From: Cnty 2025 Comp Plan
To: Lindsey Pisarczyk; Cnty 2025 Comp Plan
Subject: RE: Public Comment – Opposition to Proposed High-Density Rezoning in Pleasant Valley
Date: Thursday, October 1, 2026 8:53:32 AM
Attachments: image001.png
image002.png
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image004.png

Good day, Lindsey,

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

This will be added to the Comprehensive Plan Index of Record. This will also be forwarded to be shared with the rest of the Council prior to tonight's Hearing.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

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From: Lindsey Pisarczyk <lpisarczyk@hotmail.com>
Sent: Wednesday, September 30, 2026 8:37 PM
To: Sue Marshall <Sue.Marshall@clark.wa.gov>; Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>
Subject: Public Comment – Opposition to Proposed High-Density Rezoning in Pleasant Valley

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Dear Clark County Council Members,

I am writing to formally express my opposition to the proposed high-density rezoning in the Pleasant Valley area and to ask that you carefully consider the impact this change would have on the existing community.

I understand that Clark County needs to plan for growth and additional housing. However, I am very concerned that the proposed increase in residential density would place additional demands on infrastructure that is already struggling to adequately serve the people who live here.

Traffic and Transportation Safety

My greatest concern is **traffic and safety, particularly at NE 139th Street and NE 72nd Avenue**.

This is already a dangerous intersection, and I am deeply concerned about adding substantially more traffic to this area.

There is documented evidence supporting these concerns. The Southwest Washington Regional Transportation Council's **2025 Safety Action Plan identified NE 139th Street and NE 72nd Avenue as the #1-ranked intersection in its Clark County crash-severity analysis**. The intersection is unsignalized and had **16 reported crashes**, including:

- **3 fatal or serious-injury crashes**
- **8 additional injury crashes**
- **5 property-damage-only crashes**

The intersection received a crash-severity score of **161.3**, the highest among the Clark County intersections evaluated in that analysis.

This is extremely concerning when considering a proposal that would dramatically increase the number of households and vehicles using the surrounding road network.

The materials provided regarding the proposed zoning compare approximately **four single-family homes per acre under R1-7.5 with up to 32 or 36 dwelling units per acre under R32/R36**.

That is not a small incremental change. It represents a fundamentally different level of residential density and activity.

More households mean more vehicles, deliveries, visitors, rideshares, and daily trips. **Adding that volume of traffic near an intersection that has already been identified as having significant crash severity deserves serious consideration before additional density is approved.**

Parking

I am also concerned about **parking and traffic spilling into the surrounding neighborhoods**.

The materials provided to residents acknowledge that multifamily developments can have reduced parking requirements and that this can result in cars being parked on adjacent neighborhood streets.

I do not believe existing residents should have to deal with increased congestion, reduced visibility, and additional parked vehicles because the surrounding area has been rezoned for substantially greater density.

Schools and Infrastructure

I am also very concerned about the **impact on our local schools**.

Our schools are already overcrowded and facing significant financial challenges. Vancouver Public Schools is currently under state financial oversight after reporting a negative fund balance at the end of the 2025–26 school year and is working to return to a healthy financial position.

Adding a substantial number of new housing units has the potential to add additional students to schools that are already struggling with capacity and resources.

Growth needs to be accompanied by the infrastructure necessary to support that growth —not simply additional housing units.

A Request for Responsible Growth

I am **not opposed to growth or to providing additional housing**. I am asking for responsible growth that takes into account the conditions that already exist in this community.

Before approving this significant increase in residential density, I respectfully ask the County to address:

- The existing safety and collision history at **NE 139th Street and NE 72nd Avenue**
- The projected increase in vehicle trips generated by the proposed development
- Whether the existing roadway and intersection can safely accommodate that increase
- Whether road improvements are planned, funded, and sufficient
- Parking capacity and the potential for vehicles to spill into surrounding neighborhoods

- Pedestrian and bicycle safety
- Emergency-service access
- The number of additional students the development could generate
- Whether the schools serving this area have adequate capacity and resources

Please consider the infrastructure and safety conditions that exist today—not simply how many housing units can technically be placed on this land.

The fact that **NE 139th Street and NE 72nd Avenue has already been identified as the highest crash-severity intersection in the County's regional safety analysis** should be an important consideration when evaluating the impact of significantly increasing residential density in this area.

I respectfully ask that you **not approve the proposed high-density zoning as currently presented unless the County can demonstrate that the transportation, safety, parking, and school-capacity concerns have been adequately addressed.**

The residents who already live here deserve to have their safety, infrastructure, and quality of life considered as part of this decision.

Thank you for taking the time to listen to the residents who will live with the consequences of this decision every day.

Sincerely,

Lindsey Riolo

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