE:

- SUNDAY PEAK HOUR OCCURS AT 11:15-12:15 AM
- WEEKDAY PEAK HOUR OCCURS AT 4:15-5:15 PM

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2027 BACKGROUND TRAFFIC CONDITIONS
SUNDAY MIDDAY AND WEEKDAY PM PEAK HOUR
HOOD RIVER, OREGON FIGURE 11

2027 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis reveals how the study area's transportation system will operate with the inclusion of traffic from the proposed new church development under seasonally high traffic conditions in 2027.

Trip Generation

The trip generation characteristics for the proposed Assembly of God Church during the Sunday midday and weekday p.m. peak hours for 2027 are the same as that described for 2007 conditions and shown on Tables 5 and 6. This trip generation is entirely derived from the standard reference *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (Reference 5).

Trip Distribution

The distribution and assignment of site-generated trips from the proposed Assembly of God Church during the Sunday midday and weekday p.m. peak hours for 2027 is the same as that described for 2007 conditions and shown on Figures 6 and 7.

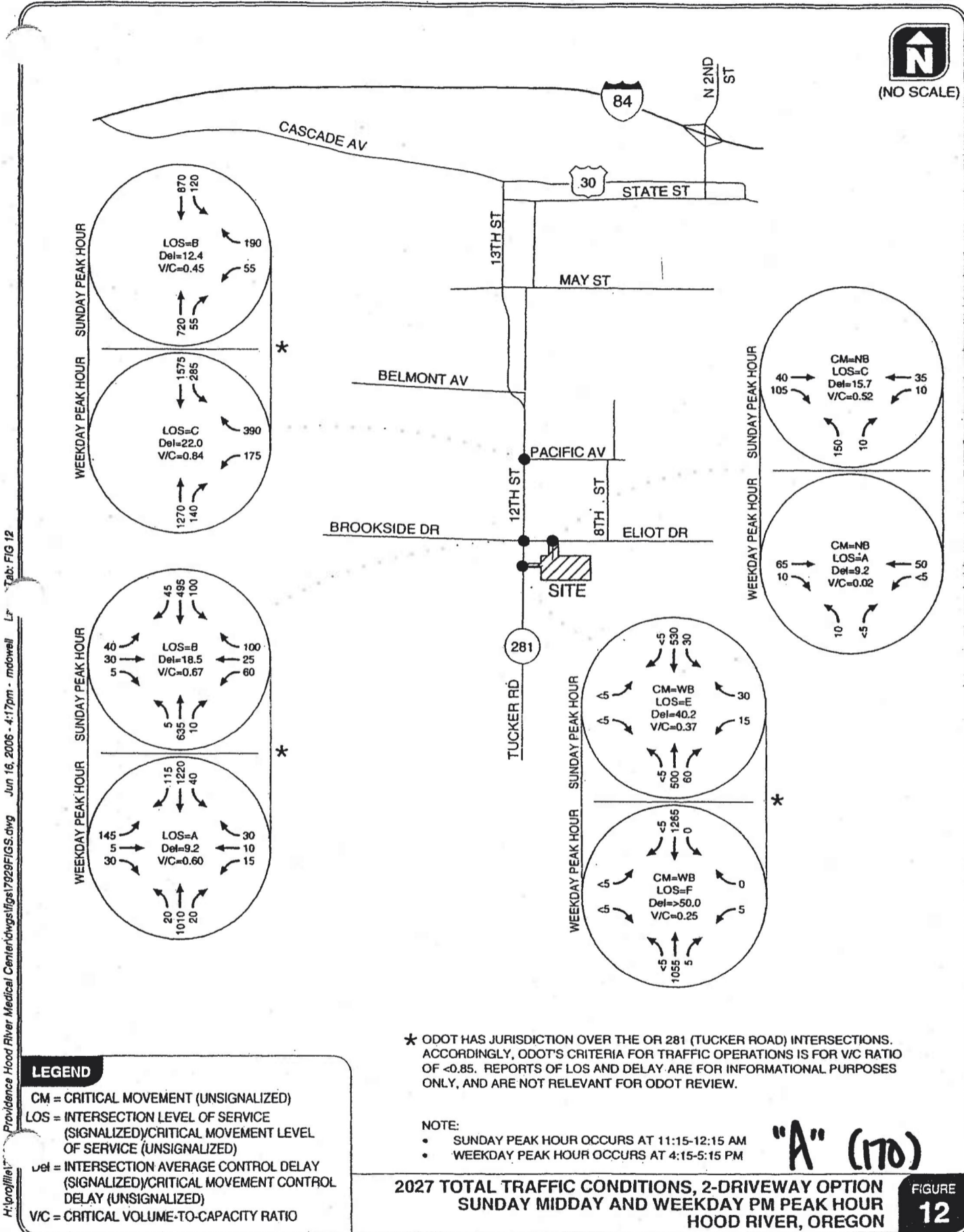
2027 Total Traffic Conditions, Operational Analysis

To assess the two-driveway option for 2027 conditions, the 2027 background traffic volumes shown in Figure 11 were added to the site-generated traffic with two driveways shown in Figure 7 to arrive at the total traffic volumes shown in Figure 12. Figure 12 shows Sunday midday and weekday p.m. peak hour traffic estimated with the development in the summer of 2027 with site driveways on both Eliot Drive and Tucker Road. Figure 12 also provides a summary of the forecasted 2027 total traffic levels of service, delays, and volume/capacity analyses with full build-out of the proposed church under the two-driveway option. As indicated in Figure 12, the total traffic analysis determined that all of the study intersections are forecast to operate with acceptable volume-to-capacity ratios during both the Sunday midday and weekday p.m. peak periods.

To assess the one-driveway option, the 2027 background traffic volumes shown in Figure 11 were added to the site-generated traffic with one driveway shown in Figure 8 to arrive at the total traffic volumes shown in Figure 13. Figure 13 shows Sunday midday and weekday p.m. peak hour traffic estimated with the development in the summer of 2027 with a site driveway only on Eliot Drive. Figure 13 also provides a summary of the forecasted 2027 total traffic levels of service, delays, and volume/capacity analyses with full build-out of the proposed church under the one-driveway option.

As indicated in Figure 13, only two of the four study intersections are forecast to operate acceptably during both the Sunday midday peak hour. The intersection of Eliot Drive with the church site driveway would achieve a "D" level-of-service during the Sunday peak hour, exceeding the County's "C" standard for level-of-service. Provision of a dual-lane exit would not improve this level-of-service. The intersection of OR 281 with Eliot Drive would exceed ODOT's 0.85 volume-to-capacity ratio standard for urban areas during the Sunday peak hour. The latter problem could be corrected by altering the signal phasing to allow for north/south protective/permissive signalization (it is now only permissive) but at a cost of more delay to north/south through movement. If signalized with north/south protective/permissive phasing the volume-to-capacity ratio could be made 0.80. *Appendix "M" contains the 2027 total traffic level-of-service worksheets.*

"A" (169)



H:\p\proj\11\Providence Hood River Medical Center\hgs\figs\7929\FIGS.dwg Jun 16, 2006 - 4:17pm - mdowell Lr Tab: FIG 12

Tucker Road Site Access

The proposed access onto Tucker Road (OR 281) would be located in an area in which there is no curbing, or any defined access to four adjacent businesses. The proposed church driveway on Tucker Road would be located within a hundred feet of these undefined driveways on either side. In addition, the proposed church driveway would be located within the tapering section on Tucker Road in which the road is transitioning from a five-lane to a two-lane section, but is effectively only two lanes wide.

A driveway at Tucker Road would be used primarily for access to and from the proposed church before and after Sunday services. It would be aligned with the existing Idlewild Cemetery driveway across Tucker Road. During that time, traffic volumes on Tucker Road are substantially lower than during weekday peak hours. In addition, access to Tucker Road would potentially improve access for emergency services. An access spacing variance would have to be granted by ODOT to permit such access as it would violate ODOT's Division 51 access spacing requirements. The proposed driveway could be permitted to include future common crossover easement provisions for adjacent lots if and when redevelopment occurs there.

2027 Maximum Queues, Site Driveway

A queuing analysis was conducted to ensure that adequate storage would be available for vehicles in 2027 exiting the site onto Eliot Drive and Tucker Road from the site driveways. Table 10 summarizes this queuing analysis for the Sunday midday and weekday p.m. peak hours under 2027 total traffic conditions. As shown on Table 10, more than adequate space is available. Under the one-driveway option, queuing on the Eliot Drive driveway would be far more pronounced. All queuing would take place on private church property with no impact to the public street system. *Appendix "N" includes the 2027 total traffic maximum queuing worksheets.*

Table 10 Year 2027 Site Driveways, 95th Percentile Sunday and Weekday Peak Hour Queuing Summary

Peak Hour & Intersection	Option	Queue (Feet)	Storage (Feet)	Adequate
Eliot Drive - Sunday	2-Drwy	100	250	Yes
Eliot Drive - Sunday	1-Drwy	200	250	Yes
Eliot Drive - Weekday	2-Drwy	25	250	Yes
Eliot Drive - Weekday	1-Drwy	25	250	Yes
Tucker Road - Sunday	2-Drwy	75	300	Yes
Tucker Road - Weekday	2-Drwy	25	300	Yes

2027 Left-Turn Lane Warrant Analysis

An analysis was conducted to see whether a median left-turn lane would be warranted in 2027 for the section of OR 281 where the proposed church driveway would be located. The analysis found that even during the church's peak hour on Sunday morning the left-turn volume would not be sufficient to warrant a left-turn lane on Tucker Road. *Appendix "O" includes 2027 left-turn lane warrants analysis worksheets.*

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Emergency Vehicle Access

The provision of two driveways, one on Eliot Drive and one on Tucker Road, would provide for the quickest and best emergency vehicle access. All emergency vehicle access (fire, police, and medical) would be off of Tucker Road. The nearest fire station is the West Side #2 which is less than a mile to the south on Tucker Road. Its vehicles could get to the church fastest via a Tucker Road driveway and its Fire Marshall has stated such access would better enable his crews to respond to fires at the church. Of the two backup fire services available, one (the Odell Fire District) would also send its vehicles from the south on Tucker Road while the other (Hood River Fire Department) would send its vehicles from the north on Tucker Road. Having two access points also makes it easier for emergency vehicles to get in and out and to better reach the specific areas they are trying to reach.

TRANSPORTATION PLANNING RULE COMPLIANCE**Oregon Transportation Planning Rule**

This report addresses the Oregon Transportation Planning Rule (based on OAR 660-12-0060) to demonstrate that the proposed zone adaptation is compliant with adopted state policies. This section evaluates the compliance of the proposed land use action with the Transportation Planning Rule (TPR).

The overall impact that the proposed land use action would have on transportation may best be answered by comparing daily and peak hour traffic volumes likely to be generated by the subject site under the proposed land use (church) versus a reasonable maximum level of use permitted by the existing zoning. A portion of the site is currently zoned commercial; a zone change or comprehensive plan amendment is not being applied for on this portion of the site. The portion of the site for which a land use change is being requested is for that which is currently designated for Exclusive Farm Use (EFU). The existing zoning is EFU, a zoning which permits church use; however OAR 660-33-120-130(2) stipulates that churches "shall not be approved within three miles of an urban growth boundary unless an exception is approved pursuant to ORS 197.732 and OAR Chapter 660, Division 004". The proposed comprehensive plan amendment and zone change would modify the zoning to Rural Residential (RR) in a RR-10 zoning district. This land use change would allow a church on this property.

Estimated traffic to be generated by the site on a typical Sunday is shown in Table 11 and on a typical weekday in Table 12. Trip generation estimates were largely derived from the standard *Trip Generation, 7th Edition*, published by the Institute of Transportation Engineers (Reference 5). One land use, winery, was not covered in *Trip Generation*. For that land use, trip generation estimates were taken from a weekday and Saturday survey of three wineries in Washington's Walla Walla County (Reference 8). Estimates for Sunday were based on winery survey results summarized by California's Napa County Conservation, Development, and Planning Department showing Sunday winery traffic to approximate 80% of Saturday levels (Reference 9). This "reasonable maximum level of use" comparison assumes that under existing zoning there would be these elements present on the site:

- 1) A 2,000 square-foot fast-food restaurant with a drive-through facility on Lot 2601, bordering Tucker Road and zoned C-1 Commercial
- 2) A 4.4-acre winery on Lot 2700, with indirect access on Tucker Road and zoned EFU for Exclusive Far Use
- 3) A single-family house on Lot 2400, bordering Eliot Drive and zoned R1-7500 Residential

"A" (173)

Table 11 shows the likely trip generation under proposed and existing zoning for Sundays. Table 12 shows the likely trip generation under proposed and existing zoning for weekdays. For Sundays, a reasonable maximum level of traffic that might be generated under existing zoning would be almost as high (92%) as a church would generate. Unlike a church, however, that traffic would not be concentrated into a peak hour but be more evenly spaced temporally. Therefore, the impact on the Sunday midday peak hour would be much less intense. However, there is more than sufficient capacity on the street system to accommodate traffic flows on Sunday. The adjacent street system is most taxed during the weekday peak hours, a time at which the church has a minimal impact.

Table 11 Estimated Sunday Trip Generation, Zoning Comparison

Land Use	ITE Code	Units*	Daily Trips	Sunday MD Peak Hour Trips		
				Total	In	Out
Proposed Zoning						
Church	560	35	1,280	410	205	205
Existing Zoning						
Fast Food (Dr Thru)	934	2.0	1,080	75	35	40
Winery	NA	4.4	90	10	5	5
1-Family House	210	2	10	NA	NA	NA
Total Existing	NA	NA	1,180	85	40	45

* For Church and Fast Food: 1,000 gross square feet of building space; for Single-Family Dwelling: Houses; for Winery: Acres

Table 12 Estimated Weekday Trip Generation, Zoning Comparison

Land Use	ITE Code	Units*	Daily Trips	Weekday PM Peak Hour Trips		
				Total	In	Out
Proposed Zoning						
Church	560	35	320	30	15	15
Existing Zoning						
Fast Food (Dr Thru)	934	2.0	990	70	35	35
Winery	NA	4.4	120	20	10	10
1-Family House	210	2	10	NA	NA	NA
Total Existing	NA	NA	1,120	90	45	45

* For Church and Fast Food: 1,000 gross square feet of building space; for Single-Family Dwelling: Houses; for Winery: Acres

For weekdays, in contrast, a reasonably maximum level of traffic that might be generated under existing zoning would generate over three times the amount of traffic that a church would. In the weekday p.m. peak hour, the impact would be three times greater. Therefore, at the peak hours in which traffic is highest at the nearby intersections on OR 281, much more delay and congestion could be added by allowing the zoning to remain as it is than by adopting the plan amendment to permit the proposed

"A" (17A)

church from being developed. The church, with its small impact on weekday peak hour traffic, poses marginal impact to efficient flow on OR 281 than uses already permitted under existing zoning.

The Oregon Transportation Planning Rule (TPR) sets forth the relative criteria for evaluating plan and land use regulation amendments. Table 5 below summarizes the criteria in Section 660-012-0060 and whether or not such criteria are applicable to this particular situation in Hood River.

Table 13 Summary of Criteria in OAR 660-012-0060

Criteria	Description	Applicable?
1	Provides measures for mitigating a significant impact.	No, not a significant impact
2	Describes how to determine if a proposed land use action results in a significant impact.	See Response Below
3	Outlines local agency coordination requirements.	See Response Below
4	Indicates that the presence of a transportation facility shall not be the basis for an exception.	No
5	Indicates that local agencies should credit developments that provide a reduction in trips.	No
6	Outlines requirements for a local street plan, access management plan, or future street plan.	No
7	Provides guidelines for mixed-use, pedestrian-friendly neighborhood	No

As noted in Table 13, there are seven criteria that apply to Plan and Land Use Regulation Amendments. Of these, Criteria #2 and #3 are applicable. These criteria are shown below in *italics* with our response shown in standard font.

(2) *A plan or land use regulation amendment significantly affects a transportation facility if it:*

(a) *Changes the functional classification of an existing or planned transportation facility;*

Response: The proposed comprehensive plan amendment will not require or result in any changes to the functional classification of any transportation facility.

(b) *Changes standards implementing a functional classification system;*

Response: The proposed comprehensive plan amendment will not require or result in any changes to the standards that implement the functional classification system.

(c) *Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility;*

Response: The existing and proposed comprehensive plan and zoning designations are consistent with the functional classification of the facilities that serve the site.

"A" (175)

(d) Would reduce the performance standards of the facility below the minimum acceptable level identified in the TSP.

Response: The proposed change will not result in degradation in level of service below minimum acceptable levels if recommended measures are taken. In order to comply with provisions of the Oregon Transportation Planning Rule (TPR), the zone change and comprehensive plan amendment for the portion of the property currently designated for Exclusive Farm Use (EFU) should limit its use to that of a church, as proposed.

(3) Determinations under subsections (1) and (2) of this section shall be coordinated with affected transportation facility and service providers and other affected local governments.

Response: The project team is coordinating the assessment of the transportation impact analysis with the City and County of Hood River and with ODOT.

Oregon Highway Plan

Under Policy 1F (Highway Mobility Standards), Section 1F.6, of the Oregon Highway Plan, the evaluation of amendments to transportation system plans, acknowledged comprehensive plans, and land use regulations subject to OAR 660-12-060, in situations where the volume-to-capacity ratio for a highway segment, intersection or interchange is above the standards in Table 6 or Table 7 of the Oregon Highway Plan, or those otherwise approved by the Commission, and transportation improvements are not planned within the planning horizon to bring performance to standard, the performance standard is to avoid further degradation. If an amendment to a transportation system plan, acknowledged comprehensive plan or land use regulation increases the volume to capacity ratio further, it will significantly affect the facility.

Response: All study area intersections are forecast to operate at acceptable volume-to-capacity standards (under 0.85) established by the *Oregon Highway Plan* under both the existing and proposed comprehensive plan and zoning designations in year 2027 if the recommended measures shown herein are adopted.

"A" (176)

Conclusions and Recommendations

Based on the results of the traffic impact analysis, the proposed Assembly of God Church can be developed while maintaining acceptable levels of service and safety on the surrounding transportation system even during high traffic summer conditions. The analysis resulted in the findings and recommendations outlined below:

FINDINGS

Existing Conditions

- During the Sunday midday and weekday p.m. peak hours, study area intersections currently operate acceptably.

Year 2007 Background Traffic Conditions

- With added traffic from two new developments and general background growth, 2007 background conditions (without development of the proposed church) are forecast to operate within acceptable operating standards during the Sunday midday and weekday p.m. peak hours.

Proposed Development Activities

- Access to the site is proposed via a driveway located on Eliot Drive approximately 400-450 feet east of Tucker Road and another driveway located on Tucker Road approximately 280-330 feet south of Eliot Drive.
- The proposed church is estimated to generate approximately 1,280 daily trips on Sundays, of which approximately 410 would occur during the midday peak hour. On weekdays, the proposed church is estimated to generate approximately 320 daily trips, of which approximately 30 would occur during the p.m. peak hour.

Year 2007 Total Traffic Conditions:

- Under summer 2007 total traffic conditions (with the new church), all of the study intersections are forecast to function acceptably during the Sunday midday peak hour and the weekday p.m. peak hour based on ODOT operational standards for the OR 281 state highway and the County and City standards for Eliot Drive under the two-driveway option.
- Under the one-driveway option the intersection of Eliot Drive with the church site driveway would exceed the County's standard for level-of-service during the Sunday peak hour.
- Under horizon year 2007 total traffic conditions, the 95th percentile queuing space would be adequate on both church's driveways.
- The proposed use is in compliance with the provisions in the Oregon Transportation Planning Rule and the Oregon Highway Plan. The proposed comprehensive plan amendment and zone change simply permits a use at the site that was permitted a few years ago and is compatible with surrounding zoning and existing roadway facilities. Intensive development under the existing plan and zoning could produce three times as much weekday peak hour traffic.

"A" (177)

Section 6

References

"A" (178)

References

1. Transportation Research Board. *Highway Capacity Manual*. 2000.
2. Tables 6 and 22. Oregon Department of Transportation, *Oregon Highway Plan*. 1999.
3. City of Hood River. *Transportation System Plan*. 1999.
4. Kittelson & Associates, Letter to Donald Hoffman, *Fatal Flaw Transportation Impact Analysis for the Proposed Horizon Christian School*, August 14, 2001.
5. Institute of Transportation Engineers. *Trip Generation Handbook, Second Edition*. 2004.
6. Oregon Department of Transportation Memorandum, *Traffic Signal Approval, Hood River Highway, OR 281 @ Eliot Drive/Brookside Drive*, Ed Fischer to Bill Ciz, December 26, 2000.
7. County of Hood River. *Article 19 – Access Management Standards*. 2003.
8. Transpo Group, *Traffic Impact Analysis for the Murr Winery*, November 15, 2001.
9. County of Napa, Conservation, Development, and Planning Department. *Napa County Winery Traffic Generation Characteristics*, undated.

"A" (179)

APPENDIX

**Memo to Michael Robinson from Blair Carter, regarding Legislative History of
OAR 660-033-130, dated June 12, 2006**

"A" (180)

June 12, 2006

TO: Michael Robinson
FROM: Blair C. Carter
RE: Legislative History of OAR-660-033-130

BACKGROUND

Providence Hood River has entered into a purchase agreement for property currently owned by a church. The agreement was conditioned on the church's ability to build a replacement facility at a new site. Given the location of this designated new site, current Oregon Administrative Rule (OAR) 660-033-130(2) of the Land Conservation and Development Department, prohibits the church from building because the site is within three miles of an Urban Growth Boundary (UGB).¹

QUESTION PRESENTED

What is the legislative history behind the "three-mile" prohibition motivating the current OAR?

SHORT ANSWER

Unfortunately, there is no documented reasoning behind the "three-mile" prohibition. The most likely explanation is the prevention of urban sprawl, however no explanation was given for its inclusion during the drafting of OAR 660-033-130.

DISCUSSION

The lack of legislative discussion on this issue is not surprising given the list of other concerns which the Land Conservation and Development Commission (LCDC) addressed during the public hearings. This discussion will briefly summarize the legislative history of OAR 660-033-130.

¹ Table 1 of OAR 660-033-120 lists the approved development and uses on agricultural land. In conjunction with OAR 660-033-130, churches are prohibited on "high value farmland" as defined in OAR 660-033-010 (unless a church already exists on the land), and within three miles of an UGB.

The LCDC announced a notice of rulemaking on September 1, 1992. There were several versions of OAR 660-033-130 as the rule progressed from hearings to adoption, but all of the versions contained the same language as the current rule which prohibits certain facilities from being built on "High-Value Farmland" and within three miles from an UGB.

There were several public hearings on this rule, but the focus of contention remained on the definition of the less restrictive small-scale resource lands, the definition of non-farm dwellings, the minimum level of farming income to constitute a farm dwelling, and the minimum lot size of High Value Farmland. No mention was made of the "three-mile rule" in the LCDC comments or the public hearing testimony. Every version of the rule contained the same unaltered language with respect to this restriction.

Ron Eber of the Department of Land Conservation and Development (DLCD) speculated that the "three mile provision" was probably included in order to "prevent urban sprawl."² Given the public exposure on the other major issues raised at the statewide hearings, it is not surprising that this portion of the rule escaped discussion.

BCC:bcc

² Interview with Ron Eber, DLCD Farm & Forest Lands Specialist, in Salem, Or. (June 9, 2006).

Eric Walker

From: Robinson, Michael C. (Perkins Coie) [MRobinson@perkinscoie.com]
Sent: Wednesday, September 13, 2006 3:54 PM
To: Eric Walker
Cc: Mike Benedict; mstiven@aol.com; dana.white@providence.org; gary.fish@state.or.us; revtka@gorge.net; Robinson, Michael C. (Perkins Coie)
Subject: Application by Hood River Assembly of God
Attachments: Exception Stmt.pdf

Dear Mike and Erick,
Pursuant to the discussion that we had with Department of Land Conservation and Development officials last summer, we agreed upon the enclosed exception statement to be included as part of the application. I have enclosed the agreed-upon exception statement with this email. Please make this part of the application. The applicant requests that this exception statement be adopted in the event the Board of County Commissioners approves the application.

<<Exception Stmt.pdf>>
Please call me if you have any questions.
Mike

sent by **Corinne F. Ryan**
Legal Secretary to Michael C. Robinson
and Lynne M. Paretchan
Perkins Coie LLP
1120 N.W. Couch Street, Tenth Floor
Portland, OR 97209-4128
Phone: (503) 727-2000
Direct: (503) 727-2137
Fax: (503) 727-2222

IMPORTANT TAX INFORMATION: This communication is not intended or written by Perkins Coie LLP to be used, and cannot be used by the taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer under the Internal Revenue Code of 1986, as amended.

NOTICE: This communication may contain privileged or other confidential information. If you have received it in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

9/13/2006

"A" (183)

**Statewide Planning Goal 3, "Agriculture," Exception Statement for
Hood River Assembly of God Church in Hood River County to
allow a church on non-high value land within three miles of the
Hood River Urban Growth Boundary**

OAR 660-33-120-130(2) provides that churches "shall not be approved within three miles of an urban growth boundary unless an exception is approved pursuant to ORS 197.732 and OAR Chapter 660, Division 004." The Hood River Board of County Commissioners (the "Board") has reviewed the application for an exception to Statewide Planning Goal ("Goal") 3, "Agriculture," and has determined that the applicable requirements for a reasons exception are satisfied.

OAR 660-004-0005(1) defines an exception as a comprehensive plan provision, including an amendment to an acknowledged comprehensive plan, that is applicable to specific properties and does not establish a planning or zoning policy of general applicability, does not comply with some or all Goal requirements applicable to subject property (in this case, Goal 3) and complies with the provisions of OAR Chapter 660, Division 4, "Interpretation of Goal 2 Exception Process." This statement constitutes the approval of the exception on this property described as 2N 10E 1B, tax lot 2700 and containing 4.4 acres, more or less.

The applicant has applied for and received approval for a comprehensive plan map and zoning map amendment from Exclusive Farm Use ("EFU") to Rural Residential ("RR") and the RR-10 zoning district. The Board finds that the evidence supports a determination that the applicable requirements found in the Hood River Comprehensive Plan, the Hood River Development Code, applicable Statewide Planning Goals and applicable administrative rules are satisfied.

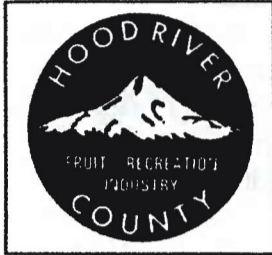
Pursuant to OAR 660-004-005(1) and OAR 660-004-0018(4)(a), the County is required when it takes an exception under the "Reasons" section of ORS 197.732(1)(c) and OAR 660-004-0020 through 660-004-0022 to adopt plan and zone designations to limit the uses, density, public facilities and services, and activities to only those that are justified in the exception.

The use approved by this exception is a church. The church use includes worship facilities, religious activities including, without limitation, weddings and other religious gatherings, office facilities for use by the church, a gym, off-street parking and outdoor recreation facilities. The building will be approximately 37,000 square feet. The church has not requested, nor has the County approved, day care or school activities associated with the use. The approved density (lot coverage) is that allowed in the RR-10 zoning district. Public facilities and services which are allowed in conjunction with the exception include access to a county road, Elliot Drive, and a

"A" (184)

state highway, Oregon Highway 281, Tucker Road, domestic water service is provided by the Ice Fountain Water District, fire protection and emergency response service are provided by the West Side Fire District, and police services are provided by the Hood River County Sheriff's Office. No public sanitary sewer service will be provided. The applicant will be responsible for obtaining the necessary on-site sanitary disposal permits subject to applicable County and Oregon Department of Environmental Quality ("DEQ") requirements.

The Board finds that pursuant to Hood River County Zoning Ordinance Section 64.15.E, the Planning Director may impose conditions of approval on the application. The Planning Director recommended approval of the exception to the Hood River Planning Commission with a condition limiting the use of this property in the RR-10 designation only for the church as described in this statement. Further, the Planning Director recommended a condition of approval requiring that the church record a restrictive covenant limiting the use of this property to the exception as approved in this statement. These conditions of approval shall run with the land.



Hood River County Environmental Health

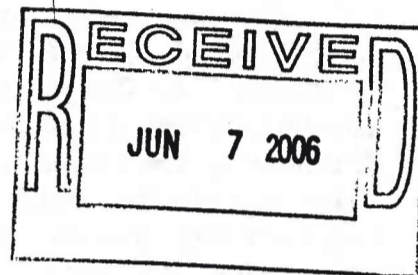
Darryl Barton
Mike Matthews

1109 June Street
Hood River, Oregon 97031

(541) 387-6885

August 11, 2005

Hood River Assembly of God Church
Terry Abbott
1110 May Street
Hood River, OR 97031



RE: Site Evaluation 2N 10E 1B #2700

IMPORTANT DOCUMENT – SITE EVALUATION REPORT

-This is not a construction permit-

This document is a technical report for the purpose of establishing an On-Site Wastewater Treatment and Disposal System on proposed the property described as 2N 10E 1B #2700. *This report is not a Construction Permit but may be converted to a permit once a completed application is submitted and found to comply with the requirements of Oregon Administrative Rules (OAR) 340-71-160 Permit Application Procedures – General Requirements.*

The soil observed on this property consisted of Wind River fine sandy loam, medium to dark brown in color (Munsell 10yr 4/4) dry, well drained, fine grained sand, with no stone present; weak fine granular structure; soft, very friable, non sticky and non plastic; many very fine roots. The profile was very consistent throughout the eighty four inch depth pit. I found no evidence of permanent or temporary water presence.

Based on the characteristics observed during this site evaluation; **the proposed parcel is approved for a Standard system for initial and replacement, with equal distribution. A minimum of Fifty (50) feet of drainfield per One Hundred and Fifty (150) Gallons of water used per day will be necessary to effectively treat effluent from an onsite wastewater system.**

The system must be designed to handle flows which will be determined after plans for the church are finalized based on 5 gallons per day per seat with a minimum of 150gallons per day. A minimum of a One Thousand (1000) Gallon Tank is also required. Premature failure of a system may occur flow limit is exceeded. **If you expect your facilities water usage to exceed these flows, it is recommended that the system be made larger.**

A copy of the site evaluation field worksheet is attached and the *minimum system requirements and specification are as follows:*

ATTACHMENT "B" (1 of 13)

Standard Subsurface System

- **Submit a detailed site development plan showing all proposed structures, proposed tank location and drainfield area, as well as a reserve drainfield area of equal size.**
- **Secure a construction permit for the system from this office prior to, or at the time of, obtaining Sanitation signoff for the building permit application.**
- **50 lineal feet of drainfield line per 150 gallons of flow per day minimum.**
- **No single drainfield line to exceed 100 feet.**
- **The first drainfield line may not be less than one third the total length required without consent from this office.**
- **Equal distribution: Minimum trench depth of eighteen (18) inches. Maximum trench depth of thirty (36) inches.**
- **1000-gallon septic tank with maintenance riser. (If you plan on having a garbage disposal then an effluent filter installed on the outlet sanitary T of the septic tank will be required. The filter will reduce suspended solids that would enter your drainfield.)**
- **The drainfield must be installed in the area that was tested and approved.**
- **The initial system and replacement area shall meet all minimum separation distances set forth in Table 1 of OAR 340-071-0220.**
- **Construct and maintain system pursuant to OAR Chapter 340 – Division 71 & 73 and Oregon Revised Statutes (ORS) Chapter 454.**
- **The disposal area, including the installed system and replacement area shall not be subject to any activity that would, in the opinion of the Agent, adversely affect the soil or the functioning of the system. This may include, but not limited to, vehicular traffic, covering area with asphalt or concrete, filling, cutting, or other conditions that would modify the soil characteristics.**

This system requires a Pre-cover inspection of the tank and installed absorption facility.

This approval is given on the basis that the lot or parcel described above will not be further partitioned or subdivided and that conditions on subject or adjacent properties have not been altered in any manner which would prohibit issuance of a permit pursuant to ORS 454.605 through 454.755 and Oregon Administrative Rules of the Environmental Quality Commission. Any such subdividing, partitioning, or altering would void this approval.

If you have any questions regarding this matter feel free to call me at (541) 387-7129.

Sincerely,



Mike Matthews
Environmental Health Specialist
Hood River County

SITE EVALUATION FIELD WORKSHEET

Tax Reference 2N 10E 1B 2700 Evaluator M. MATTHEWS
 Applicant H.R. ASSEMBLY OF GOD Date 6/5/06 Parcel Size 4.4 ACRES

Pit #	Depth	Texture	Soil Matrix Color and Mottling (Notation), % Coarse Fragments, Roots, Structure, Layer Limiting Effective Soil Depth, etc.
PIT I	0-48"	SAND	10 YR 4/4, FINE & COARSE ROOTS TO 48" MANY FINE ROOTS TOP 9", VERY CON- SISTANT MEN TO FINE SAND, NO ROCK OR GRAVEL, NO EVIDENCE
			OF GROUND WATER
			(SAMPLE FROM 30" DEPTH SOIL IS MOIST, NO LIMITING LAYER
			PIT TO 84"
PIT II PIT III			BOTH THE OTHER PITS ARE EXACTLY THE SAME AS ABOVE.

SAMPLE TEST RESULTS:

CLAY	> 1mm	1.6%	TABLE 6 OAK 340-071-0100 <u>SAND</u>
SILT	2mm	3.3%	
SAND	57mm	95%	
TOTAL	60mm		

Landscape Notes OVER PARCEL WITH GRASS
 Slope 3-5% Aspect S.E. Groundwater Type NONE NOTED
 Other Site Notes _____

SYSTEM SPECIFICATIONS

Type System: _____ Design Flow T.B.D. gpd Disposal Field Size _____ Linear Feet
 Initial STANDARD System Sizing 50' / 150 g. Max. Depth Absorption Facility (in) 36"
 Replacement STANDARD System Sizing 50' / 150 g. Max. Depth Absorption Facility (in) 36"

Special Conditions *DESIGN FLOW TO BE DETERMINED ONCE
 PLANS FOR CHURCH ARE FINALIZED

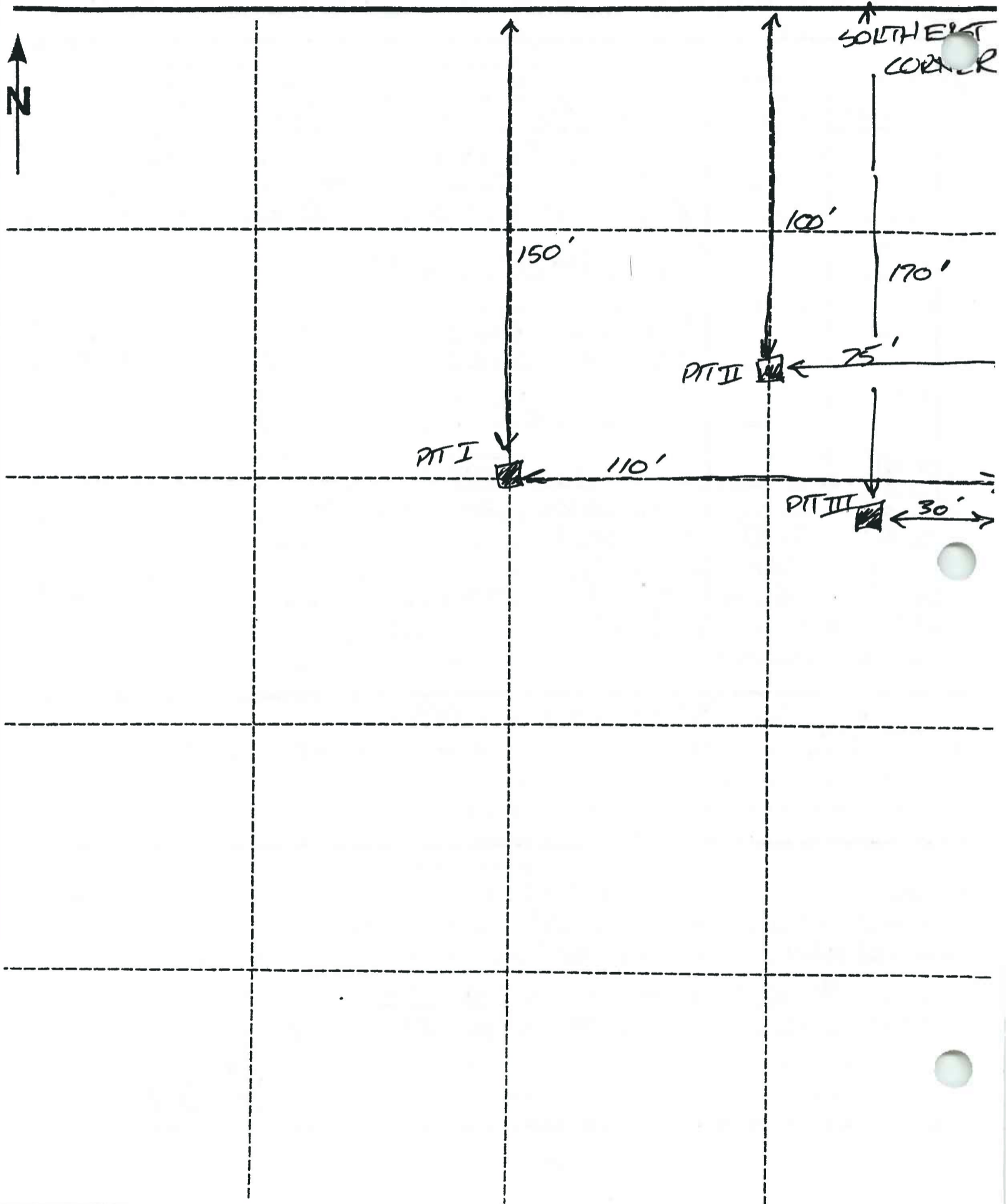
"B" (2)

Tax Reference ZN-10E-1B-401

Evaluator: IK MATTHEWS

Applicant ASSEMBLY OF GOD

Date: 6/5/06



Farmers Irrigation District

1985 Country Club Road, Hood River, Oregon 97031
541-386-3115 Phone; 541-386-9103 Fax;
fidhr@gorge.net email

8/21/2006

Eric D. Walker, Principal Planner
601 State Street
Hood River Oregon 97031

Re: Comprehensive Plan & Zone Change and CUP #06-236

Dear Mr. Walker

Farmers Irrigation District has reviewed the Application for the Hood River Assembly of God. Tax Lot 2400 has .40 water right acres, Tax Lot 2700 is fully irrigated with 4.40 water right acres. Water rights will have to be removed from all paved surfaces and building areas. A plan showing the irrigable areas in square feet will be required. Call Rick to complete all forms.

At this time the Farmers Irrigation District has no other comments.

Thank you for notification of this matter.

Sincerely,



Rick Brock
Water Rights Department
541-387-5263

AUG 22 2006

"B" (3)

8-20-06



Hood River County Planning & Building Services
601 State Street, Hood River OR 97031

MICHAEL BENEDIC, DIRECTOR
(541) 387-6840 • FAX (541) 387-6873
E-mail: plan.dept@co.hood-river.or.us

DEAN A. NYGAARD, BUILDING OFFICIAL
(541) 386-1306 • FAX (541) 387-6878
E-mail: building@co.hood-river.or.us

August 18, 2006

To: Terrell Abbott, Pastor, Assembly of God
Martha Stiven, Stiven Planning and Development Services, LLC
Michael Robinson, Attorney, Perkins Coie LLP
Gary Fish, Dept. of Land Conservation and Development
Sandra Berry, County Assessor
Darryl Barton, County Environmental Health
Joseph Wampler, County Sheriff
Don Wiley, County Engineer
Dean Nygaard, County Building Official
Anne Saxby, Soil & Water Conservation District
Kristin Stallman, ODOT (Region 1)
Mike Keyes, ODOT (District 2C)
Jim Trammell, West Side Rural Fire Protection District
Mark Beam, Ice Fountain Water District
Rick Brock, Farmers Irrigation District
Jonathan Garca, Hood River Valley Residents' Committee
Adjacent Property Owners (77)

From: Eric D. Walker, Principal Planner *EW*

2N-10E-01-NW/NE-2400 L45 W-4
2N-10E-01-NW/NE-2700 L4.40 W-4

RE: Comprehensive Plan & Zone Change and Conditional Use Permit #06-236

Request: The Hood River Assembly of God has made application for a "Reasons Exception" to Statewide Planning Goal 3 and a Comprehensive Plan and Zone Change to convert the zoning of a portion of their property from Exclusive Farm Use (EFU) – Non High Value Farmland (NHVF) to Rural Residential (RR-10). As part of this request, the applicant is also applying for a Conditional Use Permit (CUP) to establish a church.

Location: The subject property is located near the corner of Eliot Drive and Tucker Road (Highway 281) and is described as 2N 10E 1B Tax Lots #2400, #2601, #2700 and #2703. (See attached vicinity map). All four tax lots are involved in the development of the proposed church, although only Tax Lots #2400 and #2700 require conditional use permit approval and only Tax Lot #2700 requires a zone change.

Zoning: Tax Lot #2400 is currently zoned Residential (R-1), Tax Lots #2601 and #2703 are zoned Commercial (C-1), and Tax Lot #2700 is zoned EFU.

Applicable Criteria: The above mentioned applications will be reviewed pursuant to Article 7 (EFU Zone), Article 10 (Residential Zone), Article 15 (Rural Residential Zone), Article 21 (Commercial Zone), and Article 60 (Administrative Procedures) of the Hood River

received
SEPTEMBER 20, 2006

Mr. Eric D. Walker
Principal Planner
Hood River County Planning & Building Services
601 State Street
Hood River, OR 97031

September 13, 2006

**RE: Comprehensive Plan & Zone and Conditional Use Permit #06-236, Hood River
Assembly of God Church**

Dear Mr. Walker,

We are writing to express our concern regarding the proposed development adjacent to our properties and the potential negative impact on the integrity and livability of our residential neighborhood.

Some of our families were approached by Pastor Abbott briefly about the desire to build their church on their property adjacent to our homes. At that time our understanding was that a church of similar scope and size to the existing Church on May Street would be built on our adjacent property, if approved. One of our families was not approached by any Assembly of God Church representative. The first interaction we had was a clearing of brush on our property beyond our fence and a sign posted in front of our fence facing into our yard stating "No Dumping." Our other neighbors had the same signs posted facing into their properties. We did call Pastor Abbott to express our dismay at this interaction and expressed our concern that the posting of the sign could have damaged our irrigation lines that are in the area where the wooden posts were hammered into the land.

The proposed building would be 35,000 square feet on newly zoned land. This proposed structure is significantly larger and taller than any other building in the surrounding commercial and residential area. We would have thought that a proposed structure of this size would have merited a neighborhood meeting where the Assembly of God Church could hear concerns from neighbors regarding the impact before investing in an extensive and costly design plan.

We have now reviewed the conditional use application by the Hood River Assembly of God Church. We could not find a definition in the Hood River County ordinances of what a conditional use permit means. In researching conditional use permits, it became apparent that it is use that is not normally allowed in a zone, but can be, if certain conditions are met. We live in the residences next to this property. As we understand it, until the zone is changed, a church is not allowed at all. When the zone is changed, houses are the allowed use in each zone, and it is the church that has to fit in, conditionally.

"B" (4)

We reviewed the site plan and the Satisfaction of Approval Criteria portion of the application (pages 15 -21) and believe the church has yet to satisfy the requirements for a conditional use.

Criteria:

1. Granting the request is in the public interest; the greater the departure from present land use patterns, the greater the burden on the applicant.

The applicant claims the public need is that the site is required for the hospital to expand in the City of Hood River. The applicant has not explained, however, why this site is compatible with the "present land use patterns" of this area. In fact, a significantly large part of this application is based on the hospital's need for expansion as justification for a church on this property.

We only see one reference to the impact on adjacent properties and that is under "Suitability". The application states the site is next to a residential zone and a landscape buffer will be provided. There has been no discussion of the impact of lighting, noise, acres of asphalt parking lot, our irrigation system, access, and height of the church building to the residences that are right up against the church property.

In reviewing the rules for a conditional use, we believe the church has the obligation to prove they will be compatible with the uses already there. In this letter, we are addressing the residential uses along the south and north sides of Eliot.

We very much hope the Planning Commission will make sure that the impact to our homes adjacent to this site, as well as our residential neighborhood will be included in their discussion of this application. We are the public, too, as well as neighboring homeowners with concerns about our property rights and values.

We have used the site plan to get some information about the church plans. However, both the site plan and the application do not address the following concerns we have as residential neighbors. **We would like the following issues to be addressed in detail in the plan so we have adequate information in order to respond. We ask that the information be given to us at minimum 2 weeks prior to the October 25 Hearing. If the applicant is not able to do so, we request that the Hearing be delayed until we are given the necessary information and have adequate time to respond with recommendations that address the livability to our residential community.**

1. Lighting: Will the parking lot be lit? If so, how brightly? What kind of lighting will be used? Will the athletic field be lit? If so, will the lights be on poles, and how high are the poles (both in the parking lot and field)? Will the church building be lit? If so, where and how brightly? What hours will lights be on? We have bedrooms and living rooms that face the site. We feel any lighting should be specifically described to be minimal in number, voltage and height, downward facing and pointed south. We bought our homes

based on the quiet and naturalness of our back yards. We like to enjoy quiet evenings outdoors with family and friends.

2. Noise: What are the hours of the church? Will it be used every day? How late will people be there in the evening? How many evenings per week? In addition to Sunday services, what other large events are held and when? What is the anticipated use of the athletic fields? Will the church be used by other church organizations? Will the field be used by other public or private groups? To what extent?

3. Irrigation: The application states that the church will use Farmers Irrigation to water the lawns and the field. This is a big area. We have a water pressure problem without the addition of the church. Has Farmer's Irrigation District said that the church will not use all the water before it gets to the houses on Eliot? What is the impact to us? What will be the guarantee that we will continue to receive current levels of irrigation for our lawns and gardens?

We therefore cannot support the church's request until we have information on the above concerns. We do not feel enough information has been provided for us to comment on the impact of a 35,000 square foot church on our homes relative to the above topics.

As stated previously, the applicant should provide answers to these questions at least two weeks prior to the Hearing for the neighbors to respond.

We have the following concerns about the site plan and application:

Suitability: This heading requires "suitability of the subject area for the type of development in question". There is plenty of discussion of the suitability of the site to the church. There is not enough discussion in the application to the suitability of the church to the area.

To make the church site fit in better in this neighborhood, we would like the following to be included:

Buffers and Parking: While we appreciate that the applicant states there is adequate room for a buffer, there is no description of what will be planted in this buffer area. Also, the buffer area is reduced in width to make room for parking alongside the north part of the property where a buffer is most needed. As proposed, cars will be parking directly facing one of our homes. When there are night events or services, the headlights will shine on the home, even through vegetation. We strongly recommend that a 20 foot buffer area be established along the north side of the property. This will help keep noise down and field activity from spilling over onto our homes. It will provide a separation from our small homes to a 35,000 square foot church and parking lot, and hopefully filter light. This will also help to accommodate our irrigation line right of way.

"B" (5)

Recommendation: Eliminate the row of parking from the driveway off Eliot east – along the north property line and reinstate the 20 foot buffer area the length of the side from the driveway east (see attached map). We would like to see this area (buffer) planted in a combination of deciduous trees and evergreens, not to exceed a height of 15 feet.

Also, there are very few trees in the main parking area. We are concerned about the heat generated from so much asphalt. We have researched other ordinances to find out about requirements for parking lots. A common requirement is 1 tree for every 7 parking spaces. This would reduce the heat from the parking lot and probably help a little with drainage. We strongly recommend this be added to the plan.

Recommendation: In order to reduce the heat and other negative aspects of a large asphalt parking lot, we recommend that for every 7 parking spaces, there is a tree.

Building Height: The church building design is 35 feet tall. This would be the tallest building in the area by more than 2 stories. We are a neighborhood of one-story homes and the businesses on Tucker Road are also one-story. The church will loom over all these buildings. Does that make it compatible with the area? In addition, the view of Mount Hood will be lost to some, which will adversely affect our quality of life and our home-owner property values.

Recommendation: Reduce the height of the building to 28 feet.

Access: The application says that the access will be from both Tucker Road and Eliot and will not interfere with the residential area. We do not agree with that statement. The church's front entrance faces Eliot and there is a landscaped driveway leading up to it. We assume church members will naturally gravitate toward this entrance rather than coming in off Tucker Road. This will change our neighborhood.

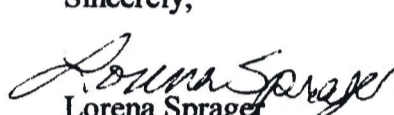
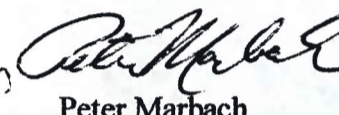
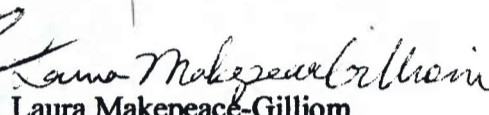
The traffic study says that on a given Sunday there will be an extra 1280 vehicle trips. We believe that the way the church and the site are designed, more than half, and probably up to three-quarters of those trips will be on Eliot. That is a minimum of 640 to 960 more cars on Eliot every Sunday. This is significant and would mean much more than a small impact to Eliot. Even if the traffic does not go all the way down Eliot, both the residents and church members will be using the same intersection.

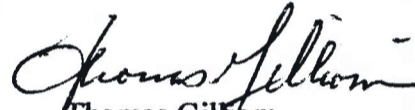
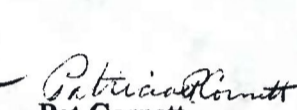
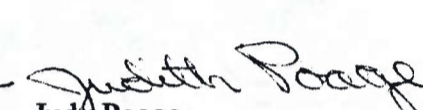
The weekly trips are much smaller – 320. But that is still an important change to traffic on Eliot. This is when our children are catching buses, walking home from school, riding bikes or scooters after school and the church will generate a significant increase in traffic.


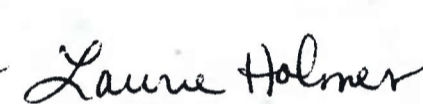

Recommendation: Move the main entrance to Tucker Road and mark the Eliot Road entrance as strictly secondary.

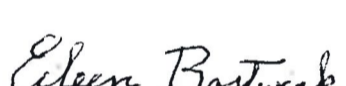
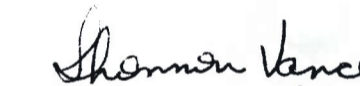
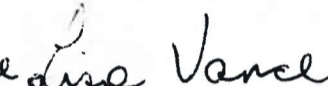
We know that the property behind our homes has been owned by the Assembly of God Church for many years. Having the church behind our homes has been inevitable. We understand the property has to be rezoned to rural residential first to allow the church. We want the Planning Commission to keep in mind that in both these zones, homes are the primary use. The church has to "fit in". We hope you take our request for more information and our comments as a way to allow this to happen, while respecting our rights to live in our homes.



Sincerely,

 Lorena Sprager 3121 Eliot Drive	 Peter Marbach 3121 Eliot Drive	 Laura Makepeace-Gilliom 3141 Eliot Drive
--	--	---

 Thomas Gilhom 3141 Eliot Drive	 Pat Cornett 3113 Eliot Drive	 Judy Poage 3096 Eliot Drive
--	---	---

 Eric Holmes 3160 Eliot Drive	 Laurie Holmes 3160 Eliot Drive	 Anne Bryant 1015 Tucker Road
--	---	--

 Eileen Bostwick 3157 Eliot Drive	 Shannon Vance 3170 Eliot	 Lisa Vance 3170 Eliot Drive
--	---	---

 Charlie Burwell 3131 Eliot Drive	 Nery Burwell 3131 Eliot Drive
--	--

Cc: Pastor Terry Abbott
Hood River Assembly of God Church
1110 May Street
Hood River, OR 97031

Jonathan Grace
Executive Director
Hood River Valley Residents Committee
P.O. Box 1544
Hood River, OR 97031

"B" (6)

Office:
(541) 386-5551

Fax:
(541) 386-7228



1185 Tucker Road
Hood River, OR 97031

Hood River County
Planning and Building Services

Re: Attached

Anne Debbaut, Senior Planner
#06-291 (Crispo et al)
Concerning only the line adjustment, No comment

Kevin Liburdy, Assistant Planner
#06-259 (Kinoshita)
No Comment

Eric D. Walker, Principal Planner
#06-236 (Assembly of God)
Concerning only the Zone Change, No Comment

Josette Griffiths, Senior Planner
#06-264 (Thomas)
No Comment

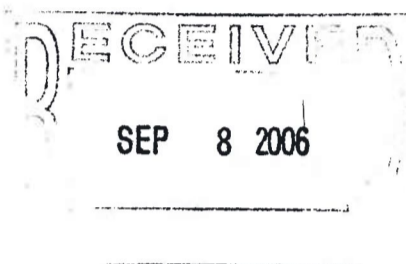
"B" (7)

3x7
6878



HOOD RIVER VALLEY
RESIDENTS COMMITTEE, INC.
P.O. Box 100
Mt. Hood, Oregon 97041

September 8, 2006



Eric Walker, Principal Planner
Planning and Community Development
601 State Street
Hood River, OR 97031

Re: Comprehensive Plan and Zone Change and Conditional Use Permit 06-236

Dear Eric,

HRVRC appreciates the efforts made by the hospital and the church to inform us about this proposal. Because the land use laws are somewhat contradictory on this matter, it is a complex proposal. The HRVRC executive committee is to hear a presentation on the potential traffic impacts on September 20th. Though the proposal will convert EFU land to another use, the principal concern at this point is the potential traffic impacts on the Eliot/Brookside, Tucker Road intersection. We are likely to raise those concerns again at any public hearing on this matter so that they may be fully addressed.

Should HRVRC, when more fully informed about the proposal, come out in unqualified support of it, HRVRC might seek to have the sewer/septic tank issue addressed in a way that provides the most reasonable and cost effective long term solution for the city, county and the applicant.

Because of the extensive documentation related to this proposal and its complexity, HRVRC will continue to study it in order to provide informed and thoughtful comments and questions about the proposal.

Thank you for this opportunity to comment.

Sincerely,

Peter Frothingham
Land Use Monitoring Chair



Oregon Department of Transportation
ODOT Region 1
123 NW Flanders St
Portland, OR 97209 - 4037
Telephone (503) 731-8200
FAX (503) 731-8259

DATE: August 23, 2006
TO: Kristen Stallman
Planner
FROM: Jason Grassman, P.E.
Development Review Team Leader
SUBJECT: Assembly of God Traffic Impact Analysis
Highway 281 (Tucker Road, 12th Avenue) and Pacific Av
Hood River County Case: ZC#06-236
ODOT Case: 2516

I have reviewed the Assembly of God Transportation Impact Analysis (TIS) and Supplemental Memorandum. The TIS is dated June 2006 and was prepared by Dan Seeman and Michael Cunneen of Kittelson & Associates, Inc. The memo is dated July 7, 2006.

Introduction

The proposal is a new church to be developed by the Assembly of God. The site is on 5.21 acres of vacant land. The site fronts State Highway #281 to the west and also fronts the County Road, Eliot Drive, to the north.

Highway #281 is a district highway with a posted speed of 25 mph. According to the Oregon Highway Plan the maximum volume to capacity (v/c) is 0.90. The highway is known as Tucker Road south of Eliot Drive and is known as 12th Avenue north of Eliot Drive. The affected intersections along Hwy #281 are 12th/Pacific Ave., and Tucker/Eliot Dr. Tucker lane is two-lane highway which flares to 5 lanes just south of the Eliot Drive intersection.

Background

Part of the proposed development is adding a new approach to Tucker Road. The site has alternative access to Eliot Drive so the TIS analyzes two access scenarios: with the Tucker approach and without. The traffic impact study analyzes the traffic operations for the given intersections for the development with and without the new approach to the

Hood River County; ZC#06-236, HOOD RIVER ASSEMBLY OF GOD CHURCH
ODOT RESPONSE

4

Tucker intersection. This case includes a comprehensive plan map amendment and zone change (cpa/zc) so the analysis includes the plan year 2027.

Proposed Land Use

According to the TIS the church will be 35,000 square feet. The analyst uses the ITE Code 560 weighted average based on the square footage. According to Table 5 of the TIS the church will generate 1,280 Sunday trips, 410 Sunday peak hour trips. According to Table 6 it will generate 320 weekday trips and 30 PM peak hour trips. ODOT can accept these assumptions.

Buildout 2007

- 1. 12th/Pacific Ave** This is a signal controlled intersection. Presently it is operating within acceptable mobility levels for both the Sunday and PM peak hours. With the background traffic in 2007 the v/c ratio will be acceptable for both the Sunday and PM peaks hours. With the added church traffic the v/c ratio will be acceptable for both the Sunday and PM peak hours. No mitigation needed.
- 2. Tucker/Eliot Dr without the access.** This is a signal controlled intersection. Presently it is operating within acceptable mobility levels for both the Sunday and PM peak hours. With the background traffic in 2007 the v/c ratio will be acceptable for both the Sunday and PM peak hours. With the added Church traffic the v/c ratio will be acceptable for both the Sunday and PM peak hours. No mitigation needed.
- 3. Tucker/Eliot Dr with the access.** With the background traffic in 2007 the v/c ratio will be acceptable for both the Sunday and PM peak hours. With the added Church traffic the v/c ratio will be acceptable for both the Sunday and PM peak hours. No mitigation needed.
- 4. Tucker Access.** With the Church traffic the v/c ratio will be acceptable for both the Sunday and PM peak hours. No mitigation needed. The access will have to be approved through the formal State Highway Access Application process; the applicant will need to contact the District 2C office.

Plan Year 2027

- 1. 12th/Pacific Ave.** With the background traffic in 2027 the v/c ratio will be acceptable for both the Sunday and PM peak hours. With the church traffic the v/c ratio will be acceptable for both the Sunday and PM peak hours. No mitigation needed.
- 2. Tucker/Eliot Dr without the access.** With the background traffic in 2027 the v/c ratio will be acceptable for both the Sunday and PM peak hours. With the added church traffic the v/c ratio will be acceptable for the PM peak hour. According to the TIS, the Sunday peak hour v/c will exceed the maximum v/c. The analyst used a PHF of 0.45 for 5 of the movements at the interest. According to the TPAU White Paper "Application of Oregon Highway Plan Mobility Standards", 0.90 should be used. Applying the correct PHF value for all movements, I calculated the v/c to be well under 0.90. ODOT does not recommend any mitigation.
- 3. Tucker/Eliot Dr with the access.** With the background traffic in 2027 the v/c ratio will be acceptable for both the Sunday and PM peaks hours. With the church traffic the v/c ratio will be acceptable for both the Sunday and PM peak hours. No mitigation needed.

4. **Tucker Access.** With the Church traffic the v/c ratio will be acceptable for both the Sunday and PM peak hours. No mitigation needed.

Access at Tucker

The applicant must comply with the following to obtain approval for the proposed access at this intersection:

- (1) Submit to the ODOT District Manager an access application form as required by OAR Chapter 734 Division 51; which covers access control for state highways; and
- (2) The documentation submitted shall clearly indicate compliance with the following conditions:
 - (a) Design geometry of the private road is consistent with that of public road intersections including curbs, appropriate lane widths, pavement markings and horizontal and vertical alignment;
 - (b) An adequate approach throat length is provided on the private road to assure that the movement of vehicles entering the site is not impeded by on-site conditions; and
 - (c) Grant crossover easements to adjacent properties on the north and south side of access.

Conclusion

The proposed Assembly of God Church will not further degrade the State highway, Tucker Road, at full build-out in 2007 or in the planning year 2027. The proposed will have no significant effect on Tucker Road and the amendment complies with the Transportation Planning Rule (TPR) OAR 660-012-0060. If the applicant wishes to pursue the access onto Tucker Road then contact Michael Keyes, ODOT District 2C, at (503) 669-9314 for information on the written permit application process.

Please let me know if there are any questions or concerns regarding the information in this memorandum. I can be reached at (503) 731-8221.



Oregon

Theodore R. Kulongoski, Governor

Oregon Department of Transportation
ODOT Region 1
123 NW Flanders St
Portland, OR 97209 - 4037
Telephone (503) 731-8200
FAX (503) 731-8259

File code: PLA9 2C - 281
ODOT Case No: 2516

Hood River County
Planning Department
309 State St.
Hood River, OR 97031-2093

Attn: Eric Walker, Principal Planner

Re: #06-236: HOOD RIVER ASSEMBLY OF GOD CHURCH
Tucker Road (State Highway 281) and Eliot Dr

Dear Mr. Walker,

We have reviewed the applicant's proposal to for a comprehensive plan change and zone change from exclusive farm use (EFU)-NON HIGH VALUE FARMLAND (NHVF) to Rural Residential (RR-10); and a Conditional Use permit to construct a church. The site is adjacent in the vicinity of State Highway #281. ODOT has jurisdiction of this State highway facility and an interest in assuring that the proposed zone change/comprehensive plan amendment is consistent with the identified function, capacity and performance standard of this facility. According to the 1999 Oregon Highway Plan (OHP), this facility is classified a District Urban highway and the performance standard is 0.9 volume to capacity (v/c) ratio.

For zone changes and comprehensive plan amendments local governments must make findings that the proposed amendment complies with the Transportation Planning Rule (TPR) OAR 660-012-0060. There must be substantial evidence in the record to either make the finding of "no significant effect" on the transportation system, or if there is a significant effect assurance that the allowed land uses are consistent with the identified function, capacity, and performance standard of the transportation facility.

ODOT has reviewed the Assembly of God Transportation Impact Analysis (TIS) and Supplemental Memorandum. The TIS is dated June 2006 and was prepared by Dan Seeman and Michael Cunneen of Kittelson & Associates, Inc. The supplemental memo is dated July 7, 2006. After the review of these documents, ODOT concludes that the proposed Assembly of God Church will not further degrade the State Highway #281, Tucker Road, at full build-out in 2007 or in the planning year 2027. The Comprehensive Plan Change and Zone Change complies with the Transportation Planning Rule (TPR) OAR 660-012-0060. For technical findings see attached memo dated August 23rd from Jason Grassman.

"B" (16)

ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL

An ODOT approach permit(s) for access to the state highway or written determination (e-mail, fax or mail acceptable) from ODOT that the existing approach(es) are legal for the proposed use is required and must be obtained.

The applicant shall record with the County Assessor cross over access easements to the adjacent properties with state highway frontage.

An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way.

An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

Sincerely,

Kristen Stallman
Development Review Planner
503-731-4957

C: Jason Grassman PE, ODOT Region 1 Traffic
Michael Keyes, District 2C

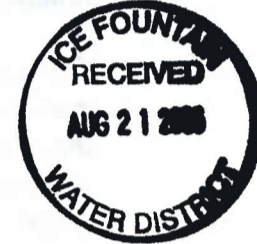


Hood River County Planning & Building Services
601 State Street, Hood River OR 97031

MICHAEL BENEDICT, DIRECTOR
(541) 387-6840 • FAX (541) 387-6873
E-mail: plan.dept@co.hood-river.or.us

DEAN A. NYGAARD, BUILDING OFFICIAL
(541) 386-1306 • FAX (541) 387-6878
E-mail: building@co.hood-river.or.us

August 18, 2006



To: Terrell Abbott, Pastor, Assembly of God
Martha Stiven, Stiven Planning and Development Services, LLC
Michael Robinson, Attorney, Perkins Coie LLP
Gary Fish, Dept. of Land Conservation and Development
Sandra Berry, County Assessor
Darryl Barton, County Environmental Health
Joseph Wampler, County Sheriff
Don Wiley, County Engineer
Dean Nygaard, County Building Official
Anne Saxby, Soil & Water Conservation District
Kristin Stallman, ODOT (Region 1)
Mike Keyes, ODOT (District 2C)
Jim Trammell, West Side Rural Fire Protection District
Mark Beam, Ice Fountain Water District
Rick Brock, Farmers Irrigation District
Jonathan Garca, Hood River Valley Residents' Committee
Adjacent Property Owners (77)

From: Eric D. Walker, Principal Planner *lin*

RE: Comprehensive Plan & Zone Change and Conditional Use Permit #06-236

Request: The Hood River Assembly of God has made application for a "Reasons Exception" to Statewide Planning Goal 3 and a Comprehensive Plan and Zone Change to convert the zoning of a portion of their property from Exclusive Farm Use (EFU) – Non High Value Farmland (NHVF) to Rural Residential (RR-10). As part of this request, the applicant is also applying for a Conditional Use Permit (CUP) to establish a church.

Location: The subject property is located near the corner of Eliot Drive and Tucker Road (Highway 281) and is described as 2N 10E 1B Tax Lots #2400, #2601, #2700 and #2703. (See attached vicinity map). All four tax lots are involved in the development of the proposed church, although only Tax Lots #2400 and #2700 require conditional use permit approval and only Tax Lot #2700 requires a zone change.

Zoning: Tax Lot #2400 is currently zoned Residential (R-1), Tax Lots #2601 and #2703 are zoned Commercial (C-1), and Tax Lot #2700 is zoned EFU.

Applicable Criteria: The above mentioned applications will be reviewed pursuant to Article 7 (EFU Zone), Article 10 (Residential Zone), Article 15 (Rural Residential Zone), Article 21 (Commercial Zone), and Article 60 (Administrative Procedures) of the Hood River

Access into the site will be from both Eliot Drive and Tucker Road. A complete traffic impact study has been prepared by Kittelson & Associates, Inc. (KAI) and demonstrates that the traffic can be accommodated on the existing street system and that both accesses are safe and efficient egress and ingress points. Sidewalks are provided along the eastern side of the driveway from Eliot Drive and along the southern side of the driveway from Tucker Road.

Off-street parking includes 156 parking spaces and an additional six (6) handicap spaces. The parking has been placed along the northern and eastern portions of the site, with approximately 150 feet of the easternmost portion of the site reserved for outdoor recreational use, which includes sports fields for church use. Approximately 50 percent of the site has been dedicated to open space, and approximately 15 percent of the total site area is covered by the building.

Public facilities and services which are allowed in conjunction with the Exception include access to a county road, Eliot Drive, and Tucker Road (Oregon Highway 281); domestic water service is provided by the Ice Fountain Water District; fire protection and emergency response services are provided by the West Side Fire District; and police services are provided by the Hood River County Sheriff's Office. No public sanitary sewer service will be provided. The applicant will be responsible for obtaining the necessary on-site sanitary disposal permits subject to applicable County and Oregon Department of Environmental Quality (DEQ) requirements. All services will be more fully explained in later portions of this land use application.

*Water is Available to this parcel. Please contact Mark Beam
at 386-4299 for more details.*

*Mark T. Beam 8-24-06
Manager IFWD*

Eric Walker

From: Cindy Walbridge [Cindy@ci.hood-river.or.us]
Sent: Monday, September 18, 2006 12:06 PM
To: Eric Walker
Cc: Bob Francis; Alexandra Sosnkowski; Dave Bick
Subject: Comp. Plan and Zone Change and CUP #06-236

Eric: This City has no comment on the Comp. Plan amendment/Zone Change or CUP for the Assembly of God Church.

We have had discussions with the church in the past about their desire to connect to sewer on the Tucker Road site. The City cannot extend city services outside the Urban Growth Area according to the City of Hood River's Comp. Plan, and there has been no change to allow for this.

Thanks,

Cindy Walbridge
Planning Director

9/18/2006

"B" (12)

September 21, 2006

TO: Eric Walker, Planning

FROM: Don Wiley, Public Works

SUBJECT: Hood River Assembly of God C.U.P.

Public Works has reviewed subject application and has the following comments:

1. The Traffic Impact Analysis indicates that with a two driveway configuration, acceptable traffic operations and safety can be maintained. Public Works recommends that the conditions of approval include the recommendations listed on page 41 of the Traffic Impact Analysis.
2. A County driveway permit will be required for the approach onto Eliot Drive.
3. The proposed development will create a considerable amount of impervious surface. There are presently no drainage facilities along Eliot Drive in this area. A drainage study by an Oregon Registered Professional Engineer should be required before construction to ensure that there are no adverse drainage impacts on Eliot Drive.
4. The Oregon Department of Environmental Quality will likely require a permit for erosion control during construction activities.

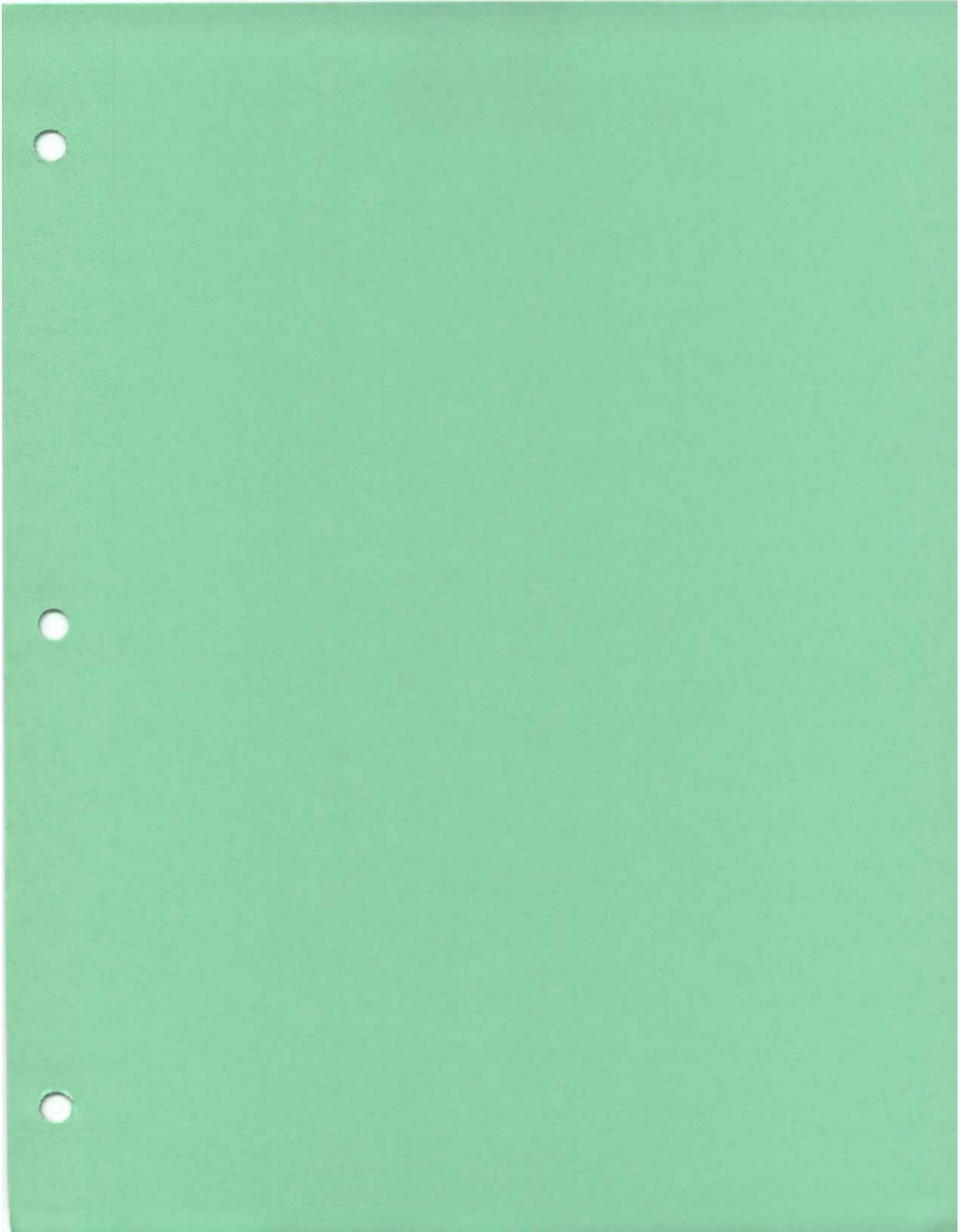
Eric Walker

From: Don Wiley
Sent: Monday, October 16, 2006 9:43 AM
To: Eric Walker
Subject: Hood River Assembly of God Parking

Eric,
Public Works has reviewed the master site plan for the proposed church. The proposed configuration for parking and on-site traffic circulation appears to be adequate.
Don Wiley
Hood River County Public Works

10/16/2006

"B" (13)



Hood River Assembly of God

Comprehensive Plan and Zone Change #06-236
&
Conditional Use Permit #06-282

“Information Entered into the Record the Night of the Planning
Commissions’ Decision (October 25, 2006)”

November 9, 2006

Eric Walker

From: Cindy Walbridge [Cindy@ci.hood-river.or.us]
Sent: Wednesday, October 25, 2006 9:41 AM
To: Eric Walker
Cc: Robinson, Michael C. (Perkins Coie)
Subject: FW: Assembly of God

Subject: Assembly of God

Eric: I was on vacation and saw your e-mail yesterday asking us to write out comments. I read the agency comments in the report and notice that you did not put in our conversation about access, but you did say I had no concerns about the zone change and CUP. I think it needs to be qualified that I have no comments relative to the zone change because the land slated for rezone is in HRC, and the following comments are made on the project relative to access after our meeting with you and Don Wiley, County Engineer:

1. Support the application only if the Tucker Road ODOT access is approved and will continually open for all types of ingress and egress. If this cannot be done, we would request the ability to reevaluate our comments.
2. Support the County's Conditional Use Permit recommended conditions #2 and #3 about the parameters of the use being approved. Additional usage, such as public use of the ball fields, would necessitate a reevaluation of the project by the City for additional impact to Eliot.
3. Support the County Engineer's requirement for a drainage plan. That plan shall be reviewed by the County Engineer who will solicit comments from the City.

**Comments presented to the Hood River County Planning Commission
By the Eliot Drive Neighbors Group
On October 25, 2006**

The Eliot Drive Neighbors Group consists of all residents with homes bordering the proposed Assembly of God development, residents from across the street of the proposed development as well as other Eliot Drive residents concerned about the livability, safety and integrity of our neighborhood.

Please refer to our initial letter of September 13, 2006 in your packets.

For the Assembly of God Church with Providence Hood River Memorial Hospital's request to be approved, why the site is compatible with the "present land use patterns" must be proved. Also, proof of "suitability of the subject area for the type of development in question" is required. There is significant discussion of the suitability of the site to the church, as well as the Hospital's need to expand to where the current church is located. There is not enough discussion in the application of the compatibility nor the suitability of the church to the area in which it is proposed.

For the church site to meet compatibility and suitability criteria it is required to prove that it "fits in" to the existing area. We feel that **the proposed site does not currently meet suitability and compatibility criteria for the following reasons:**

The extent of the intended use is significantly larger than stated in the application.

- In the Zone Change application (page 20), the Church and Hospital state that use will be on "...Sunday mornings, at which time the facility is at greatest occupancy... Other high attendance times may occur at weddings or funerals, but on an infrequent basis. During weekdays, only the employees of the church will use the facility on a regular basis."
- Clearly, the real intended use is significantly greater due to:
 - Facility size of 35,000 square feet for a current congregation of 100.
 - 167 proposed parking spaces for a current congregation of 100.
 - At a meeting on October 3, 2006 with the Eliot Drive Neighbors Group and a City and County Planning representative, Pastor Abbott verbally stated that in addition to Sunday and Wednesday activities there would also be:
 - Monday night women's bible study,
 - 20 college students conducting activities during the summers until 9 p.m.,
 - Sleepover events,
 - Once a year community building event,
 - Community super bowl party,
 - Concerns of 300 neighborhood school children not having planned activities after school and how the church might address that need.
 - Parks and Recreation concerns over need for additional public playing fields and gymnasium space.

Parking: That there be no head in parking facing residents' property.

- The current proposal has 167 parking spaces.
- Standards are 1 parking space for 4 people, or seats.
- If head in parking facing residents' property were eliminated, this would still allow 137 parking spaces for 548 people or seats.
- The church stated at the October 3rd meeting that head in parking behind neighbors homes could not be eliminated because the County required that many spaces for the number of seats in the sanctuary. However, on page 4 of Mr. Walker's response, it is stated that the number of seats is not now known.
- Again, please imagine, each of you, a row of head in parking along the entire length of your back yard. We do not intend to have our property values reduced in this way.

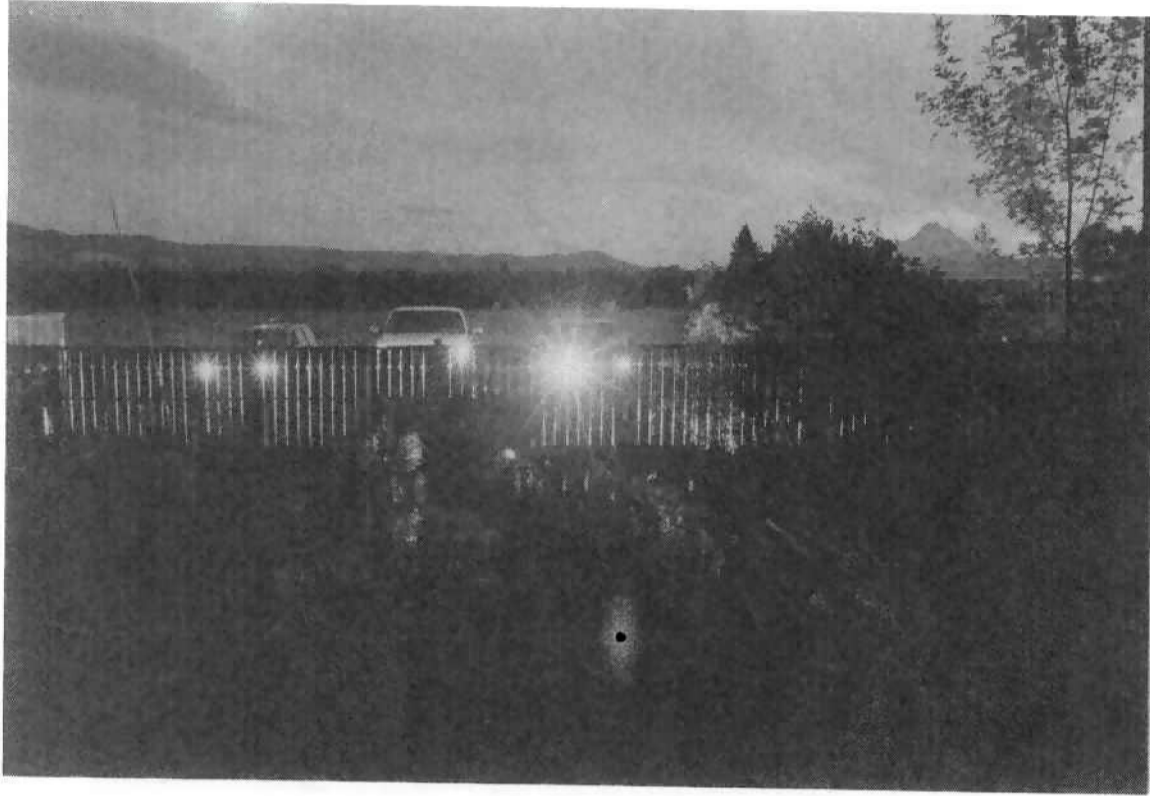
Drainage: That the applicant provide a detailed drainage plan as recommended by County staff.

- We are pleased that the County requires a drainage plan as there is already a significant drainage issue on Eliot Road.

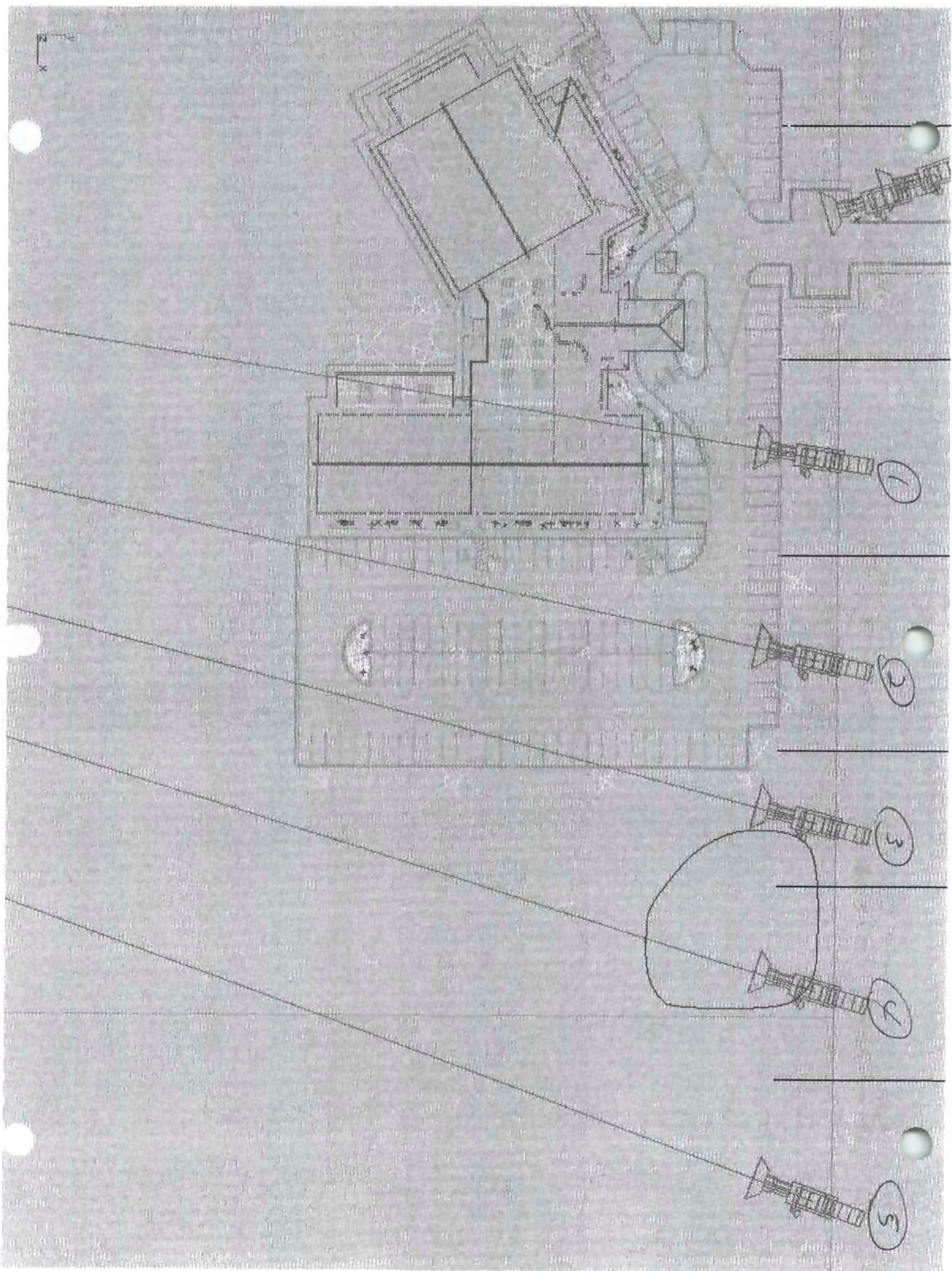
We are the public, too, as well neighboring home owners with concerns about our property rights, values and quality of life.

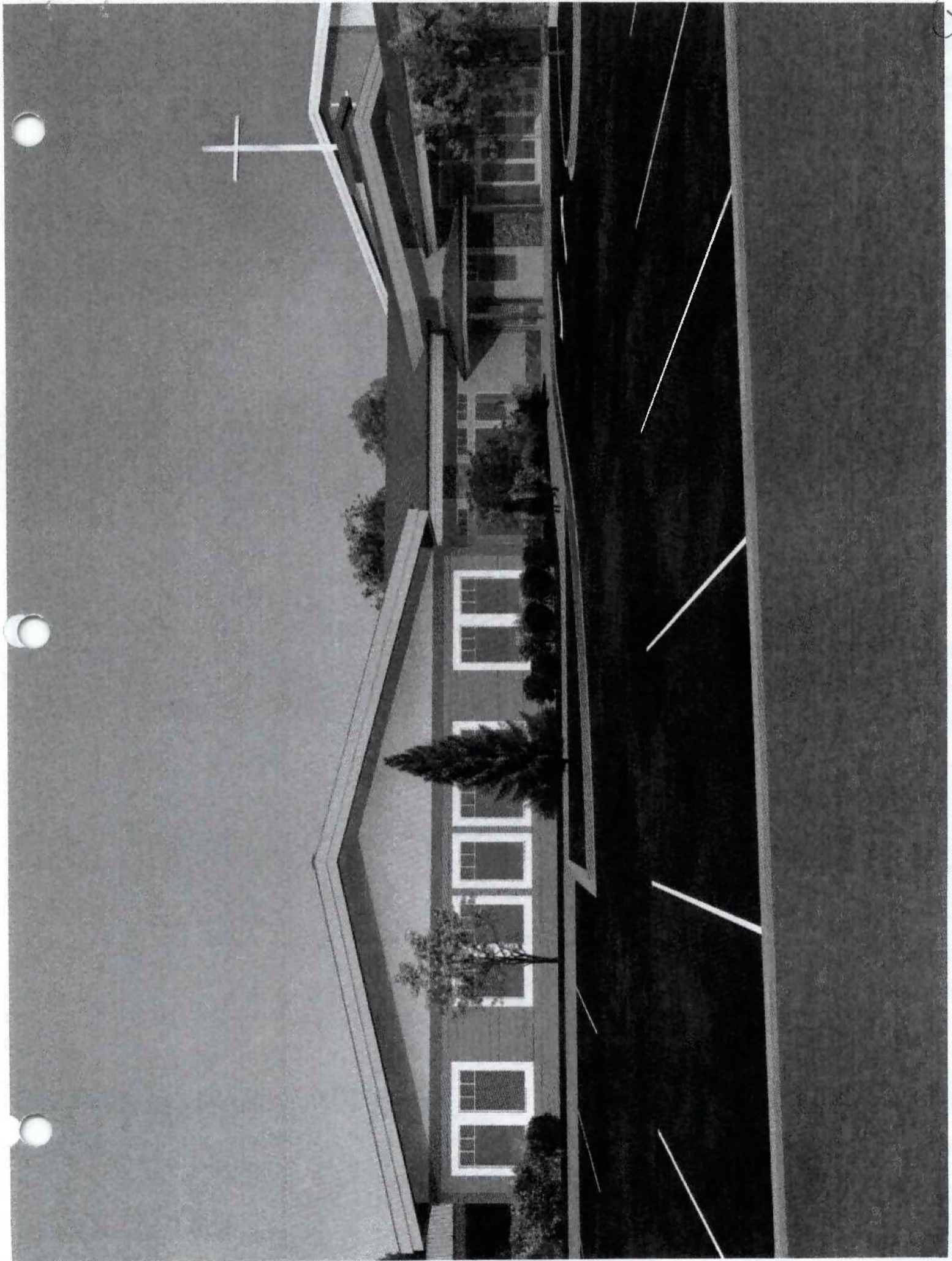
We appeal to the Planning Commission to ensure that the impact to our homes adjacent to, across the street from and down the road from the proposed site be taken into account.

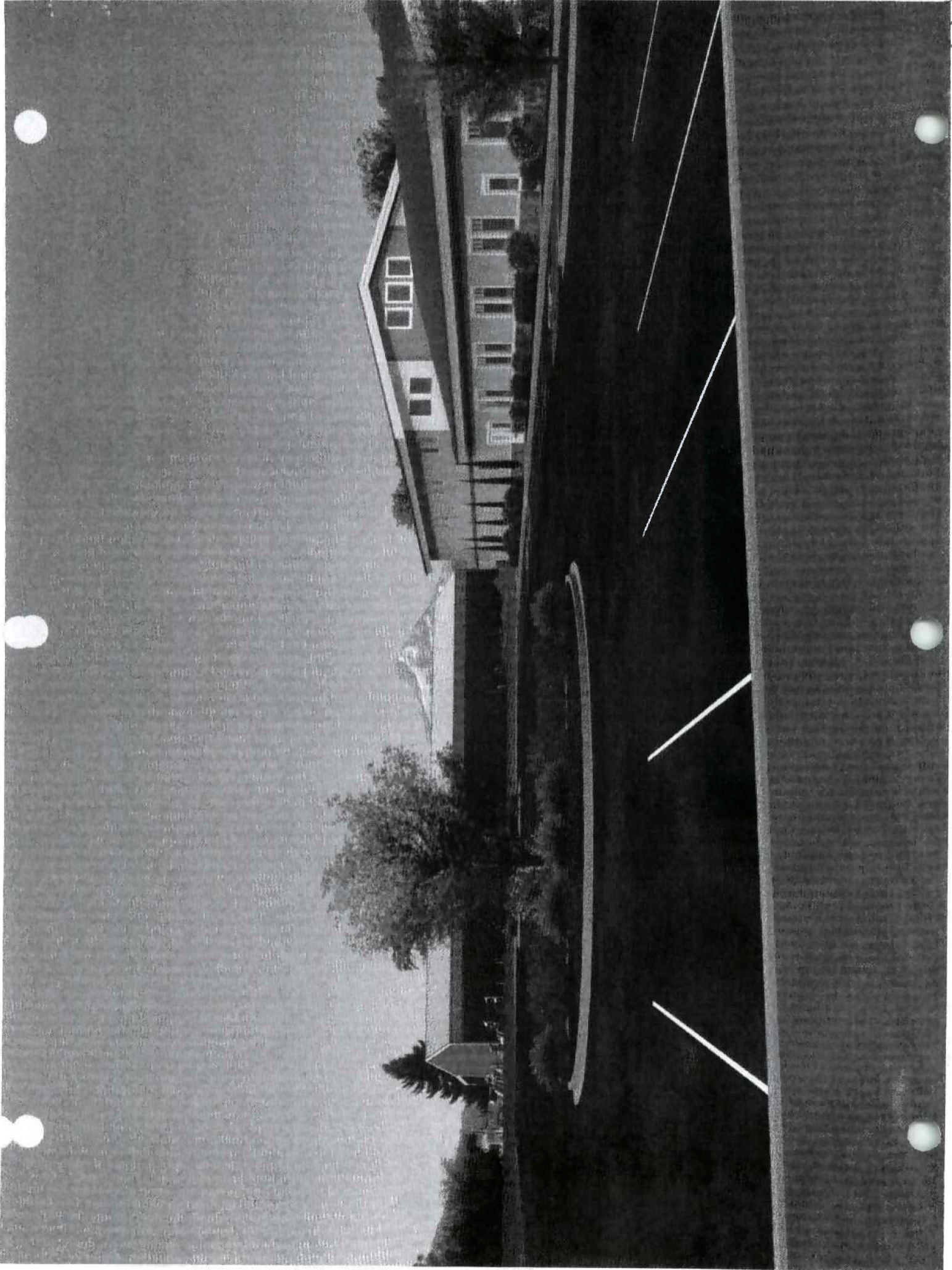
Thank you for your sincere consideration of our requests.



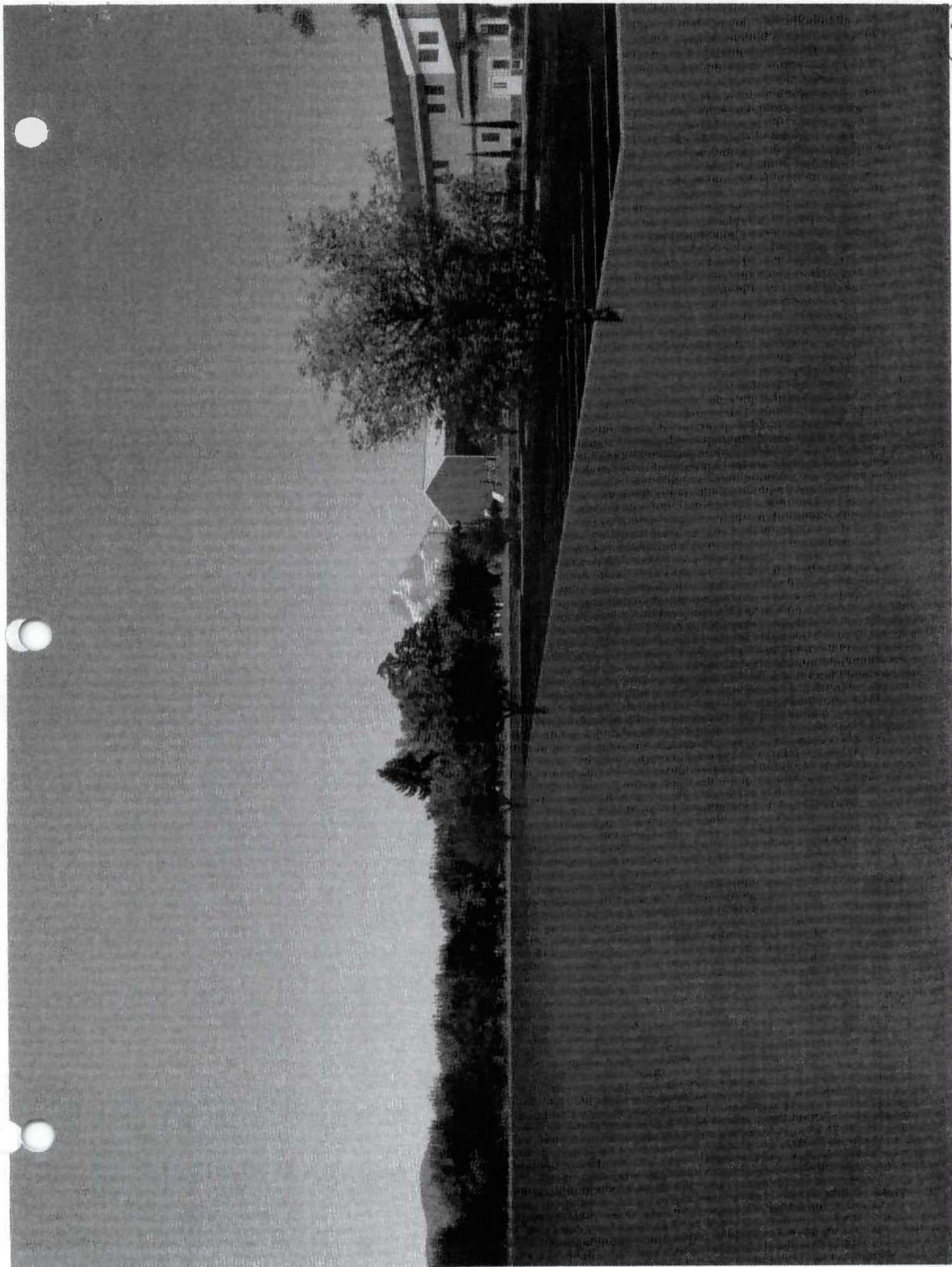
Head in parking at 3141 Elrod from 20 feet.
Actual proposed distance is 12 feet.



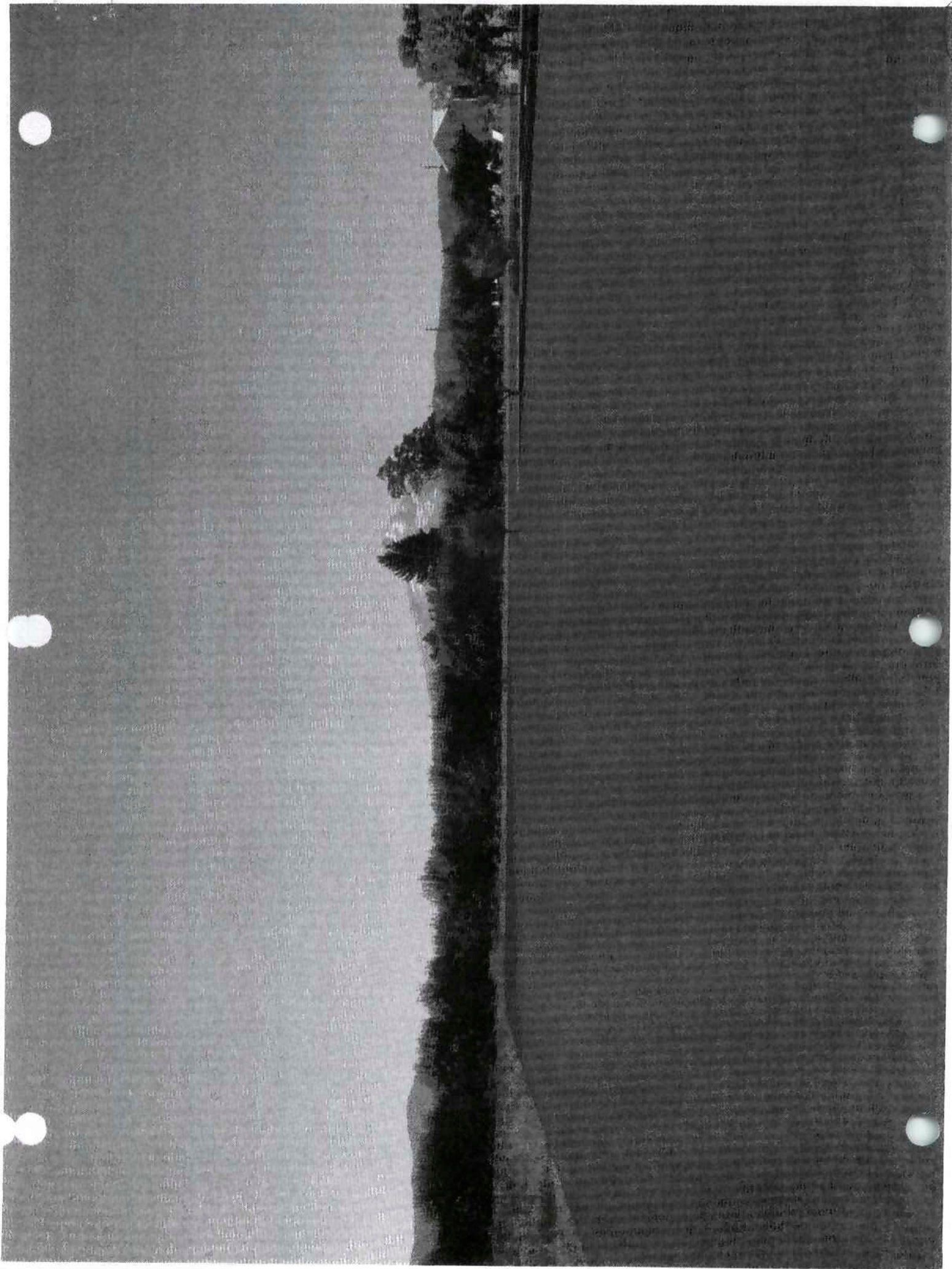




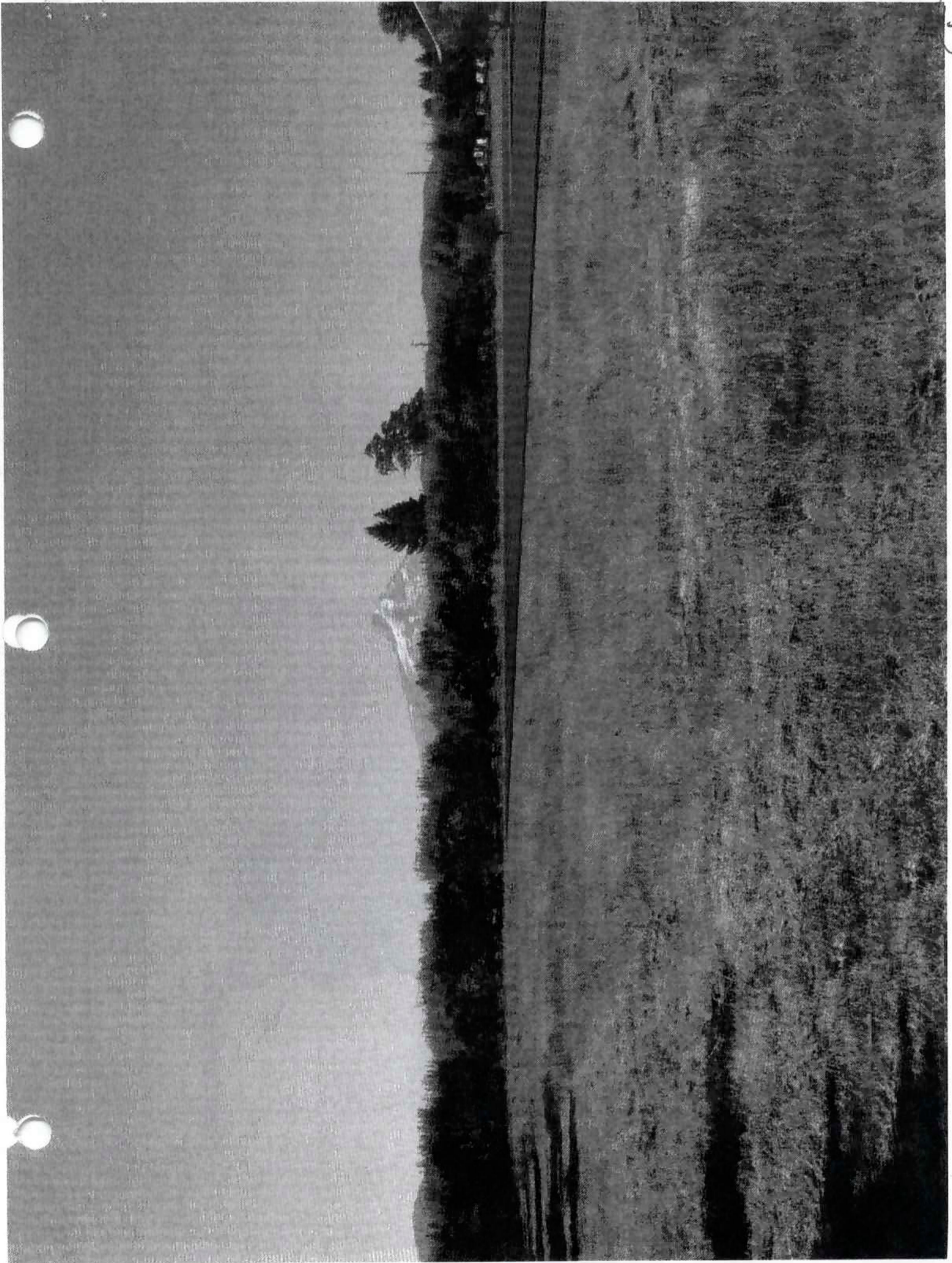
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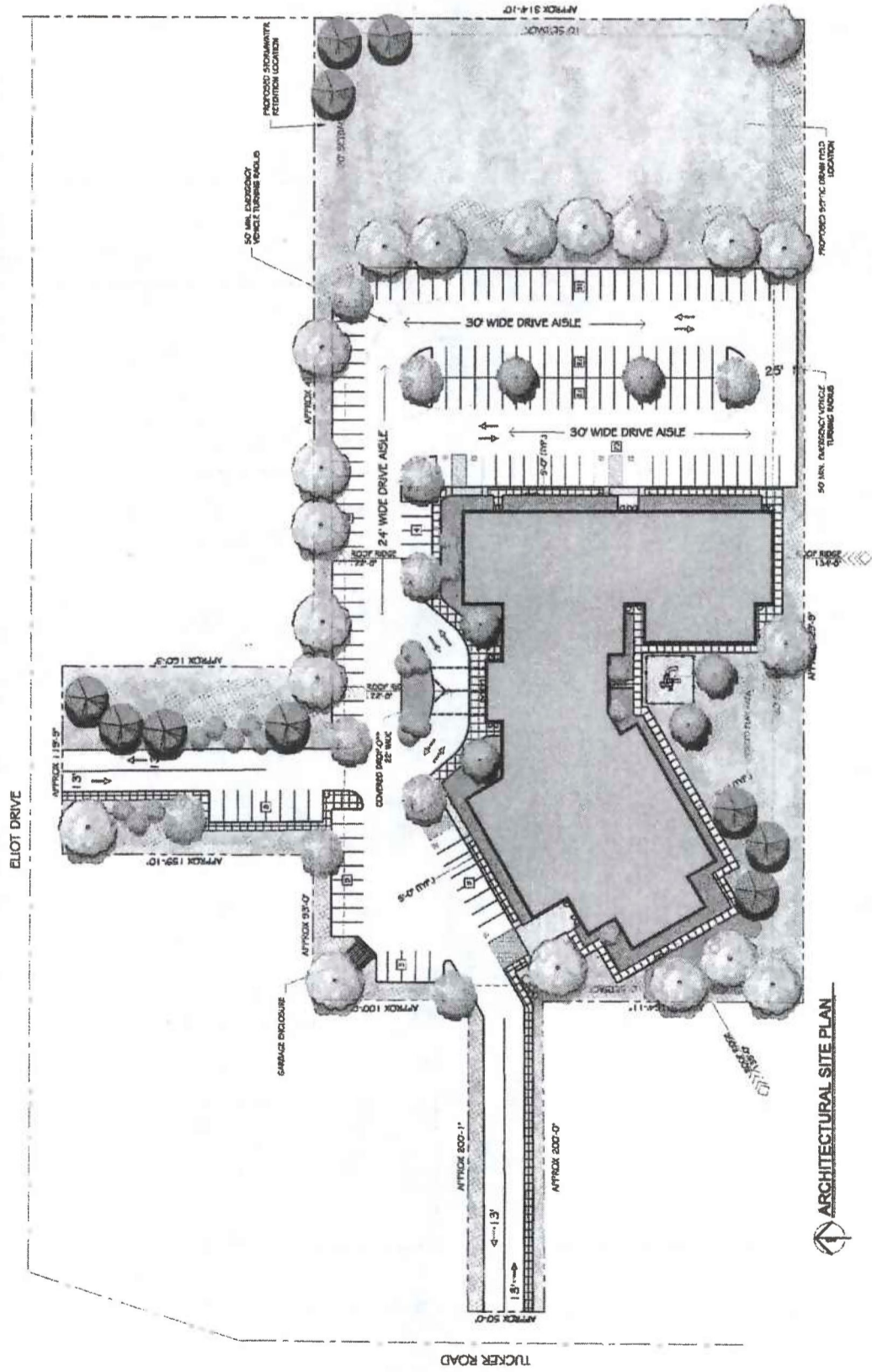
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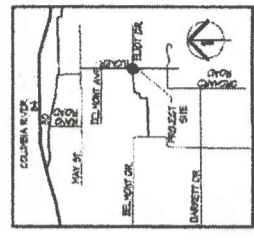
SITE COVERAGE

TOTAL SITE AREA	- 222,123 SF
BUILDING FOOTPRINT	- 45,104 SF
PAVING (INCLUDING 2" INCLINED PAVEMENT)	- 10,150 SF
LANDSCAPE	- 73,250 SF
TOTAL SITE IMPROVEMENTS COV.	- 128,504 SF
PERCENT SITE COVERED	- 58%
TOTAL LANDSCAPE AREAS	- 101,689 SF

PARKING

TOTAL BUILDING AREA	- 45,104 SF
OVERHEAD AREA	- 7,611 SF
STANDARD STALLS	- 184
HANDICAP STALLS	- 7
TOTAL STALLS	- 191

PROPOSED 35,704 SF SINGLE STORY BUILDING MIXED USE A-3 & OCCUPANCIES TYPE I/IIK CONSTRUCTION FULLY SPRINKLERED



VICINITY MAP

ARCHITECTURAL SITE PLAN

		HOOD RIVER ASSEMBLY OF GOD	MASTER SITE PLAN	SEPTEMBER 23, 2008	SHEET NUMBER
		ELIOT AND TUCKER HOOD RIVER, OR	LANDSCAPE CONCEPT	DRAWING SCALE 1" = 30'	1