From: Cnty 2025 Comp Plan
To: krismark5@gmail.com; Cnty 2025 Comp Plan
Subject: RE: Comprehensive Plan Update Comments
Date: Thursday, October 1, 2026 3:47:16 PM
Attachments: image001.png
image002.png
image003.png
image004.png

Hello Kristine,

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

Confirming this has been received and will be added to the Comprehensive Plan Index of Record. This will also be forwarded to be shared with the council prior to tonight's Hearing.

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

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From: Clark County <webteam@clark.wa.gov>
Sent: Thursday, October 1, 2026 3:22 PM
To: Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>
Subject: Comprehensive Plan Update Comments

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Submitted on Thu, 10/01/2026 - 3:22 PM

First Name
Kristine

Last Name
Doiel

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krismark5@gmail.com

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2096760357

Organization/Agency Name
private citizen and resident

Address
12702 NE 50th Ave
Vancouver, Washington. 98686-2901

Message Subject
Proposed Rezoning in Pleasant Valley

Comments
Dear Council Members,

I am writing to express my concern and opposition to rezoning in my neighborhood of Pleasant Valley. I am aware that you have heard significant concerns raised by my neighbors in Parkview Estates. My property may be one of the oldest in the neighborhood. The house was built in the 1920s and we have a barn that was built in the 1950s. I believe it was originally part of an 85 acre farm but my research is not comprehensive. My husband and I purchased this property in this location due to the charm of a mixed rural area in proximity to the amenities offered in Vancouver.

I am especially worried about the impact rezoning will have on the traffic patterns on NE 50th Ave, NE 131st Ave. and NE 139th Ave. My house and driveway access sits on 50th and I can tell you the traffic is already quite dense. It is especially busy in the morning and late afternoon due to the school related traffic for Pleasant Valley Primary. All three of the mentioned roads are narrow

rural roads not designed for high density traffic. What plans will there be to mitigate congestion and speeding on these roads?

The first thing that came to my mind when I learned of the proposed change was how will all of us living here be able to exit in the event of an evacuation. There are really only four outlets.Have there been any reviews of evacuation route access for the proposed increase in local population?

I also have questions about the practicality of placing two high density projects in a location that is miles from businesses and groceries. There are no sidewalks and no public transportation in the area. Cars will certainly be needed to get to work and shopping, but the high density models seem to be reducing parking availability. I am not opposed to solving the housing shortage problem but it seems to me that this will place households in isolated islands with no immediate access to work and amentities.

Housing shortages are a real problem and I understand that the state has imposed requirements to solve the problem. However, that doesn't mean you should impose new zoning wherever you like just to check off boxes. There needs to be common sense approaches to placing higher density zoning in locations that support such housing.

I argue that the two lots in Pleasant Valley do not support high density housing.

Respectfully,

Kristine Doiel

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