From: Cnty Community Planning
To: Kim Sprague; Cnty Community Planning
Cc: Rebecca Messinger
Subject: RE: NE 139th zoning
Date: Monday, October 12, 2026 8:07:58 AM
Attachments: image001.png
image002.png
image003.png
image004.png

Hello Kim,

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. Forwarding to additional staff to be shared with the council.

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

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From: Kim Sprague <kimsprague@mac.com>
Sent: Monday, October 12, 2026 8:05 AM
To: Cnty Community Planning <CommunityPlanning@clark.wa.gov>
Subject: NE 139th zoning

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I am writing to express concern about the zoning changes being considered as part of the Clark County Growth Management Plan update. The neighborhoods surrounding NE 139th Street represent a stable, intentionally planned residential district. Introducing high density zoning into the center of this area would disrupt that stability, create incompatible land use transitions, and place additional strain on transportation corridors that are already over capacity.

Proposed changes are inconsistent with the climate planning requirements of HB 1181. Instead of reducing vehicle miles traveled (VMT), VMT would increase significantly if the current plan is implemented

Transportation capacity is a major concern. NE 72nd Avenue is the primary north–south circulation route for a large portion of the community, and it already operates at or near functional capacity during peak periods. The road was built as a neighborhood scale corridor with narrow lanes, limited shoulders, and no center turn lane. It currently carries school traffic, local residential trips, and regional cut through traffic that exceed what the roadway was designed to handle. Adding highdensity zoning at NE 139th Street would increase traffic volumes and worsen existing congestion and safety issues.

NE 139th Street is classified as a Local Access Road, the lowest capacity designation in the County's transportation system. It is intended for short neighborhood trips and low traffic volumes. High density residential development generates substantially higher daily and peak hour traffic, which this type of road is not designed to absorb. Applying high density zoning to a Local Access Road contradicts the purpose of the County's own roadway classification system.

Any significant increase in residential intensity will overwhelm the systems that support it, violate the intent of HB 1181, and degrade the surrounding neighborhood forever.

The proposed redesignation should not move forward until the County demonstrates that the area can support an increase in residential intensity.

Thank you,

Kim Sprague

360-909-6785

Sent from my iPhone