From:	Rebecca Messinger
To:	Linda Micheel; Wil Fuentes; Michelle Belkot; Glen Yung; Sue Marshall; Matt Little; Oliver Orjiako; Jose Alvarez; Kathleen Otto; Janet Kelly; Cnty 2025 Comp Plan
Subject:	RE: Title 40 (Land Use Code)
Date:	Monday, September 28, 2026 8:36:53 AM
Attachments:	image001.png

Hello Linda,

This is to confirm receipt of your comments, which will be added to the record.

Thank you,
Rebecca

Rebecca Messinger
Clerk to the Council
COUNTY MANAGER'S OFFICE

Phone: 564-397-4305
Email: Rebecca.Messinger@clark.wa.gov

From: Linda Micheel <linda.micheel@gmail.com>
Sent: Sunday, September 27, 2026 11:23 PM
To: Wil Fuentes <Wil.Fuentes@clark.wa.gov>; Michelle Belkot <Michelle.Belkot@clark.wa.gov>; Glen Yung <Glen.Yung@clark.wa.gov>; Sue Marshall <Sue.Marshall@clark.wa.gov>; Matt Little <Matt.Little@clark.wa.gov>; Rebecca Messinger <Rebecca.Messinger@clark.wa.gov>; Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>; Jose Alvarez <Jose.Alvarez@clark.wa.gov>; Kathleen Otto <Kathleen.Otto@clark.wa.gov>; Janet Kelly <jankelly@icloud.com>
Subject: Title 40 (Land Use Code)

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

Members of the Clark County Council and Staff,

I have lived within the area defined by NE 119th Street, NE Andresen/NE 72 Avenue, NE

94th Avenue and Padden Parkway for thirty years. For thirty years, housing developments have been going into that area and beyond. Until recently, I have applauded providing more housing for the growing needs of Clark County. Now, however, I have some serious concerns.

We all have experienced a tremendous growth in our traffic patterns, making it difficult, for example, to make left hand turns off NE 88th Street onto NE 94th Avenue, or frustrating in areas where multiple housing developments have only one access / exit point (NE 88th Street / NE 82 Avenue). Awkward and irritating, but part of daily life.

Now, however, there are multiple new high density housing developments being planned that will be dangerous to the citizens who will live there. Many new developments are planned with private roads 24 feet wide or less, which severely restricts emergency access. Even in my neighborhood built in 1972, where streets are wider, a parked fire engine or garbage truck restricts traffic to one car at a time.

In my older1972 neighborhood, there are two-car garages, and driveways to match. Many of the new developments going in are town houses, with one-car garages and a shorter driveway to accommodate the smaller footprint, making it necessary for normal families with multiple vehicles to park on the street. On a 24-foot road, parked cars on both sides of the street take up to 16 feet, leaving only 8 feet for normal traffic. Large vehicles, such as school buses, garbage trucks, and especially large emergency vehicles (hook and ladder fire trucks) can barely pass, if at all.

This, along with the narrower streets, makes the new developments potentially deadly for their inhabitants.

The Clark County Council can actually fix this problem by updating Title 40 to establish proper requirements for roadway widths, residential parking, and emergency vehicle clearance. New developments must provide enough width to support street parking on both sides <u>while preserving two usable traffic lanes.</u>

<u>This is a matter of public safety!</u> Clark County must make public safety a priority when approving needed high-density housing.

I urge you to revise Title 40 (Land Use Code) to make new housing safe. The narrow streets and limited parking are a tragedy in the making.

Sincerely,

Linda Micheel
9016 NE 102nd Street
Vancouver, WA 98662