From:	Cnty 2025 Comp Plan
To:	rawknee@gmail.com; Cnty 2025 Comp Plan
Cc:	Rebecca Messinger
Subject:	RE: Comprehensive Plan Update Comments
Date:	Wednesday, September 30, 2026 9:51:05 AM
Attachments:	image001.png image002.png image003.png image004.png

Good day, Ronnie,

Thank you very much for submitting comments related to the 2025 Comprehensive Plan update.

These will be added to the Comprehensive Plan Index of Record. I am forwarding to Rebecca Messinger from the Council's Office for awareness and to share with the Council.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this email, in whole or in part may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party

---

From: Clark County <webteam@clark.wa.gov>
Sent: Tuesday, September 29, 2026 4:23 PM
To: Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>
Subject: Comprehensive Plan Update Comments

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.

Submitted on Tue, 09/29/2026 - 4:22 PM

First Name
Ronnie

Last Name
Duke

Email Address
rawknee@gmail.com

Address
4720 NE 139th St
Vancouver, Washington. 98686

Message Subject
Re-zoning

Comments
I am writing to strongly oppose the proposed rezoning near NE 50th Ave and NE 139th St from R1-7.5 to R32/R36.

This is not a minor zoning adjustment. It would allow a substantial increase in residential density in an area that is currently made up largely of lower-density neighborhoods, larger residential properties, and open land. The change would fundamentally alter the development pattern and character of this part of the community.

My primary concern is infrastructure. NE 50th Ave, NE 139th St, and the surrounding road network were not designed around apartment-scale residential density. A major increase in the number of households in this area would also increase vehicle trips through the same roads and intersections that existing residents rely on every day.

Before approving this rezoning, the County should demonstrate that the transportation system can support the maximum amount of development the new zoning would permit, not just a hypothetical first project. That analysis should address traffic volumes, intersection capacity, emergency access, pedestrian and bicycle safety, school traffic, and the cumulative effect of future development throughout the surrounding area.

There are only two realistic outcomes if the current roads cannot support the additional density. Either residents will be left with significantly more congestion on the existing road network, or the County will eventually need to widen roads, rebuild intersections, add signals, acquire right-of-way, or undertake other major transportation projects to accommodate the growth created by the rezoning.

The second outcome is not impact-free. Major road expansion could mean years of construction near existing homes, construction noise, traffic detours, reduced access, loss of roadside space, and potentially right-of-way impacts to neighboring properties.. Existing residents should not be forced to choose between worsening congestion and years of disruptive infrastructure construction because land was rezoned for a level of density the area was not prepared to support.

I am also concerned about compatibility with the surrounding neighborhoods. Moving directly from R1-7.5 to R32/R36 is a major increase in development intensity. Large multifamily projects can create substantial changes in building scale, traffic, parking demand, lighting, noise, privacy, and overall activity. If the County believes additional density is appropriate in this broader area, there should be a thoughtful transition in density rather than placing high-density multifamily zoning directly next to established lower-density neighborhoods and semi-rural properties.

I recognize that Clark County must plan for population growth and additional housing. My objection is not to housing or multifamily housing in general. It is to concentrating a significant amount of new density in a location without first showing that the surrounding transportation network, utilities, schools, emergency services, stormwater systems, and other public infrastructure can reasonably support it.

Before approving this change, I ask the County to clearly answer the following questions:

How many additional housing units could ultimately be built in this area under R32/R36 zoning compared with the existing R1-7.5 zoning?

How many additional daily vehicle trips could result at full buildout?

What would be the projected impact on NE 50th Ave, NE 139th St, and nearby intersections?

Would road widening, intersection reconstruction, new signals, or additional right-of-way be required?

If so, when would those improvements occur, how long would construction last, and how would they be funded?

What measures would protect adjacent lower-density neighborhoods from abrupt changes in building scale, traffic, lighting, noise, and privacy?

What evidence shows that the necessary infrastructure will be in place before, rather than after, this additional development occurs?

Rezoning should follow adequate infrastructure planning. It should not create a situation where the County approves significantly greater density first and then asks existing residents to absorb the congestion, construction, and other consequences afterward.

For these reasons, I strongly urge the County to reject the proposed R32/R36 rezoning near NE 50th Ave and NE 139th St and retain the existing lower-density zoning. At minimum, the County should require a lower-density transition area and complete a site-specific transportation and infrastructure analysis before allowing such a substantial increase in development intensity.

Thank you for considering the concerns of the residents who live in and have invested in this community.

© 2026 Clark County Washington