

From: [Mary Wojciechowski](#)
To: [Alvarez, Jose](#)
Subject: 10th Ave and 139th Street project
Date: Friday, January 30, 2015 2:21:23 PM

Good day, Jose Alvarez, and committee members .. this is Mary Wojciechowski and I live near your proposed retail project on 10th Ave and NE 139th street.

I think your building in an area that will need extensive road adjustments in order to have a retail space that people want to come to. If you have ever been to Clackamas Town Center and tried to get into or out of their parking area you know the confusion that can be associated with limited access – and or poorly designed exit and entrance locations. Just adding a turn lane to 10th Ave will not alleviate the issue. This area and the surrounding mile or so has had many changes in the past year and they do not all function well. Some of the needed areas are having their 'sticking points' adjusted and others will be addressed as time progresses. Until these current issues are dealt with adding yet another potential influx of traffic will only make matters worse. After all is functioning well and with adequate access, (not just a turn lane) it would be appropriate to consider the impact on the corner of 10th and 139th.

We cannot be too careful when making decisions that impact a large area of cross-connecting travel flow or we will have a mini- town center scramble.

Unfortunately I may be out of town on your meeting date **so please enter these comments for me.** If my life changes and I am available I will attend.

Thanks in Advance,
Mary

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From: [Gary Villella](#)
To: [Alvarez, Jose](#); [Mielke, Tom](#)
Subject: Fwd: retail project on NE 10th & 139th
Date: Monday, February 02, 2015 12:24:59 PM

My apologies, I forgot to include my address:

Gary Villella
1520 NW 155th Circle
Vancouver, WA 98685

----- Forwarded message -----

From: **Gary Villella** <garvilwa@gmail.com>
Date: Mon, Feb 2, 2015 at 12:20 PM
Subject: retail project on NE 10th & 139th
To: jose.alvarez@clark.wa.gov, tom.mielke@clark.wa.gov

I recently learned about the planned development of a 20 acre retail center at or near the corner of NE 10th & 139th street. I find this disturbing and would like to register my displeasure with this plan. The impact on the nearby intersection with the added traffic volume will most certainly result in a significant deterioration in the quality of life for those of us living in this area.

Additional traffic, congestion and litter are not why families choose an area to live in. A development such also has the potential to attract more crime into our area.

I'm not sure if this is the correct forum to raise this issue but it may be a starting point. Please consider my concerns and advise what further steps I can take if this development planning proceeds.

Regards,
Gary Villella

From: [Ann Foster](#)
To: [Alvarez, Jose](#)
Subject: Fwd: Fw: HELLO AGAIN, JENNIFER
Date: Wednesday, February 11, 2015 8:07:23 PM

Hi Jose,
I'm sending this on to you as feedback on the NE 139th and NE 10th development in Salmon Creek. He sent his approval for me to forward this on to you.
Best,
Ann

----- Forwarded message -----
From: **M&L Howard** <mjhmlh@earthlink.net>
Date: Tue, Feb 10, 2015 at 7:35 PM
Subject: Fw: HELLO AGAIN, JENNIFER
To: NSCNA+PRESIDENT@salmoncreeklive.com

I guess Jennifer isn't available for emails! Let's try the Pres.

From: [M&L Howard](#)
Sent: Friday, February 06, 2015 7:23 PM
To: NSCNA+SECRETARY@SALMONCREEKLIVE.COM
Subject: HELLO AGAIN, JENNIFER

Ann's comments in the February 3 Columbian "Your Week" micro newspaper are right on, relevant, and of concern. I walk through this area a lot, several days a week, and see what's going on. The most noticeable change to me is that all of the traffic signals for at least a mile around the new 139th Street bridge have been programmed very poorly. I frequently see up to 20 stopped cars in line on NE 10th Avenue at 139th Street, heading south, in either the east or west lane, or sometimes both lanes. The same holding pattern is true of southbound traffic on NE 10th Avenue at NE 134th Street (IQU). Degraded traffic light service (long, unexplainable delays) can also be seen at all 4 directions of NE 134th Street at NE 20th Avenue (Burgerville intersection). It appears as if whoever programs the traffic signals (and they must have a really tough and complex job, made even tougher by the new 139th St bridge) gives preference to traffic moving East and West, whether on NE 139th Street (at many intersections) or on NE 134th Street (again at many intersections). I think this new bridge has caused a huge traffic snarl problem for us all, and actually made it much more difficult to traverse the entire area for at least a mile in any direction. The Traffic Circle on NE 10th Avenue by IQU seems to confuse people, further exacerbating the whole situation.

If Ty DeWitt vacates his construction lot location, and even more shopping and offices are put there, our whole North Salmon Creek area could well experience gridlock. I hope someone is thinking about that as they consider new development for this area. I would think the proposed bridge over Whipple Creek on NE 10th Avenue just North of NE 149th Street would just compound this whole bad situation, as people use that route to go to the Fairgrounds and other facilities there.

Can you confirm if DeWitt is actually going to move from his present location?

One other problem I've noticed is that people going North on NE 10th Avenue just past NE 139th Street, where the new multifaceted medical office building is located, tend to want to turn West into the North part of that building's parking lot, and that means turning left from the left-turn lane for people driving South on NE 10th Avenue and intending to turn East on to the new 139th Street bridge. The medical building needs to make it impossible to turn into its lot by people driving North on NE 10th Avenue right after they cross over NE 139th Street. More poor traffic planning. It seems to abound in our area, and is becoming more prevalent.

For whatever it's worth.

Marland Howard

From: [BETTY J ELLITHORPE Owner](#)
To: [Alvarez, Jose](#)
Subject: Re: CPZ2014-00010 NE 139th St North
Date: Friday, February 13, 2015 10:37:44 PM

Thank you. The map was a lot easier to read and answered a lot of questions. The information on the memo should be a little less technical and the type a little bigger. Try and remember that at least half of the people you send the gobbley goup to are seniors. We at least would like to be able to read what is going to change our surroundings.

BJ Ellithorpe

From: "Jose Alvarez" <Jose.Alvarez@clark.wa.gov>
To: "BETTY J ELLITHORPE Owner" <44beejay@centurylink.net>
Sent: Thursday, February 12, 2015 4:05:13 PM
Subject: RE: CPZ2014-00010 NE 139th St North

Ms. Ellithorpe,

Attached is an aerial map of the proposed area that is hopefully more legible and a report that gives some more background information on the proposal. The mobile home park is not included in the proposal. R-18 is a residential zone that allows between 12 and 18 dwelling units per acre. Any future development of the site would have to provide for landscaping between the site and the abutting mobile home park. I've attached the two applicable standards below.

L4, High Wall.

- a. Intent. The L4 standard is used where extensive screening of visual and noise impacts is needed to protect abutting sensitive uses and/or there is little space for separation between uses.
- b. Required Materials. The L4 standard requires a six (6) foot high wall that complies with the F2 standard (Figure 40.320.010-7). When abutting another property, the wall shall abut the property line. When abutting a street or road right-of-way, the wall shall be on the interior side of the landscaped area. One (1) tree is required per thirty (30) lineal feet of wall or as appropriate to provide a tree canopy over the landscaped area. In addition, four (4) high shrubs are required per thirty (30) lineal feet of wall. Groundcover plants must fully cover the remainder of the landscaped area. See Figure 40.320.010-4.

5. L5, High Berm.

- a. Intent. The L5 standard can be used instead of the L4 standard where extensive screening is warranted and more space is available for separation between uses.
- b. Required Materials. The L5 standard requires a berm four (4) to six (6) feet high. If the berm is less than six (6) feet high, low shrubs that comply with the L2 standard must be planted on top of the berm so that the overall screen height

is six (6) feet. In addition, one (1) tree is required per thirty (30) lineal feet of berm or as appropriate to provide a tree canopy over the landscaped area. Groundcover plants must fully cover the remainder of the landscaped area. See Figure 40.320.010-5.

Please let me know if you have any additional questions.

Jose Alvarez
Planner III
Clark County
Department of Community Planning
360.397.2280 x4898

From: BETTY J ELLITHORPE Owner [mailto:44beejay@centurylink.net]
Sent: Thursday, February 12, 2015 2:31 PM
To: Alvarez, Jose
Subject: CPZ2014-00010 NE 139th St North

the typing on the map is so small that I couldn't tell exactly the boundaries. My question is "Is Mobile Retreat within Area indicated on the map?" "Is it going to affect/effect us"

The memo we received gave no information, but it could be viewed as a veiled threat that we are going to have to move and most of us cannot afford to move. And since 95% of us are over 55 and on SS that can be very scary. My self I've been here over 20 years.

I think a map showing the area affected showing less detail but bigger type and a little more info about what it being changed to and why would be helpful.

Explanation of what R-18 is would also be nice.

BJ Ellithorpe

This e-mail and related attachments and any response may be subject to public disclosure under state law.

From: [Ann Foster](#)
To: [Alvarez, Jose](#); mjhmlh@earthlink.net; [Jennifer Kononasek](#); jennifer.lee@marykay.com; [Barbara NSCNA](#)
Subject: Fwd: HELLO AGAIN, JENNIFER
Date: Wednesday, February 18, 2015 9:49:37 PM

Dear Jose,

I'd like to add my opinion to the issue regarding the proposed applications for development.....or is it re-zoning.....of the the DeWitt property on the corner of NE 139th St. and NE 10th Avenue in the Salmon Creek area. I am expressing my personal opinion and not representing the NSCNA. Jennifer Hickel, President, and Barbara Anderson, past-President, will be speaking for the NSCNA at the BOCC on Feb. 24.

I ditto the seriousness with which Mr. Howard has described our "state of the County". I also believe that, despite the best efforts of County Planners, we have lost the control of our neighborhoods to developers and their lawyers. It's a pity, because most of them live in huge houses in Lake Oswego.

I don't oppose the opportunity for DeWitt to sell his land; that is a basic right as a landowner. What I do object to is the rezoning of that parcel to "commercial" from "light industrial". Most importantly, commercial development leads to retail. Retail is not a suitable use for this property given its limited access on NE 10th Avenue only, its residential character from NE 139th St. north on NE 10th Avenue, its impact on traffic flow, and its limited job opportunities.

Many might say a job is a job; but if we have the option creating jobs in retail - at minimum, sub-family-wage wages, - vis a vis jobs created in light industry, my opinion is that the preferred economic development is industry: Family wage jobs that offer stability in a valued and sustainable light industry.

PLEASE do not leave Salmon Creek with a 20-acre parcel of concrete parking lot, with three of four retail businesses that come and go, leaving empty parking lots, litter, and a lot of useless land - that can never be reclaimed. Let's find a better use for Mr. DeWitt's property.

Best,

Ann Foster,
VP, North Salmon Creek Neighborhood Association

----- Forwarded message -----

From: **M&L Howard** <mjhmlh@earthlink.net>

Date: Wed, Feb 18, 2015 at 7:43 PM

Subject: Re: HELLO AGAIN, JENNIFER

To: "Alvarez, Jose" <Jose.Alvarez@clark.wa.gov>

Cc: annfoster5093@gmail.com, nscna+secretary@salmoncreeklive.com

Thanks, Mr. Alvarez, for the information from Mr. Klug, P.E. Please note my previous comments below, which I have now highlighted in yellow. Based on my 35 year career in professional computer technology application, I can understand that Mr. Klug's job is really tough, and his explanation provides clear evidence of that. So, let me summarize the way I see this, based on Mr. Klug's comments (thank you, Mr. Klug, for taking so much time to respond in such detail – it is really helpful). We the people (County, State, whomever) have created a monster that is apparently beyond our ability to control in such a way as to improve the quality of life of citizens – instead it has negatively impacted the lives of those living within the NSCNA area and contiguous neighborhoods. Does this not lend credence to my other previous comments below (rose-colored highlighting) that we will simply grow this monster by adding yet more businesses to the DeWitt construction corner? Indeed, as I see it, Mr. Klug's professional comments immediately below strongly support the idea that this situation (traffic control) is extremely difficult to manage, and adding more complexity to it by new businesses may run the risk of additional loss of control of the traffic system due to overwhelming complexity. I think Mr. Klug has amply supported the position that further growth in this area (NSCNA) takes the current

(post-139th St bridge) very difficult situation and makes it a borderline impossibility to control with any effectiveness whatsoever.

Thank you again, Mr. Alvarez, and Mr. Klug, for your time.

Marland Howard

From: Alvarez, Jose

Sent: Wednesday, February 18, 2015 2:53 PM

To: <mailto:mjhmh@earthlink.net>

Cc: <mailto:annfoster5093@gmail.com>

Subject: FW: Fw: HELLO AGAIN, JENNIFER

See below for a response from our Traffic Signals Manager regarding your inquiry.

Jose Alvarez

Planner III

Clark County

Department of Community Planning

[360.397.2280](tel:360.397.2280) x4898

From: Klug, Rob

Sent: Thursday, February 12, 2015 1:45 PM

To: Alvarez, Jose

Cc: Hermen, Matt

Subject: RE: Fw: HELLO AGAIN, JENNIFER

Jose:

We have pan / tilt / zoom cameras at each signal in the Salmon Creek area. We observe the traffic regularly. I personally live in the area and drive through the intersections in the area he is talking about.

Traffic signals are timed to provide the least amount of delays to the aggregate of traffic. This is

accomplished by placing the signals into coordination on a fixed cycle length. The fixed cycle lengths operate in a lock step fashion to move traffic through the corridor, and by their very nature can cause increased delays to the side streets.

The signals on NE 134th St, including NE 20th Av are set up to progress traffic east / west through the corridor. This includes dealing with the complex travel patterns created by including 4 freeway interchanges within and NE 20th Av in 2,000 feet of road on NE 134th St. Add to that we are trying to keep traffic from backing up on 3 separate freeway offramps and deal with the queuing at 2 onramps in that same 2,000 feet of NE 134th St.

NE 134th St also suffers from the fact that there is a hospital nearby, along with a regional fire station. The traffic signal at NE 20th Av at NE 134th St is preempted regularly by emergency vehicles. That traffic signal is regularly preempted 15 to 20 times per day.

The traffic signals are randomly placed at random distances on NE 134th St. All of these things create a situation where the traffic signals on NE 134th St are timed to move the traffic as efficiently as possible given that the physical layout of NE 134th St is doing just about everything possible to hinder the timing of the traffic signals.

I disagree with the citizen's claim that the roundabout "seems to confuse people". We have multiple pan / tilt / zoom cameras at the intersection. When we watch drivers go through the intersection, drivers do not experience significant delays.

The traffic signal at NE 10th Av at NE Tenney Rd (by IQ Credit Union) operates very efficiently with little delay to the traffic. The traffic signal at that location is doing some very specific things to reduce the delays to traffic on NE 10th Av, and keep traffic moving on Tenney Rd / NE 134th St.

The signals on NE 139th St are timed to allow the traffic to move east / west on the arterial with the least delays. There are regularly more than 14,000 vehicles per day on NE 139th St, and around 5,000 vehicles per day heading southbound on NE 10th Av. The traffic signals are set up to progress the traffic through as many signals as possible, including taking traffic eastbound from the NBL and WBT at NE 20th Av at NE 139th St, and the I-5 NB offramp to continue through the intersection of NE 10th Av at NE 139th St. The signals on NE 139th St are also timed to move traffic eastbound through the corridor with a minimal delay.

The timing priority of NE 10th Av at NE 139th St is to reduce the delays on the main street. In the case of NE 10th Av, the traffic signal is timed such that it queues up the traffic on NE 10th Av, and then times to serve the traffic. Generally, the queued northbound and southbound traffic all get through NE 10th Av each cycle. We have observed one situation in the mornings where the signal is unable to process all of the southbound traffic. When a school bus makes multiple stops on southbound NE 10th Av, the school bus generates a significant queue behind it with each stop to pick up kids. Generally, the school bus turns onto one of the side streets, allowing a huge queue of cars to arrive at the traffic signal. Normally, that traffic would have arrived over a 5 to 7 minutes time period, instead it all arrives at once, and the signal is unable to deal with that one significant plug of cars, and can cause delays for a 10 minute period. There isn't much that we can do about that.

Rob

Robert D. Klug, P.E.

Traffic Signals Manager

Clark County Public Works

1300 Franklin Street, 4th Floor

P.O. Box 9810

Vancouver WA 98666-9810

360-397-6118 X 4356

From: Alvarez, Jose
Sent: Thursday, February 12, 2015 8:46 AM
To: Klug, Rob
Cc: Hermen, Matt
Subject: FW: Fw: HELLO AGAIN, JENNIFER

Rob,

Do you have any response to Mr. Howard's comments in case the Board brings it up at our hearing on February 24TH.

Jose Alvarez

Planner III

Clark County

Department of Community Planning

360.397.2280 x4898

From: Ann Foster [<mailto:annfoster5093@gmail.com>]
Sent: Wednesday, February 11, 2015 8:07 PM
To: Alvarez, Jose
Subject: Fwd: Fw: HELLO AGAIN, JENNIFER

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To: <mailto:NSCNA%2BPRESIDENT@salmoncreeklive.com>

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Marland Howard

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