

From: [publiccomment](#)
To: [Sue Marshall](#); [Glen Yung](#); [Michelle Belkot](#); [Wil Fuentes](#); [Matt Little](#); [Oliver Oriako](#); [Jose Alvarez](#); [Cnty 2025 Comp Plan](#)
Subject: FW: Council Hearing Public Comment
Date: Monday, April 13, 2026 10:44:01 AM
Attachments: [image001.png](#)

Please see the public comments below. Thank you.



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From: Clark County <webmaster@clark.wa.gov>
Sent: Monday, April 13, 2026 9:25 AM
To: publiccomment <publiccomment@clark.wa.gov>
Subject: Council Hearing Public Comment

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Submitted on Mon, 04/13/2026 - 9:24 AM

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Subject

Council meeting to PRESERVE MILL CREEK OVERLAY DISTRICT

Date of Hearing

Mon, 04/27/2026

Comment

How is it possible that we have laws and codes regarding building, new development, land and street improvements and yet Clark County is allowed to ignore, have creative abilities to interpret the existing laws and codes and approve new development REGARDLESS of the actual impact it has. The County has no accountability to the actual safety of the public with the decisions they make. We live off NE 174th and NE 40th and have seen first hand the absolute disregard for existing infrastructure for our neighborhood. Allowing high density developments to be approved with no road improvements. We have (literally) 1 road access (an 18' wide, open culvert, no sidewalks, no street markings, line designations, no street lights road) that has been designated as a "collector" because "at some point in the future"... 20 years from now, it "may" become an actual collector as defined by the county. With 4 new incoming developments with 300+ homes . . .it is and remains and WILL remain an 18' wide, open culver, no sidewalks, no street markings, line designation no street lights road. UNACCEPTABLE. A 500,000 sq foot distribution center is being built on NE 50th street - a two lane 20' road that is going to now have substantial daily 24/7 semi-truck traffic along with UPS, USPS, Amazon, Recycling - garbage, school buss and regular neighborhood traffic. This is insane!

Twenty-four developer-commissioned traffic studies have been prepared for projects in and around the 179th corridor since 2018. The pattern is consistent and worsening: the same road segments fail in study after study, and the failures get worse each year as more developments are added to the background.

NE 179th Street eastbound between I-5 and NE 15th Avenue fails in every single study that analyzes it — ten studies spanning five years, from V/C 1.01 in 2020 to V/C 1.17 in 2025. Every study uses the inflated Arterial Atlas capacity of 1,800 vehicles per hour for what is physically a two-lane road. Every study credits unbuilt road improvements. And it still fails. But yet... the County continues to approve new development regardless. How can a local government agency operate with such disregard to their own laws? To say it is to ensure "affordable housing" is a click-bait cop-out. In all the new development housing costs start around \$600K so what is the definition of "affordable?"

I ask the County to please STOP. Take a breath. The evidence and facts do. not. lie. Stop approving developments UNTIL all road improvement money is available and ready to upgrade BEFORE these developments dig their first hole.

Over 2,900 housing units have been approved in this corridor since 2018, generating over 25,000 daily vehicle trips. Another 725 units are in the pre-application pipeline. Commercial and

industrial developments add another 8,600+ daily trips. WSU Vancouver and other institutions hold reserved trips based on their submitted plans. Combined, approved developments alone account for over 33,000 daily trips on roads that were already at or near capacity.

When those developments build out, the traffic will arrive on roads that still won't be finished. From the first development approvals in 2018 to when the NE 50th/179th roundabout is projected to be complete is nearly 20 years for 2.5 miles of road—and that doesn't even include the west side projects.

That's the whole reason concurrency exists—to make sure more development isn't approved than the roads can handle. The system is supposed to prevent the problem before it becomes visible, not after. By the time you can see the gridlock from your car window, it's too late. The approvals have been granted. The trips are committed. And the roads to serve them are still years away.

This is NOT what our tax money is for. Please. Do the right thing. Protect the existing communities of Clark County. Do not increase or change existing density overlays. Get the budgets set and in place PRIOR to any other approvals. Right now, in Clark County, the developers have been given "free reign" to do whatever they want if they pay for it. This needs to stop. The County needs to be held accountable to adhere to its OWN CODES and EXISTING LAWS and stop with the creative interpretation in the name of "affordable housing."

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