

BENDER: Motion. Don't we need a motion?

BARCA: Well, yeah, I guess we should do a motion.

BENDER: Yeah. I make a **MOTION** that we **DENY** CPZ2018-00002.

SWINDELL: I'll **second** it.

BARCA: Okay. It's been motion for denial and it's been seconded. Roll call, Sonja.

ROLL CALL VOTE

WRIGHT: AYE

SWINDELL: AYE

GRIMWADE: AYE

BENDER: AYE

BARCA: AYE

BARCA: And at this point in time, ladies and gentlemen, before we get to the next agenda item, we're going to take ten minutes, we will start promptly at 8:40.

(Pause in proceedings.)

PUBLIC HEARING ITEMS & PLANNING COMMISSION ACTION, continued

CPZ2018-00007 N.E. 99TH Street Extension – Proposed amendment to the Arterial Atlas to add, delete, and amend proposed roads to improve neighborhood circulation.

Staff Contact: Gary.albrechth@clark.wa.gov or (564) 397-4318

BARCA: Okay. Thanks for coming back. We're going to carry on with the next agenda item which is CPZ2018-00007, N.E. 99th Street Extension, and staff will kick it off.

ALBRECHT: Good evening, Commissioners. For the record, Gary Albrecht, I'm a planner with Clark County, Washington.

I'm here to discuss CPZ2018-00007, N.E. 99th Street Extension Comprehensive Plan Arterial Atlas Amendments. This proposed amendment is to amend the arterial atlas to improve neighborhood circulation on N.E. 99th Street connecting between N.E. 87nd Avenue and N.E. 72nd Avenue. There's a map of the arterial atlas showing N.E. 99th Street, it extends from N.E. 72nd Avenue to N.E. 172nd Avenue which is not on this map.

This road segment is classified as an Mc- -- M-2cb, a two-lane minor arterial with center-turn lane and bike lanes, that's what it's classified as. Clark County Public Works is currently

working on designing N.E. 99th Street from N.E. 94th Avenue to N.E. 117th Avenue, construction in 2021 depending on funding.

The map on the screen is from the wetland mitigation plan, N.E. 72nd Avenue/St. Johns Road improvement project. The area highlighted in yellow for eventual construction of the roadway will not further impact the wetlands or likelihood of success of the mitigation proposed for N.E. 72nd Avenue/St. Johns Road, the contours were designed to match the created wetland.

The current alignment connecting N.E. 99th Street to N.E. 72nd Avenue does not have funding. It is not listed in the 20-year capital facility plan or the 6-year transportation improvement program; however, this connection is needed as identified in the 2035 regional transportation model to reduce future traffic congestion on N.E. 119th Street and N.E. 88th Street.

In 2018, Clark County received communication from the Washington Utility Transportation Commission that indicated when approving a new public railroad crossing, UTC considers public necessity, convenience and safety. Current State policies strongly discourages construction of new at-grade crossings unless no other viable alternatives exist. As a result of this new information, staff worked with HDR Engineering to analyze alternative east/west connections to N.E. 99th Street to N.E. 72nd Avenue.

The consultant analyzed four alternatives. Alternative F is the yellow line on the map. Alternative J is the blue line. Alternative D is the red line up above, it's got two options, an over and an undercrossing.

After evaluating each alternative per the criteria established in the consultant's memo and the staff report, staff supports the recommended Alternative F for the following reasons: Utilizes the pre-established corridor through Curtin Creek, thus avoiding new impacts; utilizes the County's existing right-of-way west of Curtin Creek; avoids the cost of grade separating Clark County railroad; grades are more easily navigated by pedestrians and bicyclists; least impacts to existing residential homes; grade separation from the intersection of N.E. 72nd Avenue and Clark County railroad.

Based upon the findings presented in this report, criteria for arterial atlas amendments and the consultant's analysis, staff recommends that the Planning Commission forward a recommendation to approve Alternative F as the proposed amendment to the arterial atlas to add future streets between N.E. 87th Avenue and N.E. 72nd Avenue.

And that concludes my presentation for the evening. I'm prepared to answer any questions.

BARCA: So, Gary, Alternative J, the blue line, does that run right through 99th Street as it is today, is that what I'm seeing there?

ALBRECHT: Well, it stops right here.

BARCA: 99th Street stops there.

ALBRECHT: Yes. Correct.

BARCA: Okay. So then there would be additional roadway that would include having to cross Curtin Creek.

ALBRECHT: For this option it would be, yes.

BARCA: Okay. And the section from the far right where the yellow and the blue intersect would also be new built and carry itself all the way across Curtin Creek to the middle of the subdivision, is that correct in what I'm hearing?

ALBRECHT: Correct.

BARCA: Okay. Are there other questions for staff?

BENDER: Yeah. Gary, the letter dated August 14th from the Department of Ecology, is that just an FYI letter, the one on contaminants that are nearby?

ALBRECHT: What's that?

BENDER: It's a letter that was authored by the Department of Ecology stating that there are known contaminated sites nearby the Proposal F.

ALBRECHT: Okay.

BENDER: So the question is, it's just an FYI that to be extra vigilant when you're doing your grading?

ALBRECHT: Well, so that so more or less because that would not affect -- so all we're doing is putting a line on a map. So their concern would be more addressed at the time of development. So when development occurs, they will address whatever hazardous site is on the property that needs to be worked with, so it wouldn't affect this proposal right now.

BENDER: It's a future FYI then. Okay.

ALBRECHT: Yes.

ORJIAKO: Indeed. It is. Oliver Orjiako, just FYI.

BENDER: Yeah, future FYI. Okay.

ORJIAKO: Yes.

BENDER: Thank you.

ALBRECHT: You're welcome.

BARCA: Any additional questions? Okay. Seeing none, we're going to open it up for public testimony. I have four sheets of sign up. We're going to continue to use the three-minute clock. When you come up here, please speak into the microphone, start off by pronouncing and then spelling your name. Okay.

PUBLIC TESTIMONY

Can we start with Scott Buchanan. Perhaps not. Can we go to Bridgette Cottral. All right. We're on a roll. Steve Dahl. Greg Brown. Emily Edwards. So I recognize she signed the last sheet as did Charlotte Bruce. This is working well. Reba Mabry.

MABRY: That's me.

BARCA: Right on. I got one for one right now.

MABRY: It's Reba Mabry, and it's R-e-b as in boy a, M-a-b as in boy r-y. My concern, I live at 88th and 99th Avenue or 99th Street and 88th Ave. and the map stops at 87th.

So my concern and questions are what's going to happen with this end of 99th Street? And they weren't able to tell us at the open house meeting what the speed limit's going to be. Is this going to -- because there were no studies, you know, of what kind of traffic is going to happen.

Are there going to be stop lights on the street? How is this going to affect, you know, the kids going to school? Because this is a major street in our neighborhood, kids play on the street. And looking at the map and illustration that they first sent out, they said they were going to put in sidewalks and a little border on the three-lane road in addition to the three-lane road, so that's going to take five or six feet of our property if that happens. So just trying to find out where it's going to, if it's going to end at 87th Street or if it's going to continue on down 99th Street?

BARCA: Okay. Just for my clarification, when you go like that --

MABRY: Just on the map.

BARCA: Yeah. Well, so my map goes like that way and I think your map goes that way, but I'm going to assume you're talking about going to the south.

MABRY: The east.

BARCA: The east.

MABRY: Well, it would be the beginning of the bridge I guess on the east side.

BARCA: Okay.

ALBRECHT: See where the hand is right here?

BARCA: Yeah.

ALBRECHT: Oh, here. So you're talking about this stretch here.

BARCA: Yeah. So where it intersects back to 99th and the 87th intersection?

WRIGHT: That isn't 99th, that's 78th.

ALBRECHT: Wrong way. Here we go.

MABRY: So it would be between 87th and 94th.

BARCA: And 94th, yeah.

ALBRECHT: Right here. Well --

BARCA: Okay. So if we can't answer the question --

ALBRECHT: Well, so it's currently classified as a minor arterial, so it's not built to standard and that's it. So it needs to be improved.

MABRY: So you will probably be taking five or six feet of my property to build a sidewalk.

ALBRECHT: Well, so the arterial atlas has that already out like that, so I'm not taking anything from your property, but I mean so in order for this segment to occur if that would have to happen, and I don't know how much that would take from anyone's property, I don't know where the right-of-way lines are at, but I mean it's designated as is currently right now. So we're not talking about changing the designation from east to 99th Street, to 94th Avenue, so that's already there, it's just not built to standard right now.

MABRY: That's all I have.

BARCA: Okay. Thank you.

MABRY: Thank you.

WRIGHT: Gary, I'm confused by that because I believe she's on the west side now of Curtin Creek.

PUBLIC: No, she's on the east side.

WRIGHT: Oh, is she on the east side. Okay. Then I stand corrected.

BARCA: Okay. We're looking at Doug Smith-Lee.

SMITH-LEE: Good evening, Chair Baracus and Commissioners. Doug Smith-Lee, the spelling is D-o-u-g, the last name S-m-i-t-h hyphen L-e-e. I'm at 10315 N.E. 86th Avenue. I understand we're just looking at amending lines on a map, the 1996 road atlas, but obviously where those lines eventually land impact a variety of folks.

My biggest question is, do we need to even have lines on a map? Basically questioning, is there a need based on the cost, a real cost and needs analysis. If you think about the need right now, you've got a major roadway, 119th which is being expanded less than a mile to the north and then you have Padden Parkway, and what we're proposing is a line to supposedly relieve traffic congestion, which isn't real clear what that congestion is now or in the future, that would cut through some residential areas and also a wetland. So that's my question as far as the need.

As far as the cost, my understanding at least as far as for this option it's just under \$16 million to develop for a pretty short distance of road if my reading of the staff report is correct, that's a pretty costly infrastructure and I'm sure private has to be with mitigating the wetland as the construction takes place.

As far as the cost, there's also the question as far as safety. Obviously a lot of children in these residential areas are going to Sunset Elementary which would be having to cross 99th Street. Also safety which my daughter brought up. Recently we've had a lot of wildfires, and even though this is a wetland, it's a fairly dry wetland right now, and if we have a fairly high bridge, I think it's going to be, what, 23 feet, 21 feet --

ALBRECHT: Yes.

SMITH-LEE: -- if a driver's going through that area, a fairly dry wetland, decides to toss out a cigarette butt, that will catch fire fairly rapidly right now and you've got a number of residences that are on both sides of that, it would be very difficult to fight that fire.

And then finally, I would just ask if the County wants to invest in this kind of infrastructure, if it's even really needed based on the two major arterials, eventually that area is probably going to be annexed by the City. Do we want to be spending that kind of money for an area that's

eventually going to get annexed probably by the City of Vancouver? That's what I had to say. Thank you.

BARCA: Any questions? Thank you. David Lane.

LANE: David Lane. D-a-v-i-d, L-a-n-e. I live in the Mountain View Estates and I'm looking at the Alternative F which is going to go through multiple green spaces through many areas and one of those areas that I am concerned about is off of 82nd Avenue.

There's a field there in the middle of that neighborhood, and that's a key part of our neighborhood, that is something that we looked at when we were purchasing our house, our kids can play there, we utilize it, our entire neighborhood utilizes it. We utilize it so much that in fact our neighborhood started mowing that field about seven years ago. And since then, the person who started doing that has moved on and now I take that responsibility and I volunteer my time to mow that field so that we can use it, so it does stay short because the County doesn't.

I think they mow it once or twice a summer and it gets pretty long and it's not usable. I'd like to keep that as a park. I know it's not the right size. We have spoken and it's not the two, I think it's a two-acre mark to make it a park for Clark County, but we can run equations and come up with certain amount of driveways and we need another road, why couldn't we make an exception for a place that is actually being utilized within a neighborhood, a quiet neighborhood. I'm fully supportive of everything that was just said and I thank you.

BARCA: Thank you. Kari Kjersti.

KJERSTI: Good evening. My name is Kari Kjersti.

BARCA: Kjersti.

KJERSTI: Nice try. It's K-a-r-i, K-j-e-r-s-t-i.

BARCA: Sonja. Excuse me just a second. Sonja, would you reset the clock please. I'm going to ask you to tell us what this is and then get it down so we can see the audience. Okay.

KJERSTI: Oh, sure. That is a crime map for the area of Mountain View Estates and Cedar 49 and also the surrounding area. I can turn it around for the audience to see. You also have that in the handout that I have for all of you.

So I have moved in the area into Mountain View Estates three and a half years ago and I am against this proposal and the staff recommendation of Alternative F. The crime is a concern of mine as Page 2 on the handout that I gave you, there's a lot of crime outside of our area.

We live in a community of cul-de-sacs, and if you look in the pink area that I've outlined, there

is nothing inside of it, and if you look on the outside, there is DUIs, there is burglary, there are all sorts of things happening. If you put this road in there, there is going to be an introduction of that crime through our neighborhood, so that concerns me.

The other concern I have is on the next page, like the previous person said, I also agree, we have green space. There are four sections of green space that Alternative F is going to go through. This proposal is going to affect air quality, there's going to be an environmental impact. There was a study done but I don't feel like the study was that thorough.

This is going to de-place wildlife that lives in these areas, runoff from roads is going to affect Curtin Creek, is going to impact all of the land that is there, there's going to be noise pollution, the property values are going to go down because of that. Cul-de-sacs are typically a very desirable place to live, it's not going to be quite the case if we've got a noisy neighborhood now that we're living in.

So what I'd like to ask from you is that you take everybody's feedback this evening and please vote for what the community wants. We're the ones that have bought houses in this neighborhood. We have families that live there and, you know, we're the ones that spend our time there. I love this area, it's like a little town, you know, I hear birds when I'm outside, I hear frogs, I'm friends with my neighbors, I love it. Thank you.

BARCA: I have a question for you. Concerning the alternative, you've said clearly you're against Alternative F, and this would go for anybody else that's coming up to testify, are there any of the alternatives that had been proposed as these are lines on the map that you could be in favor of? And if that's the case, I'd like to hear that, and if you're against all alternatives, then let's state that clearly. Okay. All right.

KJERSTI: I am against the 99th Street Extension and all alternatives, so everything.

BARCA: Thank you.

KJERSTI: Thank you.

BENDER: Question. What's the time frame for the graph?

KJERSTI: The crime app is a two month crime app that's, let me read the date on there for you, it's pretty tiny, it is from June 10th, 2018, through 8/10/2018.

BENDER: Thank you.

KJERSTI: And I do have a little italicized area, there was an incident of fraud in Cedar 49 that did happen and then there's a displacement of a noncriminal that does show up in the pink area, but due to privacy reasons, it's offset so it most likely did not happen in our area.

BENDER: Thank you.

BARCA: Thank you.

KJERSTI: Thank you.

BARCA: Okay. Ranos-Carole Meeks.

MEEKS: I apologize for my writing. Randy, R-a-n-d-y, Meeks, M-e-e-k-s.

BARCA: I apologize for the way I read it.

MEEKS: First of all, I moved to Cedar 49 in 1995, I escaped L.A. and I love Cedar 49, moved in as a renter. About three years later I moved away and couldn't wait to come back as an owner. My wife and I did buy a house on 80th Avenue three and a half years ago, one block you might say off of Cedar 49 neighborhood.

We live two houses to the end of a dead-end street, 80th Avenue, our backyard is that field extending out to Andresen. Love the quiet. Love the peace and quiet.

We've seen coyotes. Someone was talking about animals, we got coyotes, not coyotes, coyotes, rabbits, deer, raccoons, it's a real peaceful place. It's a great neighborhood. I don't like speaking in public, but I got to get up here because I got to share my heart, okay, just a few notes.

First of all, I live and work in Vancouver. All the times I've lived there, I've never seen a train go across the (inaudible) Express, so I don't know how often the trains do use that railway, but I'd like to know what that activity might be, maybe that's something we need to talk about how, you know, how much business is there.

Someone talked about the wetland behind us, it's six feet from our fence line. During the wintertime we have the stream, it does dry up during the summertime. So I don't know about that wetland how it's going to be invaded upon.

Right now there is a new sewer line going from a development off of Andresen to 80th Avenue, you talk about road noise already with the trees that have been eliminated and how much more is that going to be with all the trees that are going to be cut down if this three option road is going to be put in.

And you know what, that 119th Street was improved upon to the east to 117th Avenue and it's still going on and on and on to the west. I don't see that road being overly utilized yet. So why do we need something between 119th Street and Padden Parkway? I don't see the need personally.

Like the gentleman said earlier about the cost and the road need for the traffic flow. Anyway, I'm here just to give my heartfelt opinions, there you go. Thank you.

BARCA: Any questions for Randy? Thank you, Randy. Kallie and/or Dan Williamson.

WILLIAMSON: My name Kallie Williamson, K-a-l-l-i-e, the last name Williamson, W-i-l-l-i-a-m-s-o-n. Don't worry I answer to all sorts of things. We live at 10015 N.E. 82nd Avenue. Our home sits directly behind the easement road where the bridge will begin to go over Curtin Creek.

When we moved to our property in 2013, we were very specific in what we were looking for. We moved from the Seattle area for my husband's job and we were very specific in looking for a home that gave us some privacy and some space and nature. We came from a similar neighborhood full of cule-de-sacs that we loved and we were thrilled to find this home.

We have a child who has autism and his safety is a concern. And so when we're talking about putting a road directly behind our home, very concerned about that. Currently we can allow him to ride his bike, he and his brother are out riding their bikes, they are able to walk the dog and we don't worry. In a neighborhood that's consistent with or consistently just cul-de-sacs and two ways in and out, we don't worry about the crime statistics as was discussed earlier. We feel safe letting our children outside to play.

And with this road coming through, it wasn't marked on the map how the intersection mirror at 82nd where it will connect with the easement, it wasn't marked on the map how that will be handled. Will it be a four-way stop? Will it be a roundabout? Do you know?

ALBRECHT: No.

WILLIAMSON: Okay. Yeah, because that's definitely a concern. My other issue is our property values. So I'll be perfectly honest from a very selfish standpoint, my property value is going to be zilch. When that bridge starts, you will be able to see in my home, in every main living area which we have.

So my main living area is on our home on the backside, our bedroom, master bathroom, our kitchen, our dining room, our living room, everything will be on display for anybody driving by and that will force us to move which presents a hardship because currently there is not a lot available for a similarly priced home for what we could sell it for today, and so that is a big concern for me.

The safety for my children, the destruction of our neighborhood and I also question whether this road is actually needed. Currently there is not a lot of growth neighborhood-wise going on around us. We're pretty much stuck. There's not a lot of ways to push. So connecting neighborhoods isn't really a concern, you're just going to be connecting two main arterials in a kind of willy-nilly pattern that doesn't seem fiscally responsible in my opinion. And that's all I

have to say. Thank you.

BARCA: So before you go, there were three alternatives given.

WILLIAMSON: Oh, and I am not in favor of any of them because two of them will directly affect us by eating up that easement road behind us which also does take away from the easement access we have to the backside of our property.

Currently we have a gate, we have easement access from the County to use that driveway-ish along with the Wastewater District I believe has a pump station directly across from us which would be a question I would also be curious to know is how that wastewater pump station would be accessed for those folks if there's a three-lane road going through there, how would that be safely accessed because they are back there backing their trucks in that little driveway very often, so...

BARCA: Yeah. I believe if the road got built, the engineers would take that into account.

WILLIAMSON: Sure. Move it I'm assuming so they can get in there safely.

BARCA: Something safely would happen. Okay. So --

WILLIAMSON: I'm not in favor, no.

BARCA: Of any of them?

WILLIAMSON: No. The blue line would take up homes out of our neighborhood, we have a lovely neighborhood, and the other two would directly impact the safety of my children and the property value of my home and destroy our neighborhood.

BARCA: Okay.

WILLIAMSON: Thank you.

SWINDELL: Excuse me. Can I ask?

WILLIAMSON: Yeah.

SWINDELL: When did you buy your home?

WILLIAMSON: We bought our home in July of 2013 with no knowledge that this was on the docket whatsoever for the planning. Thank you.

BARCA: Okay.

WILLIAMSON: Thank you.

BARCA: And is Dan wishing to speak?

WILLIAMSON: Sure. Hello. My name is Dan Williamson, D-a-n, Williamson, W-i-l-l-i-a-m-s-o-n. Well, my wife kind of stole a lot of my thunder, so I don't really have too much. I agree with everything my wife has to say by the way.

BARCA: Okay. That's a good position to take.

WILLIAMSON: Right. I agree with everything she had to say. Being a security manager in the security industry and having a law enforcement background for over 19 years, I'd have to say that there's no way to avoid the criminal element that will be introduced into our neighborhood with the building of all these alternative routes into our neighborhood.

So what I would like to say is that my major concern is with my background is that inevitably crime will increase, property crime, personal violent crime, there's no way around it. And what I'd also like to add is the fact that why are we doing this? What is the reason? I don't personally see a need for it. The traffic isn't as bad as, I mean I don't think that it's really going to really help things at all. There's a saying that I kind of want to end with is, is the juice worth the squeeze and I don't think it is. Thank you.

BARCA: Okay. Sandra Wall.

WALL: Pass, but I agree with everything that was said.

BARCA: Thank you. And Pam Morlan.

MORLAN: Hi. My name is Pam Morlan, M-o-r-l-a-n. I really didn't plan on speaking today, but I do agree with what has been said already. I am concerned about the environmental impacts on Curtin Creek. I live at --

PUBLIC: Your mic's not on.

MORLAN: All right. I live at 8812 N.E. 99th Street, so I am just east of the bridge, the first bridge plan. Currently on a one block just west of me there's been seven or of seven houses, three houses have been put on the market and they have all been sold and two of them I know for a fact because families don't want to be there with the road connected. Like I said, I'm against all the options and I just don't see the need.

BARCA: Thank you. All right. That's one sheet down. Harold Bauder.

BAUDER: Harold J. Bauder, H-a-r-o-l-d, J., B-a-u-d-e-r. I have a concern about this because all of the alternates end at 99th Street and we live just one block north from that. 54 houses

were placed there 12, 14 years ago and everybody came to a kind of a quiet nice place and this would really disrupt that.

Somebody else said before that the kids and the other go across to the school, in the summertime they go over there to play back and forth and that would really impact that. The other thing I don't understand yet, and I need to ask a question, is the new proposal two lane, three lane, four lane, what?

ALBRECHT: It's a two lane. Two-lane road with a center-turn lane with bike lanes and sidewalks. It's a minor arterial as already classified in the current arterial atlas which has been in place since 1996.

BAUDER: When we came there 14 years, 13 years, 14, excuse me, 12 years ago, there was a sign at the end of 99th Street where it ends going west and there was a sign there that this could be a through street, that sign was taken down, we were told that no, no streets, through street's going to go there, they've changed their mind and I don't know where this proposal goes with the wetlands, but I know they took out hundreds of thousands of square yards of soil in 19- -- 2010 and 2012, '11, and it seemed like that was a plan to make that a permanent wetland.

The other thing I have is I don't understand how a bridge can go in there without seriously impacting the wetlands. Just the construction of it would terribly impact that wetlands. The traffic, other things would also. So it seems to me that that's a poor plan no matter which way you go.

They're going to put four lanes through 119th Street and that should take up an awful lot of the traffic that is now on Padden Parkway, that's just a mile up to Padden Parkway and a little less than a mile to 119th Street from where 99th Street is, so it doesn't seem feasible to put more road through there at this time. Questions?

BARCA: Questions? Thank you. Tom Leeson.

LEESON: Good evening. I'm Tom Leeson. It's Tom, T-o-m and Leeson, L-e-e-s-o-n. I live on the east side of Curtin Creek on 99th. This evening as I drove here just past my house on, one was on each side of 99th Street are basketball hoops, they're standing alone, kids play there all the time, there aren't a lot of options in the area for kids to play and they play in the street, they skateboard past my house, ride their bikes, having a lot of traffic through the area is just going to gut the neighborhood in a sense and is not going to -- I have lived here in Clark County, in fact I was born here, and have lived here for over 60 years in the Sunset neighborhood, I've lived there since '92.

And, you know, I understand that things about growth and need for transportation and stuff like that; on the other hand, in the 60 plus years I've lived here, the quality of life has been going downhill and, you know, the quality needs to be, the people that live here currently, a

person needs to have a feel that you count too.

Sometimes it's all about the growth and whatever and sometimes you have to think about the quality of life with the people that already live here and I don't see this adding to anything in our neighborhood and that is my point.

BARCA: Thank you. Vince Scopacasa. Vince. Okay. Laurie Dalhover.

DALHOVER: Hi. Spell my name L-a-u-r-i-e, D-a-l-h-o-v-e-r, Laurie Dalhover. Hi.

HOLLEY: Spell that one more time a little slower.

DALHOVER: Sorry, I talk fast. D-a-l-h-o-v-e-r. I wasn't planning on talking, but I thought I would because a lot of people left because of various reasons, babysitters and stuff. So I live in Cedar 49 and I've lived there since 1990. It's beautiful.

When Costco moved in, they created the wetlands, the Curtin Creek wetlands because they took all the wetlands from where Costco was, it was like a deal for Costco, and it's the most beautiful place you've ever seen, but we're not allowed to touch it, you can't go in there. There's no park in the area.

I don't know why this is even proposed. The traffic is much more now because 119 is being created and has been closed for, oh, my gosh, probably a year and a half, so everybody's going, you know, up the other street. So I think it's not necessary and I don't know who would even be going through there.

One part of Curtin Creek is Sunset Elementary School, that's where my kids went to, and maybe my grandkids will go to, and I mean it's right there. So why would anybody want to put in a humongous street right in front of a really nice elementary school and there's no other way to get there but to cross the street because all the houses are on one side and the elementary school is on the other. And we don't have money. I don't know where they're trying to get the money from, but I think a park would be wonderful in that vacant area. And I just would like to ask you, can you tell me why this is being proposed?

ALBRECHT: So the current 2016 arterial atlas has this road going through here, if you look at the map up here, it's already there.

DALHOVER: No. I'm asking you why it's being proposed?

ALBRECHT: So why, so the why the proposal is because this current line crosses the railroad so and this it's a regional significance for this, for this road to be on the map, that's why, so...

DALHOVER: No, that's not why. What is the impact and why is it being built? Why do you want to build it?

ALBRECHT: Well, it's for to relieve traffic congestion that's why, it's on the map.

DALHOVER: There isn't -- that would create traffic congestion. I'm just saying it would create -- we have the most peaceful beautiful neighborhood, we all know one another. I can't imagine.

BARCA: Hold on for just a second. Hold on. Sonja, stop the timer for a second. Okay. Perhaps we need to try and level set what this is right now.

So this is the Planning Commission and we're trying to do long-range planning. Okay. What we're doing right at this moment is we're not talking about a road that's funded, we're talking about the potential need of the future in which we see continual build-out of already designated zoned land where housing and commercial development could go which would generate additional vehicles on the road and additional trips, so...

PUBLIC: Do you have money for that? Is there any timeline for that?

BARCA: So the timeline that comes with it has to do specifically within the guides of how much development gets done over a undesignated period of time, but when we talk about the atlas, this is nothing more than the proposal about what infrastructure would be in place at the time that those build-outs occur, and I'm going to let Oliver pick it up from here because he's here for that purpose.

ORJIAKO: No. Good evening, Planning Commission members. For the record, Oliver Orjiako, Community Planning Director. I think you stated it very well. This is a 20-year plan, and as Gary has indicated, this has been on the arterial atlas for quite some time. This map represents the current proposed alignment when this is built.

The reason we are looking at it is the issue that Gary pointed out as this is proposed on the current arterial atlas, you can see it crossing the railroad which as we know it's not something that we normally do putting a road near a railroad, and for a variety of safety reasons we try to avoid that. So when we were asked to take a look at this, that was what prompted us to look at what will the future alignment look like.

In addition, it is true that 119th is being widened and constructed. If you look at the distance from 119th to Padden Expressway, you can see that there is a huge gap, and when you talk about neighborhood circulation, this is one area that with that gap there's a need to have an east/west circulation plan, if you will. So the purpose of this is looking at a 20-year plan.

If you look at the aerial, you will see that there is huge areas still yet to be developed. So in terms of neighborhood circulation plan and Bill, who is a transportation expert, will agree that an east/west access is needed between 119th and Padden Expressway. And I have nothing more to add.

This is going to be on the 20-year capital facilities plan, it's not going to be built tomorrow, but we have to show on the map what the neighborhood circulation plan will look like when the area is fully build-out.

BARCA: Does that help answer your question?

DALHOVER: Yes, but I do not agree with it.

BARCA: Okay. Fair enough.

DALHOVER: And just to say, yeah, if you guys want to come out and see this beautiful neighborhood, it's wonderful and I can't even imagine if we had that three lane, sidewalks, how much property people would lose, it would be terrible. It would bring in a lot of crime. We couldn't ride our bikes through our own neighborhood and just think, you know, we really love our neighborhood and want it to stay nice and if there's anyway that we could erase that from that map, that would be great, but I've lived here since 1990 and I never saw that, so...

BARCA: Thank you.

WRIGHT: Mr. Chairman, would it be possible for me to address a comment to Oliver.

BARCA: Absolutely.

WRIGHT: Oliver, you can probably remember all the years of planning to build the Padden Parkway. The right-of-way was begun to be set aside for the Padden Parkway in the mid '60s --

ORJIAKO: Yes.

WRIGHT: -- and it was 35 years later before the first section of that road was built and there was all sorts of cries to sell the right-of-way to let people plat it, et cetera, et cetera, but the County persevered, kept that right-of-way intact and where would we be without that road now, we would be in very, very much trouble over that.

And these roads don't fall out of the sky totally built, it takes years and years of planning and funding and persistence in order to develop and get them built, so...

ORJIAKO: I couldn't agree more. If we can show, and I think the neighborhood have made a good observation, I agree with their concerns; however, if Gary can show you the right-of-way have already been reserved.

ALBRECHT: Do you see the hand on the cursor, so this is already dedicated right-of-way, so it's in the plot of the subdivision that went in since 1992, the plat itself says it's dedicated for a

future roadway, so it's been there all along.

ORJIAKO: But to your point, I agree, prior to building Padden Parkway the only east/west road that I'm aware of was 78th or 76th and 78th until Padden Parkway. I remember the struggle in reserving that right-of-way, but now it's one of the best east/west access in the county, so thank you for that observation.

BARCA: Okay. And with that we're going to get back at it. Lauren Drew.

DREW: I'm Lauren Drew, L-a-u-r-e-n, D-r-e-w. I live in Cedar 49 and have for 28 years. Obviously I've seen a lot of changes in the area surrounding Cedar 49, but within the neighborhood not that much has changed. They added some condos at the end of the road on 82nd, no big deal.

I walk my dog every single day just about and it's a 2.10 mile walk from the beginning of my house which you enter on 88th Street onto 82nd Avenue, my house is just a few doors down from there, and we walk 2.10 miles a day and I see a lot of horrible traffic already. It's not that we have bad traffic, it's that people drive badly.

And on 82nd it's a, people think it's a freeway instead of just a neighborhood street and I foresee that if we had any other access into that neighborhood, it would be pure chaos, pure chaos. And I'm going to ask the County fellow, what is the real impetus for this plan? What kind of money is the County going to gain from putting a road in and then sewers and then having houses and taxes and so forth, isn't that the real impetus for this rather than traffic congestion?

ALBRECHT: No. No. So this is the arterial atlas is about a transportation system, we're talking about the system network. We're not talking about anything, any other infrastructure, we're talking about that's it, that's all we're talking about is a whole transportation system, it's a regional network we're looking at. So as Planning Commissioner Wright already mentioned, the Padden Parkway it took 35 years to build, so the dedicated, the right-of-way has been there, so this is the same thing.

DREW: Well, it isn't because it affects our neighbors.

ALBRECHT: And I understand that. So I don't have anything else to say.

DREW: Okay. Thank you. My time shouldn't be up because he talked. Well, but what I will say is, and by the way, I had my lung lobe, lung removed last year so I don't have a lot of breath to waste and that's what I'm afraid is going to happen here, that we're all going to ban together, we're going to become angry, we're going to say we don't want this, and I don't want it, I agree with everything that everyone else has already said, but you're going to do it anyway.

It's just like we had swampland, we had wetland, and what happened, Padden Parkway goes in,

they put in a token pond that's so choked up with cattails a duck couldn't swim in it. Costco wanted to build, they put in a token pond. The shopping center on Andresen and 88th Street and Home Depot was swampland, every winter we had a lake out there, they've got a gas station, but they put in a token pond, and that's what I'm afraid is going to happen.

All these planning things look good on paper and everybody says, oh, yeah, that's a great idea. I worked with bureaucracy for a long, long time, I understand how things work. I also worked for an advertising agency and you wonder how the stupid ads come on TV, you should work for an ad agency to find out. But in any case, okay, I'll be done.

I am against any sort of new access into our neighborhood. It doesn't make sense to put a bridge. The railroad is more likely to fail before any road is put in there. It's only used twice a day, at least that's the only time I hear a whistle blow. So let's not worry about the railroad, let's worry about the neighbors losing their property, losing their privacy.

BARCA: Thank you Mrs. Drew.

DREW: Thank you.

BARCA: And it's Randy Cochenour. Was I close? Randy? Close enough. Cheryl Pederson.

PEDERSON: I'm on the list?

BARCA: You are on the list. You can choose to come up and talk or pass. There we go.

PEDERSON: I didn't know it was signing in to talk, sorry. I'm Cheryl Pederson, C-h-e-r-y-l, P-e-d-e-r-s-o-n. And I do have a question about you were saying about it going, you know, east and west being a thoroughfare. Well, is it going to go beyond east, beyond 94th through the where the garbage, whatever, landfill is?

ALBRECHT: Yes. It's currently in design right now to go past that to connect.

PEDERSON: To go past that?

ALBRECHT: Yes.

PEDERSON: Okay. Because that was my, I thought why would you put a road in there if it can only go to 94th and it seemed kind of silly to me. So I drive 88th all the time which is just a two-lane road with no sidewalks, no curb, no bike lane and that would much better be served being developed than putting this through 88th and then you have 119th and we just don't see a lot of, I don't see a lot of need for traffic to go through there when there's two other roads. Thank you.

BARCA: Thank you. Brad Pederson. He'll tell you.

PEDERSON: Good evening. My name is Brad Pederson, P-e-d-e-r-s-o-n, and I agree with everything my wife said. Well put. The proposal or I guess you could say the Alternative F to me is -- would definitely have an impact on our area as far as neighborhood. I guess if I had to choose an alternative I would choose J as a viable option compared to wheeling this road up and down through the, through the neighborhoods. That's all I have to say.

WRIGHT: Is that the blue one?

PEDERSON: Yes.

BARCA: Yes.

PEDERSON: Thank you.

BARCA: Thank you. It looks like Andrew or Donna Gregg.

GREGG: My name is Donna Gregg, D-o-n-n-a, G-r-e-g-g. Good evening. It's been a long night for everyone so I'll be as brief as I can. I realize that the road segment has been there for since '93. There is one alternative that wasn't considered on these on here and that is not to do anything, to take it off the map.

There's a finding that the road segment from N.E. 99th Street of N.E. 99th Street from 72nd Avenue to 94th Avenue has been on there since '93, but there was a segment of 99th Street from St. Johns to N.E. 72nd that was removed from the atlas in 2016 due to development that precluded the construction of the future M-2cb. So there was a segment removed so that there could be development there.

Now, we have development in our neighborhood and I am about four houses, that would be north I guess, of Alternative F and what it is doing is you are coming right through a neighborhood that has already been developed. Now, I realize the right-of-way was there. The County does not maintain it. It's maintained by the people who live in the neighborhood because we got tired of the weeds growing.

I realize that if you had to do an alternative, which I'm not sure why since I'm not sure how much more development really is going to be done, I haven't seen any numbers about what's projected so I can't comment on that. 72nd crosses the railroad, so if we're trying to divide the railroad, why are we -- what are we going to do with 72nd? We have to turn left or right onto 72nd and the railroad tracks are right there as you go across 72nd. Let's see.

One other thing I wanted to point out was when you do something like this through a neighborhood, I would like to know how when I come down 82nd Avenue I'm supposed to get through the traffic of this new thoroughfare. Because even though it's only two lanes, people

drive very fast out in that area. 72nd the speed limit's 45, but if you clocked people, they're probably doing 65, so I can foresee people cruising right through there, and there are children in that neighborhood.

As far as saying that C-TRAN and the transportation, I never see a C-TRAN bus out our way. I don't know that they even go out there. So to say that this is to help that, I'm not sure that that's a true statement. As far as biking, I am a biker and I really don't mind riding along the bikeway that's there on Padden Parkway and now we'll be able to go from Padden Parkway and riding, we have to ride up over I-205. So to say, well, it's better for that, I think that might not be an issue. So thank you.

BARCA: Questions? Thank you. Ashley McWatters. Oh, what does this one say? I'm sorry, I'm going to read your address because I just can't make out the handwriting. 16711 N.E. 98th Street. Is it Sabrina? Okay. I apologize if you're at the end here and I didn't call you up, you can sure come up. Jane and Evan Dudik. Christine Bitner. Bitner? No? Kristen Riggs. David or Dorene --

SWINDELL: Hold on.

RIGGS: I was in the back.

BARCA: Oh, and you're Christina?

RIGGS: I'm Kristen, yeah. And it's --

BARCA: Any one of those microphones works.

RIGGS: Okay. So my name is Kristen Riggs, K-r-i-s-t-e-n, R-i-g-g-s, and I am not in support of Alternative F, but I do support Alternative J and Alternative D primarily because Alternative F does impact so much of our protected land and existing developable land.

The value, I understand that we've recently seen a big review of all railroads and that probably has driven the Alternative F, but ultimately this railroad in 20 years, the majority of people who are currently residing on these properties probably will not be residing in these properties, but the impact of the developable land does impact the value of those property owners.

The railroad most likely will not be in use, so the value of the land that is impacted by Alternative F is greater than the railroad that's currently very rarely used and in forecast doesn't truly connect to many transportable spaces that will be used in 20 years.

BARCA: Any questions?

RIGGS: One other comment is that the existing street of 99 is not improved and the focus of improving by using 99th Street and widening it creates the least amount of impact other than

the railroad crossing 72nd which most likely would be addressed in some other transportation valuation.

BARCA: Okay. Thank you.

RIGGS: Thank you.

BARCA: Okay. David or Dorene Rau. All right. Sheet 2 done. Tom or April Gredvig.

GREDEVIG: Hi, Commission. Thomas Gredvig, T-h-o-m-a-s, Gredvig, G-r-e-d-v-i-g, Gredvig. I believe I've e-mailed Gary I was in opposition to all of these proposals and I'm just here to reaffirm my opposition and to agree wholeheartedly with a lot of these folks that have already spoken about an east/west alternative that makes no sense. I mean, we don't need to connect to a neighborhood that's not in our neighborhood and they don't need to connect to ours. I see no logic in this at all.

And it's already been spoken that 117th, at 119th and Padden Parkway are both pretty squared away on covering traffic east and west and putting one in the middle of them just because there's lines on a map makes virtually no sense. Okay.

So we have livability issues is the biggest part. I've got no park in my neighborhood that I can walk to, there's zero parks, either city or county. There's no bike lanes, no curbs on most of these streets. And then the increased amount of traffic, you're just, you got a bunch of traffic including Gulick Trucking and - what's the other one down there right by us? - VanView, so all these 18-wheelers are going to hang a left to go through our neighborhood because it's convenient for them, makes no sense.

I'm just, I'm aghast at the proposal, I really am, and I don't know who tailored the transportation map. Also the railroad, how often is it used, once or twice a day? I'm retired now, I walk my dog every day and I hear that train once, these guys say twice, but I only hear it once a day. So you got this railroad that's obviously pulling some strings here. I don't understand it. So I could rant on and on but you guys get my drift.

I'm thoroughly opposed and I agree with everything that everybody said. And that park would be a great park, I'm telling you. You could spend a hundred grand, put a nice fence around it, make it a beautiful park. Why put a road through there into a -- so that we can get to another community? Makes no sense.

BARCA: Questions for Mr. Gredvig? Nope, I guess not. Thank you. Mike Hewitt.

HEWITT: I pass.

BARCA: Okay. And Sarah Hewitt.

HEWITT: I too pass.

BARCA: Thank you. Ray Bloomquist. Nancy Cann.

CANN: I'll pass.

BARCA: Passing. Is it, it looks like Michele.

SWINDELL: Marcie. I don't know.

BARCA: Marcie? I don't know. I'm sorry. I'm going to say Marcie Bets. All right. Here we go, address, 10014 N.E. 82nd Avenue. Okay. Quite embarrassing because we're on TV and I'm doing this. Sabine or Troy Summerhill. All right. Got one.

SUMMERHILL: Troy Summerhill, T-r-o-y, S-u-m-m-e-r-h-i-l-l. So I own the property that is just north of the cul-de-sac where the road, it's not just going to impact me, it's literally going to go through my house so I'm probably getting the most bang for the buck for anybody.

I came home from the hospital in 1969 to this piece of property and I've lived there until today. It is a gorgeous piece of property. I have a wonderful garden. I raise chickens. I've raised my daughters there. Cedar 49 didn't exist, but they built a beautiful neighborhood down there. This would not be good for it. It's a shame to see my daughters pool with a road running through the middle of it. It just disgusts me.

How can you just put, you, put a line on a map and destroy someone's house that's been there for -- well, when they bought it, it was an old house then, I've lived there for 49 years. I don't support any of these. I think it's going to be horrible for the neighborhood.

I don't know why anyone doesn't look at 88th Street. It would be easy to improve and from 94th Avenue across the old dump would not be an issue, there's no houses there, that would impact so fewer people than any of these proposals. Any questions?

WRIGHT: Would you care to talk to the folks on 88th Street about that proposal?

SUMMERHILL: Well, they don't live right on the road, there's a field there that you could easily expand to four lanes if you wanted to. The road is in horrible shape and needs fixed as is.

WRIGHT: I think you'd find the folks would be very reluctant to have a road go through their properties.

SUMMERHILL: Well, it's not through their property, you could expand it to the north. It's a pasture right now and you wouldn't have any wetlands to deal with because it already crosses Curtin Creek where Curtin Creek is a tiny little trickle instead of an entire wetland where it is

lower.

WRIGHT: I'm sorry, I shouldn't have gotten into a debate with you. My point was folks are going to object to any alignment, they're just not here tonight.

SUMMERHILL: Most likely because it's not needed as has been stated tonight. And these two neighborhoods, the kids over here go to Evergreen schools, and these kids go to Glenwood in Battle Ground, there's no reason to go across the field. This road would not be used for any of that, they're going to go the same way they're going now.

BARCA: Thank you, Mr. Summerhill.

SUMMERHILL: Thank you.

SWINDELL: Actually, can I ask just a quick question. Can you clarify where you were saying that the road is going to go through a swimming pool.

SUMMERHILL: Yes. Do you see this cul-de-sac?

SWINDELL: I see a couple of them.

SUMMERHILL: No. The turnaround.

SWINDELL: The roundabout?

SUMMERHILL: Yeah, the roundabout.

SWINDELL: Oh, in the yellow, right there.

SUMMERHILL: You have to go an inch up, do you see that blue dot, that's our swimming pool.

SWINDELL: Okay. Thank you.

BARCA: Michael Thompson.

THOMPSON: Good evening. My name is Michael Thompson, M-i-c-h-a-e-l, T-h-o-m-p-s-o-n. How can you put a road through a man's swimming pool?

BARCA: We're very practical.

THOMPSON: Anyway, I agree with most of the folks here. What's the need? Just because you have a right-of-way doesn't mean you need to use it. This right-of-way was made, I don't know, what, 30 years ago. I moved into the neighborhood five years ago and this, you know, just came up at the grange meeting with me, so... I'm thinking like the last gentleman, there's

alternatives that can be used. 88th and 94th.

My house is, butts up right against that blue line, so basically you'd have to buy my house I imagine or do whatever you do, but I'm against all the proposals. Because the wetland area is really going to be, you know, affected by a road that goes through it. It's fairly new and right now we're seeing wildlife, we're seeing birds. I have a feeling if a road went through there, the wildlife would disappear for a while and take a long time to come back. Thank you so much.

BARCA: Thank you. Brenda Lee. Loretta Kalmbach. Pauline Elder. Bob Winston. All right. Kathy Lindman. And Larry Gibson. All right.

GIBSON: I'm Larry Gibson, L-a-r-r-y, G-i-b-s-o-n. I own the property that at on the south side of 99th Street there at 72nd Avenue, and my question is, when I was looking at this proposal, it looks like the cheapest way is going to be to do the yellow arch and I don't understand that. It seems to me like the cheapest way would be to do Option J which is the blue line. Can you explain that to me.

BARCA: Sorry, Gary, but you're the guy who put the line on the map.

ALBRECHT: Okay. So the consultant's study, so which line are you talking about, you think the blue one is cheaper?

GIBSON: Well, because it's mostly there already.

ALBRECHT: Okay. So the blue one is, let's see, so 40 parcels with 35 acquisitions are required, 9 potential residential displacements will occur, requires an estimated total of 3.7 acres, .07 acres in fee and .41 acres in temporary easements, so there's a lot of, there are a lot more constraints on the blue line going straight across.

And as far as crossing Curtin Creek down here, this area up here has been prepared by Public Works in 2012 for a road to go through here, this segment has not. So we've already heard earlier what it costs for environmental mitigation, so that would take into effect down here. So all this would have to have a lot of environmental mitigation to occur, this site would not take a lot of mitigation to occur.

GIBSON: And if the blue line was done, I think that was J, if that was done, would that -- would current 99th Street be widened?

ALBRECHT: Well, so, yes. If it was to happen it would be widened over the same standard, the same classification, the minor arterial, the M-2cb. So all of these alternatives would be widened to that classification.

GIBSON: Okay. But since I'm a lay person and don't understand all that, some of my

property was purchased when 72nd was widened and there was an easement purchased on 99th Street, is that easement going to be, need to be wider?

ALBRECHT: I don't know.

GIBSON: I don't either. I was, I'm planning on building a building there and I just want to know if I'm going to have any room to park in front of the building.

ALBRECHT: Have you submitted a pre-application for it?

GIBSON: Oh, yeah.

ALBRECHT: Okay. Well, a development trumps the whatever happens now going forward, so I'm not sure what will happen, so I don't know.

GIBSON: Okay.

WRIGHT: You know, it might be useful to have Matt come up and talk a little bit about the issues of 99th Street and 72nd as proximity to the railroad track because I know that was a big factor in the alignment.

GIBSON: Okay. And the railroad track is another question I have because it's not used very much, why are we trying to align everything with the railroad track?

BARCA: We'll get to that, yeah.

GIBSON: Okay. Perfect.

BARCA: Okay. Yeah. Okay. So I have Harvey Nicholson.

NICHOLSON: I'll pass.

BARCA: You'll pass. Richard Gordon. And Richard was with Michele Gordon. Okay. Clint Nelson coming in. And Clint is the last one on the sign-up sheet, so if there's anybody else that wishes to testify, you're welcome to come forward after Clint, you can just raise your hand and we'll get you right up. Okay, Clint.

NELSON: Hello, gentlemen. I'm not really a great speaker, but I have a few questions.

BARCA: Can you start by speaking your name and then spelling it for us, please.

NELSON: Like I said, I'm awful simple. So Clint, C-I-I-n-t.

WISER: Can you speak in the mic.

NELSON: Clint, C-l-i-n-t, Nelson, N-e-l-s-o-n.

BARCA: Thank you.

NELSON: In looking at your map, my house is covered in yellow, so I have a slight question of if the house or if the road does go through, obviously I won't be living there anymore and I'd probably want to sell my property, will it still be zoned the same way it is right now, residential?

ALBRECHT: Where is your house at on the yellow line?

NELSON: You see the green dot where the swimming pool won't be, I'm on the other side of the road.

ALBRECHT: Okay. So I believe that is light industrial property.

NELSON: No, it's not. Anyway --

BARCA: We can get you that answer, it might be offline, but we can get that answer to you.

NELSON: Okay. The fact that I live so close to a new Padden Way, and I wouldn't want to live there anymore, it would also affect all the wildlife. Right now I have ten deer that come out to my apple orchard, I put out salt blocks, the kids really like to watch them. I was wondering what will happen to those green areas, will they be moved? Because in 20 years, you know, the green areas are going to be a lot smaller than they are now.

BARCA: And if I understand your question, I believe some of those green areas are already purchased right-of-way that the County owns. So it sounds like those portions would get converted into the road and other portions of the greenway such as what happens in Curtin Creek would be remaining protected as it is today. So without knowing which green spaces you're referring to, I think there's a variety of answers, but let's be clear, until there's a road development, then there's not any kind of change on the ground.

NELSON: Okay. So I go to try to sell my land right now and everybody looks that there's going to be a road going through it, what does that really do with my next 20 years until I realize if there is going to be a road or if there isn't? I'm almost to the point now where I don't want to buy green bananas because I don't know if I'll be around that long. So what can I look for as a future?

BARCA: Well, there's no road plan, there's no funding, there's a line on a long-term planning map and that's what this hearing tonight is about. So when you want certainty, the only thing we can say right now is there isn't a project at this moment, there's only a discussion about what the project would consist of.

NELSON: Okay.

BARCA: Okay. So as I stated before, Clint was the last one up on the list, and if we have -- all right. Just one moment please, sir. Did you want to come forward and speak as well? Okay. You'll be right after her and then you in the back there behind Mr. Wilson. Not Wilson, sorry --

WILLIAMSON: Williamson.

BARCA: -- Williamson, I was really close.

WILLIAMSON: You were close.

MEEKS: Hi. My name is Carole Meeks, C-a-r-o-l-e, M-e-e-k-s. So what I learned tonight is that I didn't do my homework before we purchased our house, that's what I learned. We got our house three and a half years ago and now I regret not doing my homework about what this property was planned for.

My challenge right now is that I haven't heard anybody come forward saying we want this. There's been no positive people saying we can't get across this area because it's all congested. I get the fact that you're doing this future planning, I totally understand that and that's what I understand now, I didn't know that when we bought the house, but now that we're there, now I feel like thanks for giving me the head up that I need to sell, that's where I'm at right now, that's what's depressing.

And, yes, my husband and I bought that property because it's beautiful, it's an amazing neighborhood and there is no place in Vancouver that I've seen that is anything like that and now I'm regretting it which is really sad.

I don't know what -- I get it that you're doing this future development, totally get it, but what I saw on the map when you showed it before was a bunch of squares and they all seemed to be very uniform in size and this happened to be one of those lines.

I don't know what the alternative is. If I was to choose one, I guess I would choose the red. I am not in favor of any of them at all because I hear all my neighbors talking about how they're affected. So one of my things that I wrote to my husband as I was making my notes is I would feel guilty about choosing something that would be good for me if it's going to affect one of them. That's all I have to say. Thank you.

BARCA: Thank you. Sir.

NICHOLSON: Harvey Nicholson, H-a-r-v-e-y, N-i-c-h-o-l-s-o-n. My question is I live right on the right-of-way, I knew that when I bought the place, so that's not an issue. My question is, isn't the red line in reality the true easement area?

ALBRECHT: Well, so that's the existing arterial atlas is through the red line.

NICHOLSON: That's right. And the gentleman with his pool and the other gentleman that talked about cutting right through the middle of his property, all that and the S-hook is new?

ALBRECHT: That's a proposed, a proposed alignment, yes.

NICHOLSON: So you aren't following the right-of-way, you're just going where you want to; right? Isn't that what I'm hearing?

BARCA: So, no, to clarify, there's a proposal to change the direction of the line on the map. Right now there is a line on the map and it's the red line, so...

NICHOLSON: But lines don't mean anything. The atlas doesn't mean anything. That's all I want to say. Thank you.

BARCA: Okay. Let's see. Yes, you come forward and then there was somebody back there, yeah, you can come up after her, please. Please, go ahead.

HARWOOD: Sarah Harwood, S-a-r-a-h, H-a-r-w-o-o-d. And if I could just get clarification on Page 8 in the paragraph where it says construction in 2021 pending funding, it's the second paragraph.

GRISWOLD: Is that for 99th to the east?

HARWOOD: So does that, does this paragraph mean that you do have funding for that portion of this project?

GRISWOLD: We have funding I believe for the intersection of 94th and 99th and we're going after funding for the portion east of there to 503.

HARWOOD: Okay. So --

BARCA: Pardon me, you haven't introduced yourself, we don't know who you are.

GRISWOLD: Oh, I'm sorry. Matt Griswold, I manage the traffic engineers and operations.

HARWOOD: Okay. Thank you. So I live in Mountain View Estates and I don't like any of these, but I understand that you do need to have something on a map for a long-term plan.

So I know we have all said no to this. So what might be better is to spend our energy in going towards 117th to where there aren't all these houses already built and making it so that when the development is put in at the end of St. Johns where that traffic light is and you run the road

east, then in 20 years you're not going to have a room full of people objecting to all the work you all have already put into it.

There's got to be a different way of doing these maps and building up neighborhoods so that you don't run into 100 people telling you all no. So I think it's time to go back to the drawing board and make sure that as you build St. Johns Way that you allow for it not to go through someone's swimming pool or you don't interrupt our elderly gentleman who walks our neighborhood and whistles throughout the entire neighborhood and everybody knows who that is, it's Owen, there's got to be a better way to do this so we don't run up against this.

And I know you have worked really hard on this, just move those lines where there's not construction yet. That's all.

BARCA: Thank you.

COE: My name is Brenda Coe. Brenda, B-r-e-n-d-a, Coe, C-o-e. We bought our house - our house is on the blue line - five years ago. It's a beautiful house, a retirement home, didn't know about this easement.

I'm wondering why we don't have public transportation that could take care of a lot of traffic that is foreseeable in the future. I never ever see a bus ever. And the up and coming generation I think would really benefit from a bus going north and south on 117th and 99th. I mean, thousands of people could ride that bus and we could probably save \$15 million.

I just I don't even understand in my mind why we don't have more public transportation taking care of some of this car traffic. I for one live in Vancouver and work in Portland and I just feel like people would benefit from a bus system that could go north and south and take care of thousands of people that could benefit from it instead of \$15 million on thoroughfares that I don't even see that it needs happening of. Thank you for your time.

BARCA: Thank you. Well, that is the end of the sign-up sheet and the hands that have gone up, so there's one last call for anybody else that wants to come forward on this issue.

RAU: I spoke earlier, but which one I opposed I just want to say that I oppose all of them.

BARCA: Okay. We'll get that into the record. Okay. I was going to get there. Hang on. All right. Yeah, David Rau. Is that right? Okay. So we're going to close public testimony, we're going to bring it back to staff and then deliberation.

RETURN TO PLANNING COMMISSION

WRIGHT: I asked Matt if he could come up, I think a lot of the folks might be interested in the blue alternative of the ones that would allow any road, that seemed to be the most favored, and I don't think all the issues with that road have been fully disclosed in the hearing tonight.

GRISWOLD: You're referring to the blue line that goes directly east and west through there?

BARCA: Alt J.

GRISWOLD: Alt J. Like Gary said previously, the wetlands would have to be crossed and there's been no mitigation done in that area. And as he also said, there's homes that will be purchased through there.

It would save the swimming pool on the north, but to the -- as you go further to the west, you run next to the railroad right-of-way there, it's very tight right there now and we're constrained currently with the right-of-way that's adjacent to the railroad, so that means we would have to shift everything further to the south to avoid the railroad there. Those are all things that drive up the cost of Option J.

And also with it being so close to that railroad, that causes additional issues with that crossing with traffic coming out of there trying to make a left-hand turn right with that railroad crossing so close to it. With moving it further to the south there, that gets us away from the railroad crossing, makes it a safer entrance into 72nd.

WRIGHT: Thank you.

GRIMWADE: Matt, I'm looking at, must have been your cost estimate section of the report and Alternative J is reading as a total of 14,796 million; Alternative F 15,976; Alternative D and underpass 19,873, is there additional costs somewhere that is driving up Option J?

ALBRECHT: Well, so if you look at, you look at the study it breaks down everything in here, so...

GRIMWADE: So where do I find the total cost for each of the options?

ALBRECHT: Well, so if you keep scrolling back through these, so from this page from Appendix H, so you scroll, you flip the page, see each one of these are broken down by costs and line items.

GRIMWADE: So when I get to the individual options --

ALBRECHT: D, D, F, J.

GRIMWADE: -- so I'm on Alternative J, the individual option --

ALBRECHT: Yes.

GRIMWADE: -- and if I go through that detail cost, right at the bottom on this, behind the page

of it, it's still telling me 14,796.

ALBRECHT: Alternative J, 14,796, 14,796, total project, so I'm not seeing what --

GRIMWADE: Based upon that summary page J is the cheapest. Now that's not to say J is the best.

ALBRECHT: That's correct.

GRIMWADE: So the next question I would ask is, has a cost benefit study been done on each of the options weighing the quantitative and the qualitative benefits to be derived from each of the proposals?

ALBRECHT: So if you go back to the staff report and look at, so I've taken a summary from this, this report here from the consultant's summary, so on Page 3, so the table summarizes the comparisons of cost, so look at construction costs, right-of-way costs, residential impact, environmental impact, they've calculated these as least and most, so it breaks these down into categories, so whichever specific category.

So if you look at the table, so the first one, Alternative D with the railroad overpass, the construction cost, that is the most expensive. Going across, the right-of-way cost, it's a three-quarter, so you go all the way across, the average score is 3. So does that help get you to what you're looking for?

GRIMWADE: The question I have is, was or was there not a cost benefit study done for each of the options as part of the investigation? It would have to be a yes or a no.

GRISWOLD: Not that we know of there is not a BC done.

GRIMWADE: Okay. Thanks.

BARCA: Other questions for staff?

SWINDELL: You kind of answered it, but I think just to clarify, so the line on the map if you can put your cursor up there where the yellow intersects the red, intersects the red, right at that point, so going to the east, that is already an easement that is there.

ALBRECHT: Correct.

SWINDELL: Okay. Or your right-of-way, excuse me. The red is a line on a map that there's no easements already purchased, it's just a line on a map for us to say, hey, in the future, this is what we're thinking.

GRISWOLD: That is correct.

SWINDELL: And what has happened, I'm just making sure I'm understanding we're all clear, that the railroad came to us and said, hey, we'd like you to take another look at this thing because we don't want you crossing us --

ALBRECHT: No --

SWINDELL: -- is that accurate?

ALBRECHT: -- it wasn't the railroad. It started with a property owner that lived over here --

SWINDELL: Okay.

ALBRECHT: -- and she has sold her property and moved since then.

SWINDELL: Okay. So we started looking at that red line and we realized that we're going to have to go under the railroad or we're going to have to go over the railroad.

ALBRECHT: Correct.

SWINDELL: And the cost of that we said, whoa, wait a minute, this is way too costly to get across that direction.

ALBRECHT: Correct. Yes.

SWINDELL: Then we said let's look and see what alternatives we can come up with to help save the taxpayers some dollars because we already have this line on the map, we're already here, this is something we've thought out for 20 years already and what we're looking at is tonight saying, yes, we like your -- we want to accept the proposal on the yellow line just to make it simple, yes, we like the yellow line, let's change the yellow or if we say no, it remains the red line; is that correct?

ALBRECHT: Well, so --

SWINDELL: Is that correct?

ALBRECHT: Yes.

SWINDELL: I just want to clarify that so everybody knows what's on the table and what we're talking about. So the cost for that red line to continue on with what we were going to do, what is the cost again for the going under the railroad so the public knows so we can get it on the record here?

BARCA: Right here. 19,873,000.

SWINDELL: So just under 20 million to go under it.

ALBRECHT: Correct.

SWINDELL: To go over it?

ALBRECHT: Over is 21,386,000, so 21 and a half million.

SWINDELL: Okay. And the yellow line is 6- -- well, 15 and the blue line is about 16 or 17?

ALBRECHT: About that roughly.

SWINDELL: Rough numbers here. Okay. And the idea that the yellow line is the least amount of impact to anyone in the area, I mean obviously it's impacting people, like the person with the pool and there's some impact, I understand, but the idea is that this will be less for the taxpayers and it will be less of an impact as to any of the alternatives? I'm just trying to clarify that. Is that what we're going for, that's what we're attempting to do?

ALBRECHT: Least amount of impacts when we're looking at construction cost, right-of-way cost, residential impact, environmental cost, those four things.

SWINDELL: And I understand when it gets down to the individual, there's impacts, I want you to know that I recognize that, so... Okay. And then through the neighborhood it looks like there's on the yellow line after the bridge before the red there is one intersection that's going to get into the neighborhood, is that accurate, if you go to your west, go west?

ALBRECHT: Here?

SWINDELL: Keep going west. That's east. Whoop, go up on the yellow line, straight up, go to your right now, just a little bit, that intersection, that intersection is the intersection that's going to allow traffic in and out of that neighborhood; is that correct?

ALBRECHT: Correct. So if the railroad option is chosen, it would be an eight-percent grade starting right here to get up high enough to cross to get to 23 feet, so it would start here and go up, so that would be the walls going up all the way and the same it would be walls going all the way down for under as well.

SWINDELL: But if we follow the yellow line, is there access there into those two neighborhoods where I believe everybody lives? There's access there or is there no access?

ALBRECHT: Yes, there's still access here.

SWINDELL: Is access.

ALBRECHT: It would still remain.

SWINDELL: Okay. I just want to clarify.

BARCA: We need to be able to have this deliberation, so if you can just hold your comments, I think we have a clear understanding about your position on it right now. So what we need to do is help with the deliberation and that's happening right up here. Okay. I appreciate it.

SWINDELL: So I want to make sure that I'm understanding as well that depending upon development, the economy, this may or may not ever be built?

ALBRECHT: That is correct.

SWINDELL: It's on a 20-year plan that says if all the right things happen at the right time --

BARCA: Or the wrong things.

SWINDELL: -- or the wrong things I guess in some people's view, exactly, this could be built?

ALBRECHT: That is correct. A lot of assumptions go into that.

WRIGHT: It's not on the 20-year plan though, it's only on the arterial atlas.

ALBRECHT: It's on the arterial atlas, that's correct.

SWINDELL: So it's not even on the 20-year plan.

ALBRECHT: It's not on the 20-year capital facilities plan.

SWINDELL: It's not even on the capital facilities plan. Okay. And this has been the yellow line to the red line from 99th has been on the map since 1992; is that correct?

ALBRECHT: Yes.

SWINDELL: Okay. Thank you.

ALBRECHT: You're welcome.

BENDER: Who owns the roadbed?

ALBRECHT: Pardon me?

BENDER: Who owns the bed, the track?

BARCA: You're talking about the railroad track?

BENDER: Yeah. The railroad track, yeah.

GRISWOLD: That's Clark County.

BENDER: Is that part of Chelatchie?

GRISWOLD: Yeah.

BARCA: So is this the time you're going to clarify the viability of the railroad?

ORJIAKO: No, sir. That issue will come before you in the future, so I won't be commenting on it.

BARCA: I think it would be somewhat appropriate since everybody out there seems to have a conception of how viable the railroad is.

ORJIAKO: Again, I will not be commenting on that. I think, I'm not the railroad coordinator, so we have an issue that will be coming before you.

But to answer Planning Commissioner Richard Bender's question, the County owns the Chelatchie Prairie Railroad and it's leased to an operator. We will be appearing before you in the future on the viability and proposed use for the short line that the County owns and the operator will be able to answer the number of cars that goes through that and then you will be able to ask him questions.

BARCA: So I think it remains somewhat cryptic for the audience. I think what we should be able to say is there's a proposal for freight rail use that's happening out in the Brush Prairie area, and if you're not aware of it, then you should look on the County website concerning freight rail use and the ongoing planning and hearings that are coming up in that.

ORJIAKO: You are correct, but because the issue is not before you and not on your agenda, I didn't want to bring it up, but indeed there is on our website and we will be sending out mailing to property owners informing them of that proposal, but it's not before you.

GRIMWADE: Is there any timing constraints for a decision on this?

ALBRECHT: Well, it's a docket item, so the normal process would follow that there would be some sort of action taken this evening which would be brought forward to the County Council sometime in the fall, late, late fall, early winter, so that's the timeline.

GRIMWADE: Yeah, because I'm trying to sort of stitch together a number of variables that are

going on and it seems to me there's some sequencing that needs to be considered because depending on what happens with an issue which we're not allowed to talk about tonight maybe it's prudent to have that conversation before making a decision on this one.

ORJIAKO: I don't think that that issue will necessarily impact this because this area is in the Vancouver urban growth boundary and the proposal that we are making is that we not consider areas that are inside the Vancouver urban growth boundary or in the Battle Ground urban growth boundary as we look at the railroad because we don't have land use jurisdiction other than in an area that is already annexed by the City, and as such, we are excluding areas that are part of Battle Ground urban growth boundary and Vancouver urban growth boundary and look at areas in between.

Again, you're going to be seeing that proposal, but it's not before you. The proposal would only apply to areas designated as resource in the rural area and the railroad that the County owns is a 33-mile stretch of railroad, so decision on where the uses will be allowed will come before you, this alignment will not affect that.

BARCA: More questions for staff?

SWINDELL: I'm going to ask just one more. So regardless of what happens, there's going to be lines on a map, that doesn't mean that somewhere down the road that proposals can be made to have that changed; correct?

ALBRECHT: Correct.

WRIGHT: Mr. Chairman, I'd like to make a **MOTION** that this new alignment be adopted in the arterial atlas as presented by staff.

SWINDELL: I **second** it.

BARCA: Okay. It's been motioned and seconded that the staff proposal to accept Alternative F has been put forward to the Commission. So without any more discussion --

SWINDELL: I'd like to make a statement if I could.

BARCA: When we do roll call, you can do your statement.

ROLL CALL VOTE

SWINDELL: AYE
GRIMWADE: AYE
BENDER: NO
WRIGHT: AYE
BARCA: NO

BARCA: So the proposal for Alt F passes 3 to 2.

WISER: 3 to 2.

BARCA: And carry on.

SWINDELL: I just wanted to make a statement that decisions like this are not easy. I want everyone to understand that there's a lot of thought and consideration taken into these decisions. And even though the vote went quickly, there wasn't -- this was something that took a long time and long thought and we've talked about this for a while.

And I just wanted to make sure everybody knew that we all sitting up here understand that things like this, decisions like this impact people's lives and I just want to say that so you understand that these things aren't easy.

BARCA: So this isn't the end of it. Our vote here is strictly advisory for the County Council and there will be a hearing that comes before the County Council in which you'll be able to advocate for any of the alternatives or your opportunity to say remove all the lines and that is the organization that has the power to remove the lines.

PUBLIC: Will the County tell us when the meetings will be?

ORJIAKO: Yes.

BARCA: The hearing will be advertised, yes.

PUBLIC: When?

ORJIAKO: It's going to be in this room and all of the folks that signed in, we will make effort to make sure that they get notice of the Council hearing.

PUBLIC: Will they post again like they did for this one?

ORJIAKO: Yes, we will post the site again and if your name is already on our mailing list, don't worry, we will also mail you the notice of the Council hearing.

BARCA: Okay. All right. Let's go ahead and take a break and then we will get right into mobile homes. Ten minutes.

(Pause in proceedings.)