From: publiccomment
To: chosszu@hotmail.com
Subject: FW: Council Hearing Public Comment
Date: Wednesday, September 30, 2026 9:02:00 AM
Attachments: image001.png

Hello Cynthia,

This is to confirm receipt of your comments, which have been shared with the Council and key staff in Community Planning. I'll also add to the record of Oct. 1.

Thank you,
Rebecca



Rebecca Messinger
Clerk to the Council
COUNTY MANAGER'S OFFICE

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



From: Clark County <webmaster@clark.wa.gov>
Sent: Tuesday, September 29, 2026 3:16 PM
To: publiccomment <publiccomment@clark.wa.gov>
Subject: Council Hearing Public Comment

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 - 3:15 PM

Name
Cynthia Hosszu

Phone Number
3606060691

Email Address
chosszu@hotmail.com

Subject
Comp Plan Hearing

Date of Hearing
Thu, 10/01/2026

Comment
I oppose approving additional high-density development, major land-use changes, or growth-dependent projects in and around the NE 179th Street corridor until transportation infrastructure, emergency access, utilities, drainage, and other public facilities are adequately funded and available to serve that growth.

This is especially important near Ridgefield, where rural homes, working agricultural land, livestock properties, and existing road users are already affected by congestion, incomplete road connections, unsafe intersections, and identified transportation-concurrency deficiencies. The County should not respond to those deficiencies by weakening, redefining, or obscuring what qualifies as a failing road. The County should correct the actual infrastructure problem.

Washington's Growth Management Act requires counties to prohibit development approval when development would cause the level of service on a locally owned or operated transportation facility to fall below the standards adopted in the comprehensive plan, unless needed improvements or strategies are concurrent with development. "Concurrent" means improvements are in place when development occurs or a financial commitment exists to complete them within six years. RCW 36.70A.070(6)(b). State rules define adequate public facilities as those with enough capacity to serve development without reducing service below locally established minimums. WAC 365-196-210 and WAC 365-196-840.

Clark County Code 40.350.020 establishes the County's Transportation Concurrency Management System. County materials use a corridor volume-to-capacity standard of 0.90 or less, meaning conditions above 90 percent of capacity are deficient. County materials have identified failing conditions in the NE 179th Street area, including NE 179th Street between NE 29th and NE 50th avenues and the NE 179th Street/NE 50th Avenue intersection, identified as Level of Service F.

The County's own road projects confirm that substantial capacity problems exist. The NE 179th Street corridor improvements are intended to accommodate traffic generated by development, and the NE 179th Street/NE 29th Avenue project replaces an all-way stop intersection with a roundabout at a listed budget of $23.2 million. These needs do not disappear because the County changes a formula, raises a threshold, alters a calculation method, or relabels a deficiency. Changing the definition of failure does not build missing roads, relieve backed-up intersections, reduce cut-through traffic, improve emergency response, or make roads safer for school buses,

pedestrians, cyclists, farm equipment, hay trucks, livestock trailers, delivery vehicles, and commuters. Residents do not experience traffic through a spreadsheet. They experience it while sitting in congestion, trying to leave driveways, using rural roads, moving agricultural equipment, and depending on emergency services.

If roads are failing under the standard that applied when development was approved or proposed, the County should fund and complete needed improvements, require enforceable developer mitigation, phase or delay growth, or deny proposals that cannot meet concurrency. It should not redefine the problem out of existence.

The NE 179th Street area includes productive agricultural land, livestock acreage, rural residences, and working farms. Agricultural land is not unused land waiting for urban-scale development. It supports local food production, farm and livestock businesses, rural jobs, suppliers, and the character of the area. Once land is paved over, fragmented, isolated from access, or made impractical to operate, the loss is largely permanent.

Transportation projects and development must preserve practical access for tractors, farm trucks, livestock trailers, hay deliveries, equipment, and rural driveways. The County must evaluate the effects of road widening, increased traffic, drainage changes, utility corridors, lighting, noise, and parcel fragmentation on working farms.

High-density housing immediately adjacent to livestock acreage will create foreseeable conflicts for newcomers and existing residents. Farms and livestock operations involve normal, lawful activities and conditions: animal sounds, odors, manure management, dust, flies, fencing, equipment, trailers, deliveries, and seasonal or early-morning work. Residents who move next to these operations may object to the very activities that make farming possible. Meanwhile, established farmers and livestock owners may face complaints, trespass, loose dogs, litter, traffic hazards, liability concerns, and pressure to curtail lawful use of their property.

The County should not create these conflicts by placing incompatible density beside existing farms and livestock properties. Any development proposed near working agricultural land should include meaningful buffers, clear agricultural disclosure notices, protections against trespass and unleashed dogs, safe agricultural access, and enforceable protection of existing lawful farm practices..

I ask the Council to retain a clear, objective, and protective transportation-concurrency standard under Clark County Code 40.350.020. Do not change the standard merely to make failing roads appear compliant. Publish current traffic data, volume-to-capacity calculations, intersection level-of-service data, funding sources, construction schedules, and remaining deficiencies for the NE 179th Street corridor. Require secure, enforceable funding and completion schedules before treating improvements as concurrent with development. Delay, condition, or deny development that would cause or worsen a concurrency failure. Require developers to pay a fair and enforceable share of the road, intersection, drainage, utility, and safety improvements their projects require.

Clark County should build and fund infrastructure first, protect working land and established residents, and then allow development at a pace the transportation system can actually support. Approving additional growth while roads already fail—and then changing the definition of failure to avoid accountability—would shift costs and risk to existing residents, farmers, businesses, and taxpayers.

© 2026 Clark County Washington