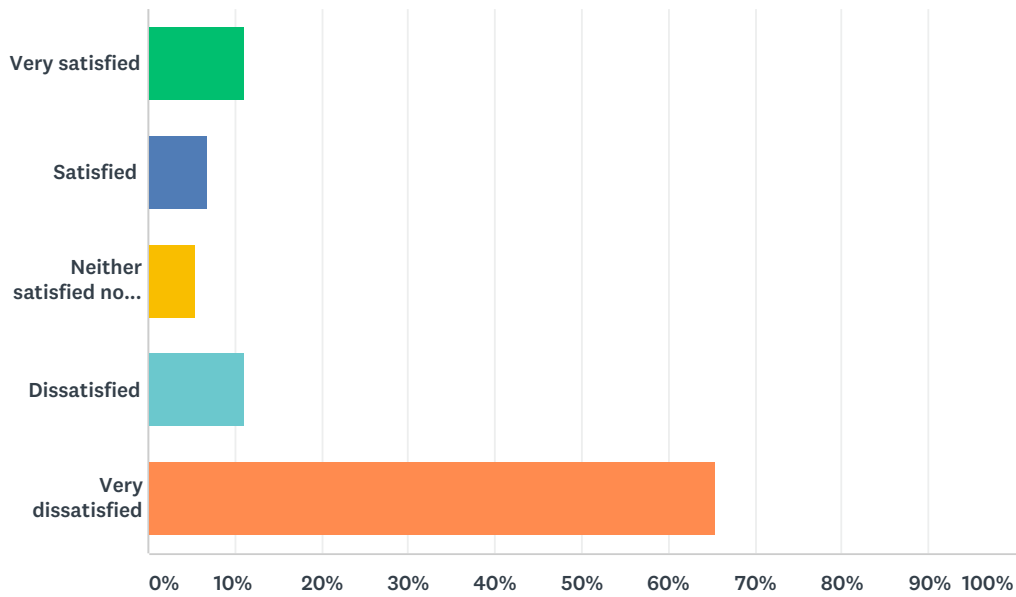


### Q1 Overall, how do you feel about the committee’s proposed overlay (hash marks-Map 2) recommendation?

Answered: 637 Skipped: 7



ANSWER CHOICES	RESPONSES	
Very satisfied	11.15%	71
Satisfied	6.91%	44
Neither satisfied nor dissatisfied	5.34%	34
Dissatisfied	11.15%	71
Very dissatisfied	65.46%	417
TOTAL		637

## Q2 Please provide any feedback regarding the proposed overlay area (hash marks-Map 2).

Answered: 372 Skipped: 272

#	RESPONSES	DATE
1	the park should be kept	9/14/2018 12:00 AM
2	This would destroy beautiful land with gorgeous views and encroach on 1 of only 3 off leash dog parks in the county. We deserve better.	9/13/2018 10:38 PM
3	My home is within the area, and these changes will dramatically undermine my family's quality of life and property value. I feel the local government has utterly failed in its mandate to protect the interests and well being of the community.	9/13/2018 9:04 PM
4	We live near the overlay area in a very upscale neighborhood. These boundaries will affect our property values and quality of life. Furthermore, we worked hard to afford a home in the country, not move into an industrial area.	9/13/2018 8:42 PM
5	Industrial development does not belong on top of family neighborhood homes. This proposal will allow heavy industrial plants, sewer facilities, composting area, and asphalt plants. Not acceptable by any means in the heart of Brush Prairie.	9/13/2018 8:23 PM
6	It is too large and has many areas that if developed for industrial use will have encroach on currently occupied residential property to access the rail line.	9/13/2018 7:42 PM
7	Why not we expand the dog park instead and leave the surrounding homes alone. Too much noise and smoke if u open a freight line especially for farmers.	9/13/2018 6:54 PM
8	The overlay area should extend to Chelatchie Prairie.	9/13/2018 5:43 PM
9	It appears that the county once again has ignored the fact that the dairy land is a huge aquifer. The county should re-purpose the hash mark area for well water and using this fresh water for future county needs. To put in an industrial area in or near a drinking water supply for our future is irresponsible. Once an industrial area is established it can not be removed. Take note we do not have a back up reservoir system for our future	9/13/2018 5:40 PM
10	My main concern is whether this affects the Laglee dairy farm.	9/13/2018 5:15 PM
11	I am.confused I live on 112th Ct off of 149th Ave. I have been unable to make it to the meetings because of other commitments. I do not know if this will affect my property or not'. I will give my feedback later!	9/13/2018 5:08 PM
12	The heavy industry proposed for this area is inappropriate. Turning farm and forest land into a heavy industrial area is unnecessary. Use Port of Vancouver land for these purposes. The proposal would have terribly negative impacts on surrounding land. Look at satellite images to see what a bad idea this is.	9/13/2018 4:53 PM
13	The plan for industrial development in this area is poorly thought out. There is not adequate supporting transportation infrastructure to support the commercial truck traffic that would result. There is poor access to interstate highways, and the local county road plan is not adequate to support the commercial traffic. There are much better places in the county to encourage this type of development, such as in the Ridgefield - La Center area. In addition, encouraging potentially hazardous and polluting industry in this agricultural and residential area is a poor use of the land, as well as a poor way to promote the livability and engagement of the citizens who live here.	9/13/2018 4:46 PM
14	This overlay appears to take into account the population density of the area and gives property owners an additional use for their land. This seems like good map.	9/13/2018 4:24 PM
15	But I believe that the corridor should be opened up in strategic places all the way to Chelatchie Prairie.	9/13/2018 4:07 PM

16	With the combination of existing residential property and parcels that are not contiguous to the rail, this does not seem practical, even if it was desirable. Someone on the fringe may want to develop but may not have access. I believe that the county should focus on jobs of the future, particularly for areas closer to Vancouver, not industries that degrade livability and that will likely be obsolete before created. The north county is the shortest on jobs so it seems like it would make more sense to focus on creating industry farther into north county for the railroad to service.	9/13/2018 3:56 PM
17	It is too large and too far from the rail line to be considered adjacent. Property values in residential areas will be negatively impacted by the potential to have industrial businesses located next door.	9/13/2018 3:46 PM
18	Very bad idea. Further distraction of gods country and nature, just to expand the overpopulated concrete jungle Full of swamp creatures.	9/13/2018 3:39 PM
19	The area is residential, nobody wants railway development to move in next door.	9/13/2018 3:33 PM
20	Eliminate all areas west of train tracks. Hashed area close to Glenwood Laurin schools is a specific issue should be removed. Overall I don not support the initiative. Wrong industry types for our future growth.	9/13/2018 3:30 PM
21	Keep the rail dependent industries inside city limits or very close to. Myself and others live in the rural areas for many reasons. Allowing this to grow along side this line will only string out the pollution in which it will bring. Noise, Ground, air, traffic and others. Yes property values will more than likely drop.	9/13/2018 3:13 PM
22	There shouldn't be an overlay area. Only property directly adjoining the right-of-way, or possibly extending several hundred feet on either side should be part of the rail corridor	9/13/2018 2:29 PM
23	Expansion ruins the ambiance of what little is left of true, beautiful and peaceful Washington state. There is too much variation in the mixed use. This will destroy property values. Let this area alone, concentrate on areas that are already industrial. Clark county is becoming too Californian. Let's grow with sustainability and quality of life in mind.	9/13/2018 2:01 PM
24	Will not promote quality of life in our area.	9/13/2018 2:01 PM
25	It is terrible that Clark County counselors are changing so many people's zoning which could lower their property values. This could happen to any Clark citizen, not just those in Brush Prairie. If the railroad is expanded in the area it will cause, noise, pollution, traffic problems and ruin the nature beauty of the area. Hundreds of people living in the area will be adversely affected by the pollution that will be allowed in the area with the change of zoning. It will be unhealthy for the children that live in the area, go to school in the area and all the people in this area. Agricultural land in the area will be ruined. Huge taxes will be imposed on all of Clark County tax payers to put in the infrastructure to support these changes if this is agree on by the counselors.	9/13/2018 1:42 PM
26	We need industry desperately in Clark County.	9/13/2018 1:40 PM
27	Too vague and no environmental study done. Valuable farm land Along the I 5 corridor would be a more efficient and cost effective location for rail and truck traffic as well as industrial land use.	9/13/2018 12:39 PM
28	Open areas and need to create more jobs.	9/13/2018 11:59 AM
29	Your overlay borders the north side of my property which decreases the value of my property.	9/13/2018 11:58 AM
30	This will cut a currently populated area in half as well as restricting traffic. This area and the towns north are a growing bedroom communities for Portland and SW Washington. Jobs will be LOST. Jobs in building, selling, everything related to real estate, and construction. Small businesses and shop owners along the way will be cut off from their customer base. There are a number of senior living areas along this path. Much more money and jobs will be made by leaving this a growing bedroom community and the businesses that grow with it. Also this will throw political power to two quarries that have been started in recent years and are destroying quality of life in north and east county. These are being fought by landowners as far as 7 miles in every direction of them. They are connected to valuable ecology and wildlife areas. People are losing their wells and quality of life. Foundations are shaking from the blasts already. Trucks are hauling through the center of towns and fibrous rock dust second "only to asbestos" by the SWCAA is in the air we breath. If the rail way goes through these problems will grow instead of play themselves out. Much more money is to be made by the county in letting the current housing trend in the area continue.	9/13/2018 11:35 AM
31	It's too big. Understandable that properties pretty much adjacent to the railroad would be considered but this is quite extensive. This all seems premature anyway as the rail bed has not been upgraded.	9/13/2018 11:20 AM

32	It is impossible to intelligently respond to this question without knowing what kinds of development will be permitted and what the impact will be on residential areas within or adjacent to the overlay.	9/13/2018 11:14 AM
33	This is prime agricultural land that would be lost to development and make rural Clark County no different than any other suburban / industrial area. As a long time resident of this area this is extremely undesirable. I am not sure why Clark County thinks it necessary to develop all available land and turn this area into another large urbanized community with all the associated problems. When we lived in Colorado, the city of Boulder created rules restricting development of surrounding greenspace to prevent urban sprawl from Denver eventually engulfing the city and destroying its unique character and identity. Vancouver has the opportunity to do something similar and denying this development could be an important first step.	9/13/2018 10:59 AM
34	A mile is a long way away from the rail line. Also, many of the proposed parcels have one or more other parcels between them and the tracks. How is development freight rail dependent if it cannot even reasonably access the railway?	9/13/2018 10:12 AM
35	We are very dissatisfied with your proposal. Would you vote to have it done to your neighborhood? When we were purchased our home site it was in a safe, healthy, financially prosperous zone. It provided us with the quality-of-life we worked all our lives to have. Your proposal is looking to take away that quality-of-life by damming our health, safety, and our financial future. Like we asked, is this what you want your group to do to your neighborhood and life quality? Very DISSATISFIED!	9/13/2018 10:00 AM
36	Makes no sense in this area. Roads are bad, there are dead end roads apart of this overlay. This ag space doesn't need to be rezoned. There is no need for it.	9/13/2018 9:55 AM
37	Much of the area in the area is a combination of rural, residential, natural habitat (woods, wetlands, etc). lands. Because the railroad has significantly better unused vacant land available down along SR 503 (Lagler Farm), etc. it makes little to no sense at this time to add such a large overlay area for industrial development. The few properties that meet the 20 acre/10 developed acre minimum requirements can easily be determined at this time without taking a large "broad brush" overlay approach to properties that: 1) Do not meet the stated development criteria and likely never will. 2) Have no realistic chance of being used for railroad affiliated purposes due to their location, topography, wetlands, spur development access costs, spur right of way acquisition problems, etc.. 3) Inadequate roads for industrial use and traffic, etc. This proposal also violates Washington State land use laws and public processes.	9/13/2018 9:14 AM
38	e vehemently oppose these proposed changes, because of the negative health impact on Brush Prairie residents. Allowing industrial manufacturing such as asphalt plants and chemical and leather manufacturing in such close proximity to residential areas and schools is reckless given the fact that in the production of these types of industrial products, carcinogens and other harmful gases are introduced into the air. According to The Occupational Safety and Health Administration of the United States Department of Labor, the detrimental health effects from exposure to asphalt fumes include headache, skin rash, sensitization, fatigue, reduced appetite, throat and eye irritation, cough, and skin cancer. I strongly urge you to veto this proposed change, which would jeopardize the health and safety of the families in our area.	9/13/2018 9:01 AM
39	I would like to understand more what the "development plan" entails. It is hard to vote for or against development without really knowing what it entails.	9/13/2018 8:55 AM
40	I believe this is too wide of a corridor and would have significant negative impacts to adjoining rural properties many of which are residential use.	9/13/2018 8:41 AM
41	I am very unhappy and dissatisfied with the County's handling of this issue. I am against the use of the railroad.	9/13/2018 8:23 AM
42	This area includes land directly adjacent to an elementary and middle school, and community park land and forest preserve. The kind of industry proposed would likely have a negative impact on air quality as well as contribute to noise pollution. Much of the land in question is currently used for agricultural purposes and is high quality agricultural land which would be unrecoverable if the county moves forward with the proposed plan. A central character of Clark County is the proximity of rural and agricultural land to residential areas. I favor keeping this character. I worry about the lack of parks and open space already in an area with rapid residential growth.	9/13/2018 7:42 AM
43	The proposed overlay area will drastically change the use of such properties, thus undermine the thousands of decisions and millions of investment by property owners to purchase property in a relatively rural, quiet, clean environment.	9/13/2018 7:29 AM

44	We moved to the country 25 years ago to escape the big city. We do not want our area to become industrial...we want it to remain...a quite country place. I don't want any more added traffic...the building of homes in our area have escalated tremendously in the last 6 years. That alone has had a negative impact on the traffic right in front of my home. The noise level has grown exponentially as well. I vote NO!!	9/13/2018 7:18 AM
45	Roads can't accommodate the traffic we already have - fix traffic roads before adding more. Schools in this area back up traffic already on 134th.	9/13/2018 6:51 AM
46	I don't think prime farmland should be targeted for development just because an old railway happens to be there.	9/13/2018 6:31 AM
47	How will this affect traffic? What kind of business need this?	9/13/2018 6:24 AM
48	Environmental and health impact on community from train exhaust, particles from train freight entering community, overgrowth in agricultural area impacting current residents, noise and vibration by train movement.	9/13/2018 6:13 AM
49	Very rural area with limited services. Tax and utility rate payers will have enormous costs and services/improvements to other areas will be curtailed to help offset the increased costs. Second, having a sole source for transport (rail) to an industry is a risk to any tenant. And, the benefit to the whole county is minimal at best, approaching negligible. Rural rail service is in decline in the country and region, better to spend the improvement monies on road or other infrastructure closer in to the metro area with multiple access lanes.	9/13/2018 5:52 AM
50	1.Preferred vision of most residents is rural Town & Country vs. industrial; destroys rural character desired. 2. Already have industrial sites along Columbia River. 3. Does not preserve prime agricultural land. 4.Puts ground water, wells, streams and wildlife habitat at risk. 5. Will increase truck traffic, noise, dust, and divide the community geographically. 6. Landowners will be negatively impacted as will home values. 7. Much of the area is wetland and requires storm management. 8. Expensive for county to provide needed infrastructure. 9. Profits industry and few landowners but not in the public interest.	9/13/2018 1:55 AM
51	We vehemently oppose these proposed changes, because of the negative health impact on Brush Prairie residents. Allowing industrial manufacturing such as asphalt plants and chemical and leather manufacturing in such close proximity to residential areas and schools is reckless given the fact that in the production these types of industrial products, carcinogens and other harmful gases are introduced into the air. In addition, petroleum products that are required in the production of asphalt production would be transported through Brush Prairie via rail cars and trucks. According to The Occupational Safety and Health Administration of the United States Department of Labor, Significant health effects from exposure to asphalt fumes include headache, skin rash, sensitization, fatigue, reduced appetite, throat and eye irritation, cough, and skin cancer. I strongly urge you to use your conscience and common sense in vetoing this proposed change, which would jeopardize the health and safety of the families in our area.	9/13/2018 12:09 AM
52	My property is in the proposed overlay. I do not want it!!!!	9/12/2018 11:56 PM
53	Why spread more pollution? We are a residential area.	9/12/2018 11:44 PM
54	My one concern is the RR crossing at Andresen. As long as trains can only go through and not stop or perform switching where traffic would be stopped there, I'm happy.	9/12/2018 11:30 PM
55	Too Broad - Should be more limited - and not close to a school	9/12/2018 11:07 PM
56	what are the zoning and land uses now? How much of the land is impervious already? what are permissible land use now and what is proposed?	9/12/2018 10:49 PM
57	Any industrial facility being proposed which includes increased rail head ; should be placed to all voters to allow their vote. This current process of limiting amount of exposure and potential of public hearings doesn't seem right.	9/12/2018 10:33 PM
58	There is too much area involved to properly and evenly develop. It will create an undesirable mix of commercial, residential and farmland. It will destroy the character of the area and the lifestyles of those whose properties do not get developed commercially, which will primarily be those who are farthest from the rail line and those with smaller parcels that are not conducive to commercial development.	9/12/2018 10:03 PM
59	We are losing too much rural area as it is. Let the trucks use the established routes and leave the rail on the routes they already use. No need to expand the Chelatchie. It tried before and failed. So leave the rural area alone!	9/12/2018 10:02 PM

60	Everyone I know who lives in this area moved here for the rural character of the area. If we wanted to be in/near an industrial area we would have bought or built in an industrial area. Whatever happened to the rails to trails that was talked about a few years ago? Would much rather have that than industrial uses.	9/12/2018 9:57 PM
61	I use 152nd to access Salmon Morgan Creek Natural Area and I feel like industrial uses would make driving on that road less safe as well make the area much noisier.	9/12/2018 9:55 PM
62	We need to save our agricultural lands, are open spaces, rather than allow commercial clutter and pollution. To destroy this area, such a lovely area, to make a few rich people even richer, is short-sided for future generations.	9/12/2018 9:41 PM
63	It's too large. Only properties abutting the railroad make sense for rail-dependent development.	9/12/2018 9:38 PM
64	Keep Brush Prairie Rural.	9/12/2018 9:32 PM
65	Move any development into the Battle Ground industrial development area.	9/12/2018 9:27 PM
66	The neighborhoods will be adversely affected. No increased railroad activity.	9/12/2018 9:27 PM
67	Normally with type of action, home/land owners are paid below market value. If this goes through, a 10% above market value should be paid. I also believe an alternate location would be a better solution. In addition businesses with a high negative impact to environment should be excluded.	9/12/2018 9:25 PM
68	I am still unclear as to why this is needed	9/12/2018 9:22 PM
69	Going north of 159th impacts individuals' housing. Doesn't seem to take this into concern. Growth for growth's sake, again.	9/12/2018 9:22 PM
70	The hash marked property to the South and East of Hwy 503 is too far from the rail line to be adjacent.	9/12/2018 9:20 PM
71	The plan runs across Salmon creek which in the past 5 years has flooded. With plans to expand area in the plans this will effect the Creek and surrounding area's with additional flooding. This will also effect property values with in the area.	9/12/2018 9:02 PM
72	The proposed hash Mark area includes a new housing development the already has an illegal intersection that was granted an exemption by the planners for the railroad... and now the plan is to make the intersection more dangerous?	9/12/2018 9:02 PM
73	You must, hopefully, be aware of the significant residential development coming within the Cedars immediately adjacent to the rail line proposed to transport potentially hazardous materials. Is your group, I guess the simplistic term in British jargon would be, "full of blarney"? Do you have any concern for human life, health or welfare. Just wondering? We especially love the terminology, "could be expanded". Your group must certainly be an advocate for the "slippery slope" concept. Just imagine the things this line could possibly transport in the future. Wow! Excuse me for now. I must go warn, Gus, my dog. He listens.	9/12/2018 8:29 PM
74	The rail way does not need expanding.	9/12/2018 8:12 PM
75	County revenue that is not reliant on Portland is a good thing. As a county, we need to become independent of Oregon.	9/12/2018 8:03 PM
76	This should NOT be an industrial area. It is Brush Prairie, NOT an industrial area. People live here for that reason. If they wanted to live in an Industrial Area, they would move to the Industrial Area in NE Portland, near the train tracks. This is a method to slowly destroy everything that is wonderful about this prairie. It's the camel's nose under the tent. Stop it NOW.	9/12/2018 8:03 PM
77	You have not told me what sort of rail development ideas you have in mind. It could be just about anything Heavy industrial, tank farms, passenger trains, grain elevators.	9/12/2018 8:00 PM
78	The zoning change will destroy my property's value!	9/12/2018 7:46 PM
79	Do not believe the residents of the area asked for this type of development.	9/12/2018 7:42 PM
80	I don't think this is a good location for industrial uses. This area includes some of the best agricultural land available and there are many viable agricultural businesses currently operating in the area. For rail-dependent industry, locating along the N-S rail corridor along the west side of the county seems more appropriate. That rail line is more established and not located near so many neighborhoods. This Chelatchie Prairie railroad will need too many expensive improvements to become usable for major industry.	9/12/2018 7:28 PM

81	I think they are too aggressive in the amount of space they are designating. I don't think they have adequate data or environmental impacts assessments for such an expansion.	9/12/2018 7:26 PM
82	I support industrial use direct along SR503 but not tied to freight rail usage. Requiring Freight rail usage blocks into industries that make the area less attractive to growth and attracting larger scale technology based companies. Of the >70k commuters to Portland area for work majority are professional workers that would not be looking at Industrial Freight Rail tied businesses. You will not be significantly reducing the commute load.	9/12/2018 7:17 PM
83	The purpose of the legislation is to support economic development in the country. Limiting the properties that could access the railroad as Map 2 violates that objective.	9/12/2018 7:07 PM
84	Turning prairie into industrial will change this community.	9/12/2018 6:55 PM
85	The loss of land to industrial development is the major concern. The county focus needs to be re-routed to land maintenance, not destruction. Water quality, ability to grow food, and conservation are a must.	9/12/2018 6:42 PM
86	I am not a fan of additional industrial development in what is rural environment. There is more than enough housing development going on in the area and I do not see the need for industrial development as well given the growing tax base. One of the key reasons that this area is attractive is the open space. Let's not keep filing it in with now industrial buildings.	9/12/2018 6:41 PM
87	much as I'm in favor of there being more jobs in SW Washington, I believe this overlay is too large and is in total disregard for the people living in residences in the area. For example, I live in the Cedars and it appears that the entirety of that residential area is now suddenly industrial. I also have a concern that the allowable types of businesses are too loosely defined. For example, somehow an asphalt plant is going to come in to our neighborhood as "light industrial". A definition such as it may produce no odor, and a limit as to how many trucks can enter and leave the grounds on a daily basis would do much to alleviate the concerns of my neighbors.	9/12/2018 6:25 PM
88	Very unhappy with the county's process of destroying people's quality of life for more tax revenue.	9/12/2018 6:24 PM
89	no more noise or extended land use. A freight train coming down the line so to speak. Stop it.	9/12/2018 6:04 PM
90	The rural environment and culture need to be preserved for the health of the county.	9/12/2018 5:59 PM
91	I disagree with the proposal to develop the area within a 1 mile distance of the railline for the purpose outlined in the paperwork mailed to me. This area is already established with homes and businesses that are environmentally balanced for this area.	9/12/2018 5:56 PM
92	Concerned about the industrial effects top the community, pollution, smells, noise. Creating another unsightly Hwy 99 looking corridor with aggressive truck drivers too-	9/12/2018 5:33 PM
93	County is in desperate need of providing industrial property that will produce family wage jobs. Industry in this area would also be a huge benefit for Battle Ground School District	9/12/2018 5:32 PM
94	It converts a large swath of agricultural land to industrial use.	9/12/2018 5:32 PM
95	This allows for dynamic growth of our area.	9/12/2018 5:27 PM
96	That would be a great area for job growth in the County.	9/12/2018 5:18 PM
97	The hash marked area provides the maximum usable space that has already been designated for industrial use and the adjoining area for railroad served industrial use. The area also provides sufficient space to develop industry that will provide significant family wage jobs for clark county. The area is also large enough to provide space for buffering, setbacks and shielding for sensitive properties not included in the overlay.	9/12/2018 2:24 PM
98	I believe that the rural community needs to stay residential. There is too much developing happening, and pushing out the privacy in rural living.	9/11/2018 9:21 PM
99	Terrible plan.	9/11/2018 5:51 PM
100	there is already plenty of industrial area along rails in vancouver . We need to keep what small amounts rural farmland and residential properties that we still have.	9/11/2018 5:46 PM

101	I believe phase I of this project that was adopted by the Council was more consistent with SB 5517 that what came out of the advisory committee. Concerns are extension of urban services to rural areas, expressly prohibited by state law and the bill as adopted by the legislature and signed by the Governor. Also, this is an extremely high number of acres of AG land that will be converted, without an assessment of the impact to long term economic viability of local farming and justification of the need. And there is not master planning proposed for this huge area. It is too big an area of prime agricultural lands to lose.	9/11/2018 4:59 PM
102	This would impact the environment, property rights, water sources, traffic, negatively. It should not be approved.	9/11/2018 3:59 PM
103	The boundaries do not take into account, the negative impact that the proposal will have on property values of those residences which are in proximity to the existing tracks, but are not actually within the current overly plan. Specifically the neighborhoods surrounding the Cedars Golf Course and those areas planned by the City of Battle Ground for future residential neighborhoods. In addition, because the proposed uses are so dramatically different from the long standing traditional uses, I would advise that the majority of Proposed Uses should be amended to fall into a Type II county review. As they stand, they are permitted, which provides no opportunity for the surrounding neighborhoods to participate in the permitting process.	9/11/2018 2:42 PM
104	This proposal is going to destroy Brush Prairie as we know it. The Brush Prairie Neighborhood Association stopped development of the asphalt/concrete plant in Brush Prairie earlier and now the Clark County is trying to impose the development on the area again. Does not seem to be very ethical by the County. There is numerous scientific studies that have shown storm water runoff is harmful to salmon but the county has not imposed stricter guidelines to clean up storm water runoff. This is an opportunity to create jobs and maintain and improve our quality of life in Clark County. Oregon State University and others have shown pharmaceuticals being discharged through our waste water treatment stream are harmful to wildlife especially salmon. Again this is an opportunity to create jobs and maintain and improve our quality of life in Clark County. This proposal makes the storm water runoff and waste water streams much worse.	9/11/2018 1:52 PM
105	Way to greedy.	9/11/2018 12:21 PM
106	My concerns are about the loss of farmland and wildlife habitat. We do not know exactly what type of freight would be considered for this area, but I have noted that asphalt plants and chemical manufacturing would be a conditional use. A number of outright uses, such as plastics, would not be compatible with agriculture. Our farms are extremely valuable to all our county residents. The loss of good agricultural land should not be allowed.	9/11/2018 11:06 AM
107	I fear this entire area of land will be completely changed, will loose its value, natural beauty, could hurt small local business.	9/11/2018 4:53 AM
108	The proposed areas are already important agricultural and residential areas. I live near the proposed overlay zones and do not want to live near increased railway traffic or rail-dependent industrial plants.	9/10/2018 11:48 PM
109	This plan will put my family's health at risk and decimate my home's value.	9/10/2018 11:01 PM
110	Includes too much residential aera	9/10/2018 7:28 PM
111	This is a residential neighborhood NOT industrial.	9/10/2018 7:06 PM
112	We have needed this ability to use this resource for a long, long time. I am hugely grateful that Rep. Liz Pike was able to get this thru the state legislature. We MUST attract job creators into Clark County. This is a very natural attraction for businesses and manufacturers who need access to rail transportation. The map looks reasonable, and is a modest step in the right direction. Please approve this plan!	9/10/2018 6:16 PM
113	My husband and I own a residential parcel within the hash marks-Map2. We strongly disagree with the committee's adopted definition of the term "adjacent" which expands the boundaries to include those properties up to 1 mile away from the railroad. In our opinion, that is simply too far and adversely impacts too many residential properties. The committee should go back to the original 1/4 mile boundary.	9/10/2018 4:45 PM
114	This are includes many residential properties and schools. We have lived iwthin this proposed redone area for 27 years, and while the county has resisted urban crawl by maintaining farm land and one acre minimum lot sizes, they now feel it is best for the area to promote industrial waste lands. Not a way to make Clark county attractive to responsible growth.	9/10/2018 3:21 PM



115	This overlay is much larger than what we were prepared to support. This overlay would open the door to much more industrial development than the surrounding area can support based on road, water, sewer, and electrical infrastructure. The proposed uses for this overlay do not meet the needs or wants of the people who live within or near the overlay.	9/10/2018 1:58 PM
116	Putting the dilapidated railway in use will ruin the property marketability and residents livability of the Clark county residents who reside near it- Hundreds of families! And for what? A few more low paying jobs in Clark county?! There's Already plenty of low paying jobs in Clark county.	9/10/2018 1:46 PM
117	The overlay is centrally located in Clark County and makes use of a County owned asset. The rail provides tremendous opportunity to the residents of Clark County. Opportunity for organic economic growth providing jobs to future generations of Washingtonians.	9/10/2018 1:12 PM
118	I feel supporting industry along the rail line is a good idea, there should already be decent infrastructure to support any additional uses.	9/10/2018 1:05 PM
119	When we purchased our property, we were told that the planned use for the railway was to turn it into a bike and walking path. while we are not in the overlay area, we are a short distance away, and I see no guarantee that this line could not be expanded later. Had we known this was even a possibility, there is no way we would have purchased in this area. I realize that industry is an important part of an area, but people live here because it is peaceful and quiet. This project could completely change the nature of the area.	9/10/2018 12:49 PM
120	I do not want my home and surrounding areas, and those of my neighbors, to be an industrially developed area. I am utterly angered by the thought that commercial interests are being placed above the interests of the people who are just trying to live their lives and have this ONE thing for themselves: a home they can enjoy, with no more noise than is already extant, and no more pollution of all types than is already extant.	9/10/2018 12:41 PM
121	Let's preserve open land for agricultural / park use. Did the legislators who created this potential industrial zone mean to allow a one mile zone "adjacent" to RR zone? Why not drop the future expansion zone? Please use land currently zoned industrial for industrial purposes, not more.	9/10/2018 11:59 AM
122	Is their an environmental impact study we can review?	9/10/2018 9:20 AM
123	See comments on entire overlay.	9/10/2018 7:18 AM
124	We need local jobs. The more land, the more jobs.	9/10/2018 12:05 AM
125	it borders on criminal to consider changing Bizi farms to an industrial area - it is a well run farm that the area is highly dependent on - My personal residence that was purchased several years ago as my final retirement home would border on two sides by the industrial area and would likely become unliveable in a short period of time - this would significantly impact my property value and the enjoyment we get from living close to town consider a quarter mile overlay	9/9/2018 6:52 PM
126	The residential property values of several high dollar homes will be negatively affected by industrial growth in this area. We just purchased a home in the hash marked area, and the main reasons we chose to buy here were the quiet, the neighborhood and the fact that trains are rarely on the nearby track.	9/9/2018 6:22 PM
127	The proposed area is far too close to existing residential areas. I am concerned about noise, air quality, increased traffic, and loss of rural atmosphere. These negative changes will likely decrease the value of my home.	9/9/2018 12:59 PM
128	You'll destroy pristine land, pollute the water and there is enough empty industrial building to reflect how destructive your plan is	9/9/2018 7:52 AM
129	The out of control building in this county is bad enough, hundreds of thousands of us have lived in Clark County for decades and are frustrated that our area is being inundated with non stop building. We currently do not have the infrastructure to hold more homes, cars, people etc. so why do we need more industrial? Are you just going to take away peoples homes to build factories? The reason why Clark County was so beautiful was because we had an abundance of farm land and low population. That is all dissapearing now! Enough is enough!	9/8/2018 11:17 PM
130	Don't run through public parks and I don't mind. Druid needs nature. :)	9/8/2018 8:05 PM

131	<p>The proposed overlay north of 159th St includes an area that is solidly residential with a large church in the middle of it. There is no reason to set up the possibility of houses getting bulldozed for the sake of industry there. Looking at the overlay, lot by lot, there are large portions of the overlay that are inaccessible to the existing rail line. For example, the dairy farm along the 503 is the largest parcel but it is separated from the existing rail line by many houses. Any spur to access the parcels just east of the 503 would be winding between houses. Two of the examples of rail dependant industries were BOC Gas and Anderson Dairy. Both of these operations either border the existing tracks (Anderson) or are across the street from the main line (BOC). Examining all the industrial properties from the Ross Substation to NE 119th St., shows that all the rail dependant businesses border the tracks. There are no spurs winding around. There is a lot of "industry" built along the tracks in Vancouver, but few operations utilize the tracks except for one place that looks like a big mess on Google maps (NE 62nd Ave, north of 88th St, between the tracks and I205. There are some properties around M J Hughes Construction (NE 87th Ave), Mutual Materials (72nd), MultiFab Packaging, nLight (88th), Gulick Freight (88th), and Knez (St. Johns) that have good road infrastructure and could be used by rail dependant businesses but aren't. The only area of the proposed overlay that has direct access to the tracks is north of 119th, west of the 503 and south of 149th. But even that area that has had 320 some acres in an overlay and hasn't been developed as such. (What's the demand for thousands of acres when hundreds are not developed?) This overlay proposal is like a solution gone looking for a problem. The idea seemed good at first but when I considered how close to houses rail lines and industrial plants would be; geographical limits (ravines, creeks, wetlands, etc); existing road infrastructure; and alternate areas that work better, the vast majority of the proposed overlay got to looking rather poor.</p>	9/8/2018 7:17 PM
132	<p>Clark County gov continues disregard the need for farms and agriculture in our community. Instead it works to cover farm land with industrial and poorly constructed large housing units. It has no regards for the wishes of the people who live in the proposed rail development. Historically feedback is requested and then ignored. Will it be the same old story for the rail proposal?</p>	9/8/2018 5:55 PM
133	<p>The impact on the residential homes in the area would be negative.</p>	9/8/2018 4:12 PM
134	<p>The proximity of proposed industrial use property to the Salmon Creek watershed is of particular concern, especially the areas west of SR 503 and north of NE 159th Street. NO ASPHALT PLANT in Brush Prairie!</p>	9/8/2018 2:19 PM
135	<p>Those who live in this area will be severely impacted by any of the proposed changes - quality of life; environmental effects; property values diminishing. We have chosen to live here precisely because it's a quiet agricultural area with abundant wildlife: owls, coyotes, humming birds, bees &amp; a multitude of other animals. I'm sure those with young children will find the schools affected. Air quality will most likely be impacted to say nothing of the impact on traffic. Unfortunately the maps shown here do not clearly delineate where I live but I know we are certainly at risk with any proposed development. I can see Bi-Zi Farms property from my house. To lose that would be absolutely devastating to this area.</p>	9/8/2018 2:15 PM
136	<p>This seems very shortsighted. How is a mile overlay adjacent to the railroad ? Why hasn't the Council explored marketing the existing industrial-zoned land to potential buyers? That makes more sense to me than creating an artificial Freight Rail Dependent Overlay zone to snag more agricultural land. Leave the ag land alone and market the existing industrial land parcels to potential businesses .</p>	9/8/2018 12:50 PM
137	<p>My neighborhood lies off of 134th street and 93rd Ave. We are surrounded by nice newer residential areas and farmland. Glenwood-Laurin schools are in this area. To zone this area for any type industrial enterprise would greatly reduce the quality of life for all who live hear. Noise, and air quality as well as road congestion would be a great detriment. Also this would obviously have a negative impact on our greatest investment-our home.</p>	9/8/2018 12:32 PM
138	<p>The idea of putting rail dependent industry in this area is a bad one. If Battle Ground wants to develop as a more attractive place to live for folks who want to get further out, this will be a severe negative. The idea of having a rail line crossing 503 that is active will make commuting a real pain. I can't imagine the backups that will occur. This will make people reconsider moving up the 503 corridor.</p>	9/8/2018 11:52 AM
139	<p>This proposal would negatively impact the value of our residential properties with development overlay running along the backyards of adjacent houses. Some of the proposed uses, (e.g., mixing plants, chemical manufacturing, etc.), would induce heavy traffic, noise, combustibles and compromised air quality negatively impacting our properties including the nearby schools and farmland.</p>	9/8/2018 11:19 AM

140	It is far too wide an area for this part of the county. The road infrastructure is already highly taxed and getting worse as more residential developments are built. The corridor should be extremely limited outside the urban growth boundary.	9/8/2018 8:04 AM
141	Our county, Clark County, has had this "country" "farm" land here for decades. As Clark County expands and turns more congested and compacted with homes and businesses- people who have lived here their home lives, generations of families have been in brush Prairie for a reason. The peace, quiet, tranquility... wildlife and wilderness... natural "country land" and watched it go UNTOUCHED for decades! A rail line will ruin the "country life" the "farm land" atmosphere Brush Prairie has held onto for so long. We don't need rail lines and business to take over what little land Clark county still has that can be natural and beautiful farm land.	9/7/2018 10:13 PM
142	The legislation provided for the one mile cooridor. Even with consideration of terrain and other property considerations, if the legislature allowed the one mile corridor; why would the county restrict the development to the Map 2 depiction?	9/7/2018 7:44 PM
143	take our farm lands away for buildings is wrong. how soon will our properties (homes) be taken away from us. we will be displaced and some people do not have funds to move and will be added to the homeless population	9/7/2018 7:04 PM
144	Too far outside the rail line, it makes no sense that area would reasonably be used to transfer freight to a rail line it can not directly access	9/7/2018 6:45 PM
145	No - we do not need any more industrial businesses!	9/7/2018 5:47 PM
146	Other Than rail proximity, what were the criteria used to determine the blue and then the hashed over areas?	9/7/2018 4:51 PM
147	Broad swaths of land are being kept from the designation. Just because a parcel is in the overlay does not mean it will be developed. This will add additional barriers to potential development and delay proposed projects. These projects will create well paying jobs for Clark County residents.	9/7/2018 3:10 PM
148	I think that this is necessary forward thinking for the future of the county and the anticipated growth.	9/7/2018 2:43 PM
149	I know this is absolutely NOT what I want to see on the 503 corridor!	9/7/2018 2:07 PM
150	We live off of 152nd in the Cedars neighborhood. Currently, a new development of over 100 homes are in the process of being built at the golf course. Including the current homes in the Cedars, and this new development, there stands to be over 200+ homes, which include children, who would be subjected to potential noise and environmental pollution.	9/7/2018 12:13 PM
151	All the small lots with homes on them that are included in the one mile overlay should be removed from the map.	9/7/2018 10:18 AM
152	The bill that was signed into law gives Clark County a great opportunity to put our land to work for us. We do not need to continue sending 74,000 of our residents across the river into Portland every weekday. We have the ability to make land accessible to employers that can help our County gain it's own independent economic identity and stop being a bedroom community to Portland. We ought to capitalize on that.	9/7/2018 8:54 AM
153	I am highly concerned with the impacts this development would have on the livability of the region, the environmental impacts, the traffic impacts, the desirability of the region, the impacts on quality of life in the area, not to mention the aesthetics. I am in strong opposition to this development!	9/7/2018 8:51 AM
154	we are located near the rail line at NW 142nd Ave and NE 159th St. the roads there are already annoyingly busy with the intersection from NW 142nd and regular collisions, speeders, etc. adding rail traffic to the mix would increase our frustration living there.	9/7/2018 7:44 AM
155	The proposed types of industries are not comparable with the area	9/7/2018 5:31 AM
156	This is way too expansive an area of zone change to drop down in the middle of a mixed residential and agricultural area.	9/6/2018 10:47 PM
157	We don't need industrial use of land in our neighborhoods. Studies show consistently that industrial zoning not only marginalizes poor/underserved or excluded populations -- it is a health hazard for those who live nearby. From the American Journal of Public Health: "There are numerous reported cases of noxious [industrial] land uses and of nearby communities' being affected by abnormally high rates of cancer and other debilitating, chronic, life-threatening, or rare diseases." <a href="https://ajph.aphapublications.org/doi/pdf/10.2105/AJPH.91.7.1033">https://ajph.aphapublications.org/doi/pdf/10.2105/AJPH.91.7.1033</a>	9/6/2018 5:37 PM
158	This will turn numerous large lots of good farmland into a pollutant industrial park. No way.	9/6/2018 3:37 PM

159	Just about all of that is currently zoned residential. Changing the zoning to that which allows industrial uses is detrimental to every property owner in that area, and those surrounding it. How many people on the advisory committee have lived in their home 10, 20, 30 or more years and would support this? None, is my educated guess. Keep industrial uses in currently zoned areas.	9/6/2018 1:42 PM
160	We need to slow down growth in our area. Money and business should not rule all of our thinking, we need to consider generations to come. At the rate this county is growing we won't have a acre of land to enjoy nature or grow food.	9/6/2018 12:54 PM
161	A 1 mile reach is not only intrusive but totally changes the character, potential use and flavor of the area. People purchased their property with expectations based on planning and to come forward with this massive change is irresponsible and unacceptable. There is no need for any changes beyond 100-250 feet.	9/6/2018 12:33 PM
162	Too much growth for the area. Brush Prairie & the Battle Ground area are small and should stay that way. With the proposed adding industrial space, comes houses shoved on top of one another and massive growth. Our infrastructure isn't designed for it. Nor is the small town feel. If I wanted to live in the city, I would move there. Keep the area small.	9/6/2018 12:24 PM
163	Much of the proposed lands are prime farmland and most appropriate for agricultural production. Centering industrial development that makes use of the rail corridor within other non-agricultural, or already developed areas within Battle Ground and/or Vancouver would be much more appropriate. These soils formed by the Glacial Lake Missoula floods (which blanket the entire Willamette valley) are world-class, and limited. Once it is covered with pavement and cement, it is gone. Food cannot be produced anywhere. Industrial areas (and railways) can be re-invigorated, and are not beholden to specific soils and climates the way that food production is.	9/6/2018 10:49 AM
164	We moved to this area for the quality of life it provides. Putting in industrial facilities would not only lessen that quality of life but increase the noise levels, traffic on poorly constructed roads and lower our property values. I'm willing to bet no one who is on this committee lives in this area?	9/6/2018 8:55 AM
165	Not fair. Bad idea	9/6/2018 12:59 AM
166	My family farm is rite in the path of your proposed development. 5 generations of my family have lived here and farmed this land. Your proposal would destroy my farm and my children's future!	9/6/2018 12:30 AM
167	My house falls within this proposed overlay area. I am opposed to re-zoning this entire area Industrial for a number of reasons: 1) I am concerned that this will negatively effect my home's value. We have a 5 acre lot. This is not enough to be purchased for industrial use (20 acre minimum), and once large acreage plots directly surrounding us are transformed into industrial, who in their right mind would buy our home to live in it? The MANY residents like us who own less than 20 acre plots in Brush Prairie could easily be left without a recourse and no way to get out. 2) I do not want to raise my family next to industrial manufacturing. We purchased this home less than a year ago because we wanted to live in the country. We did not move out here to raise our children half a mile from a toxic, smelly, noisy asphalt/chemical/etc plant. 3) It's very likely there will be consequences to the air quality in Brush Prairie. As a lowland, Brush Prairie already naturally accumulates a long lasting fog during most months of the year. Add to this industrial manufacturing and we'll be dealing with unhealthy smog.	9/5/2018 10:04 PM
168	My property is in the proposed overlay area. This is our first home, and we plan to raise our young family here. My parcel (< 5 acres) would not be eligible for development according to the code, but is surrounded by a larger parcel, which is. We face the prospect of having to take a low-ball offer or be surrounded by an asphalt plant, or similar facility. Why is nearly all of the overlay south-east of the railroad? This seems to favor the properties of one major landowner, at the expense of all of his neighbors.	9/5/2018 9:27 PM
169	The plan opens up farmland near my house to industrial use. If the farm is ever replaced with industrial buildings, I feel it will reduce my property values, as well as the overall quality of the view I enjoy from my home. This whole project is a bad idea. Please listen to the people who live in this area and put the industrial development in areas where other such buildings already exist. We the people don't want our rural pastoral environment replaced with factories and smokestacks.	9/5/2018 8:32 PM

170	Industrialization would impact this region in many negative ways. This plan is not in the best interests of the area. Ecologically this is a bad plan. The area creates a home for wildlife as well as humans. Native species have already lost much of their environment to residential housing. Adding industrialization would remove areas that are left as natural habitat ....not to mention the efforts and money that have been spent on revitalizing the Salmon Creek watershed that is finally fit for Salmon to return. All our tax dollars would become wasted on these efforts. The area is also used as part of ecological education for many students in our county. Where will children learn to value our natural resources and land if we keep pushing out and destroying the habitat so ecologically important. Also, there are many neighborhoods within this area that house families and schools. Property was purchased with the idea that this area would remain mostly residential. A place with a quality of life that would be eliminated by industrialization. Keep industrialization along 72nd Avenue where it is already. Leave our neighborhoods alone.	9/5/2018 8:20 PM
171	Clark County really does not not need this type of development. People, land, environment first!!	9/5/2018 8:12 PM
172	I am opposed to developing this area for industry. I would prefer preservative of the farm land, nature, and promote tourism such as wineries	9/5/2018 5:41 PM
173	Firstly, as the rails were originally purchased to be adapted to a bike trail and money has already been spent to this end, it seems like a waste to abandon a perfectly sound plan for community development in favor of an industrial presence in the area, especially when doing so means likely decreasing residential property values and threatening agriculture in nearby areas, as well as putting the community at risk environmentally, as hazardous materials will likely be transported via the railroads. Additionally, the large swath of land that would be rezoned seems needlessly aggressive when compared to the original proposal.	9/5/2018 4:25 PM
174	One mile should be enough	9/5/2018 4:10 PM
175	Disrupting homes and families for industry is insane.	9/5/2018 3:26 PM
176	The overlay area does not appear "adjacent" to the railroad in all places that it covers. It would make more sense to follow the railroad closely for railroad dependent development. The rails to trails is a better idea than any other development for this section of the railroad, as money and time has already been put into it and should not go to waste, and it would not negatively impact the nearby citizens.	9/5/2018 2:49 PM
177	I'm very concerned about the fact that this area is agricultural and has wildlife habitat throughout. The proposal would be devastating to both of these, which would be devastating to this part of Brush Prairie. It would transform the character of the neighborhood. The proposal would completely fail to serve the local community's best interests, and only seems to benefit the Railroad.	9/5/2018 2:41 PM
178	Why would you consider rezoning a mile-wide corridor between NE Battle Ground and Crawford for industrial/manufacturing uses? Why ruin the scenic environment that is already so recognized by a 1-mile trail extension out of BG Lake State Park? Your planning goal should be much more location-specific rather than this crudely defined grab-bag of a freight-rail corridor and its attendant uses! Make at least the effort!	9/5/2018 2:19 PM
179	The shaded area is far too large, it extends far from the railway, and will require the noted rail spurs. The rail spurs will have to navigate around residential areas and over many surface streets. This will bring inconvenience and congestion to the residents of this area. I do not want to see the environment of our area sullied by industrial use... Also, increased rail use exposes our area to potentially dangerous train cargo, toxics that if mishandled or leaked would impact our area greatly.	9/5/2018 12:53 PM
180	The hash marked area looks like a grab of any open land with no regard for its character. It reaches out into areas that are currently residential and agricultural. I feel that this new light industrial use should only be in areas that are insulated from residential and have access to roads that can carry truck traffic such as highway 503.	9/5/2018 12:45 PM
181	I am on a wildfire assignment in a remote site, so am trying to look at this via a cell phone, so it is a bit difficult to see the map, but I have concerns about the quality of life for those of us living adjacent to the railroad. I personally live at 8910 NE 106th and can hear the train go by our home. As a result I am concerned about increased rail noise in our suburban neighborhood. I also have concerns about pollution from certain types of proposed development and also the future of the Lucky dog park. Lastly, I may not know enough about the plan, but I foresee a decrease in limited agricultural land and green space, that does not bode well for our environment and local food production.	9/5/2018 12:39 PM

182	This is going to cause noise, pollution, crime (more police patrol) loss of property values- a stupid short sighted idea!	9/5/2018 11:51 AM
183	There is no clear discussion on the impact to my property. For that reason I am highly opposed to this.	9/5/2018 11:47 AM
184	1. Thru traffic considerations need to be made the roads are not equipped for this use especially down 152nd, which is a dead end. 2. Rural residential areas shifts need greater care- there are small harvest lots included with large acres of land.	9/5/2018 11:36 AM
185	No expansion in farm areas.	9/5/2018 10:24 AM
186	hopefully, there will be in-coming businesses to increase job opportunities in Clark County.	9/5/2018 9:26 AM
187	These are not undeveloped properties that are ready to be developed for "best use". These properties are occupied and in full use. This is an established community/neighborhood that is residential and small farms intermixed. This proposal doesn't rezone properties next to this community - it rezones the community itself. The best use of this area is rural residential and ag. The location and unsurpassed fertility of the soils there are perfect for its current use. Previous plans for the railway have included a linear park. this would be a one-one-a-kind asset to not just the community, but the entire county. Development could then proceed that would fit in with and improve the character of the community, making it a possible tourist destination while preserving the current use of peoples' properties there.	9/5/2018 9:15 AM
188	I'm not in the "effected area", but I feel that this zoning change would allow detrimental changes to the Brush Prairie community, which does not seem suited for large industrial operations.	9/5/2018 7:12 AM
189	It's about time the rail line is promoted as beneficial to the community.	9/4/2018 11:09 PM
190	1. The use of fertile farm land for the FRDD seems to be a short sighted use of the land. 2. I believe the extent of the hash marks is a stretch on the term of "adjacent" and should more closely track the railroad. 3. I believe the rail to trails version of the railroad would be better match for the community and would not waste the years of time and resources already dedicated to it.	9/4/2018 10:53 PM
191	I feel that the area is too wide to be productive for railway-use commercialization. Should be held to within 300 yards of either side of the railway line, and not just on the south side. Anything past that and i would say it is not using the railway.	9/4/2018 10:13 PM
192	Too much encroachment on rural land	9/4/2018 9:59 PM
193	Too many historically rural properties being impacted.	9/4/2018 9:42 PM
194	You do not have my support to turn my single family home zoning into industrial. This is unacceptable and those who vote for it will loose my support in the next election.	9/4/2018 8:40 PM
195	HELL NO	9/4/2018 8:30 PM
196	Nope. I don't want it. Keep it out of our neighborhood.	9/4/2018 7:56 PM
197	NO- Stop this madness. Leave our land alone and let us retire in peace and not pollution.	9/4/2018 7:50 PM
198	What in the actual F are you thinking!?! This is NOT an industrial area NOR SHALL IT EVER BE. This is outrageous. Where do you think we're going to get these workers for these "jobs" for plants-- that belong in Longview or Vancouver-- not in the middle of our quiet Brush Prairie. Shame on you!	9/4/2018 7:45 PM
199	Stop adding to the congestion.	9/4/2018 7:34 PM
200	Who asked how we are impacted or with need.	9/4/2018 5:36 PM
201	Some of the area for is located in critical large lot agricultural zones that can not be replaced once industrial development is allowed. I believe a key component to community resiliency is ensuring these sensitive ag spaces are reserved to maintain a local food supply. Thoughtful planning will ensure a good mix of sustainable ag and business zoning. There is room for both and we don't have to defy the WA GMA to achieve this goal.	9/4/2018 5:31 PM

202	The last thing Clark County needs is another rail system/Industrial zone. The existing train was under investigation some years ago to become a bike and walking path and should have become one. The train seldom runs and is an eyesore as well as a cost factor for the County. I pay taxes for our neighborhood to remain clean. This proposal does not take that into consideration or the latest which is archaeological destruction. As a property owner that is living in the proposed area I am very definitely against another train system/industrial zone in Clark County. This area has been promoted for a Clark County centralized County maintenance yard, an asphalt processing plant and now this. Isn't it time to do with what we have? The asphalt processing plant was turned down by the County commissioners but then one changed her mind and it became active. Seems like there was a money problem. This thing is not only political but a money grab. There are MANY people gearing up to fight this.	9/4/2018 4:57 PM
203	There is too little information provided to make any decision on whether or not this is a "good" proposal, or not. What industries will be allowed? which not? Who pays for the right of way for the new spurs? Who manages the developments? What protections are going to be in place for the local, existing uses? (Residents, etc.?)	9/4/2018 4:00 PM
204	This area is a poor choice for industrial space especially that need rail. It is extremely close to the Glenwood Laurin school, residential areas, and the current road infrastructure and housing would be negatively impacted. The "rail spurs" could literally cut through these areas gravely impacting property values, the safety of citizens and general aesthetics of the area. Therefore, this area is a poor choice for rail services.	9/4/2018 3:54 PM
205	I love railroads, but it seems like this is a bad solution to the county's problem. In the early 1980s Marvin Case of The Reflector urged the county to purchase the railroad as a tourist-oriented endeavor. Bad idea #1. For three decades the county has been saddled with a white elephant. Bad idea #2. Since the county has a white elephant why not turn land along the right of way into industrial/commercial areas. Good idea #1. Sell the right of way to a private group of investors and let them upgrade the rails, etc. and turn it into a light rail project/tourist line.	9/4/2018 2:01 PM
206	We don't need this ANYWHERE in Clark County.	9/4/2018 1:01 PM
207	Not interested in any future railroad development.	9/4/2018 12:53 PM
208	Too big, too wide. If the businesses are railroad dependent they can be close to the tracks.	9/4/2018 12:50 PM
209	The proposed plan to change zoning would interfere with previous county plans to create a 33 mile multi-use pedestrian/bike recreation path along the right-of-way along the railway. The county has already invested in the study for path development back in 2008 and has already implemented the Battle Ground portion. I believe the county would be better served to increase economic development by focusing efforts on non-industrial businesses that do not require railroad use. The proposed area lacks safe bike/pedestrian paths that link to other areas and cities in Clark County. Re-zoning to industrial use would eliminate land for recreation, commercial and residential which would decrease quality of life in the area, recreation opportunities and safe non-motorized travel.	9/4/2018 12:10 PM
210	There are churches and cemeteries near by that would be disrupted thanks to this plan. It's garbage. We say NO.	9/4/2018 11:34 AM
211	Why are you targeting just downtown Brush Prairie? This is a community, not industrial properties.	9/4/2018 9:44 AM
212	I see no reason that the county needs to allow this tremendous impact to a rural area with increased railroad traffic. There are better alternatives for freight transportation along the existing highways that have controlled intersections and safety measures in place. Increasing the railroad traffic along people's residential property for the economic benefit of the railroad leaseholder is a huge mistake.	9/4/2018 8:36 AM
213	This would appear to be a tax subsidized project that will cost more in public debt than it will raise in revenue.	9/4/2018 1:11 AM
214	This places a potential hazardous material risk into the center of Clark County. This will essentially destroy and reduce property values within 10 miles of the overlay site. So, essentially the entire county. Placing high risk rail-dependent industry in the center of the county is not about jobs. Its about damaging the quality of life for the whole county. Say No to short term kickbacks, profits and greed of local politicians.	9/3/2018 11:59 PM
215	I need more information about the long term Impacts of this.	9/3/2018 10:06 PM
216	you are proposing to ruin rural farmland and local quality of life. Shameful. Preserve agricultural land in Clark County!	9/3/2018 9:38 PM

217	There is no need for more industrial area in the rural neighborhood in brush prairie area. The traffic is already horrible along 503. With all the housing going in that will just make it more congested.	9/3/2018 9:20 PM
218	This is almost all farm and residential real estate full of homes and farms makes no sense to change it to commercial?%	9/3/2018 9:05 PM
219	This is right past our farm on 131st street, it will impact my family's home of 3 generations tremendously. We do not agree with these plans. There are plenty other places for this, not in brush prairie.	9/3/2018 9:03 PM
220	This agriculture land needs to stay agriculture. Once it's gone it's gone. Horrible idea.	9/3/2018 9:03 PM
221	Way too big	9/3/2018 8:50 PM
222	This is a very rural area with quite a few homes affected. No one who lives anywhere near this would want it. Plus, many people would lose their homes and property. It's not easy to move!	9/3/2018 7:47 PM
223	It's zoning out and getting rid of much needed farm land and country properties.	9/3/2018 7:39 PM
224	I think the committee is trying to railroad (excuse the pun) a new zoning through to offer big money interests yet another way to wrongfully impact the rural areas and the environment. Who knows whats really behind all this and what the long range effects are going to be.	9/3/2018 7:28 PM
225	The lack of limitations may lead to industrial growth into residences and established agricultural activities.	9/3/2018 7:26 PM
226	The area proposed is a full of long-standing residential development with properties that will be directly impacted by this plan. In addition the area fails to take into account the lack of viable infrastructure for the population base.	9/3/2018 7:21 PM
227	Ridiculous and poorly veiled attempt to snag the same land that the courts have twice slap the county for trying to develop. The land use lawyers will do well, and the citizens will be paying for this for decades.	9/3/2018 7:18 PM
228	Those are residential homes that you're taking over. So, NO.	9/3/2018 7:01 PM
229	your overlay is a mismash that looks like it was defined by people who have never been involved in development of industrial land along railroads. rail dependent land must be close to the trackage to avoid having to add expensive spur lines to user. facilities. the closer the better. Second, keep the industrial use as far away as possible from residential properties or you are just asking for problems.	9/3/2018 6:49 PM
230	The more rail traffic development will negativly impact my property value	9/3/2018 6:39 PM
231	Literally runs on top of our family farm. This is rediculous.	9/3/2018 6:28 PM
232	Leave it alone. Don't want it	9/3/2018 6:26 PM
233	I realize we need manufacturing and production in Clark county, but not at the expense of active agricultural land.	9/3/2018 6:25 PM
234	Seems like reasonable use for rail-dependent industry.	9/3/2018 6:01 PM
235	This forces established neighborhoods (Cedars for example) into an industrial zone. Unreal and unfair.	9/3/2018 5:52 PM
236	Keep it rural and for crops. Too much urban sprawl. Have already sold my home due to new development and road noise. Thos does not directly benefit those who live here.	9/3/2018 5:44 PM
237	This should be zero. No corridor area. This is a very transparent run around of the GMA.	9/3/2018 5:26 PM
238	I think it's important to develop and maximize the railroad services	9/3/2018 5:26 PM
239	we live on NE 93rd ave adjacent to the hashmarks. currently this field is berry plants on the Bizi farm. this would devalue our property significantly and totally remove the rural atmosphere of the homes. changing rural farm land to industrial next to so many existing homes is wrong. I think a buffer of at least a 1/4 mile -1/2 mile from existing homes would be much more acceptable. I also wonder why the large dairy farm could not re-zone their land into industrial because the county growth folks said it did not fit with agriculture yet we have this recommendation.	9/3/2018 5:03 PM
240	Not sure why you are not extending it out to more rural area which could use the jobs.	9/3/2018 4:41 PM



241	It is my understanding that all this property that the council intends for industrial use is currently single family. Correct? If so, that would mean taking the property by eminent domain; I have never in my life (40 years as a realtor) seen that be fair and equitable to the property owners from whom the property is being seized. First and foremost, this action would change the entire makeup of some of the better parts of Clark County. This area would be changed from lovely neighborhoods to industrial eyesores. This is tantamount to putting Monsanto in the middle of lovely organic gardens. Homes would lose value, and with that loss, parents looking for and supporting good school districts would move to areas that are contaminant with their values. Schools would decline, property values decline, taxes decline. It is not a win-win situation Whoever thought this debacle up did not have the best interest of Clark County, Southwest Washington or its citizens in mind.	9/3/2018 3:54 PM
242	This expands into existing rural and residential lands, there is not infrastructure to support this development without great expense. It further erodes open space and a diversity `of housing and recreational farming opportunities that are constantly being dwindled away.	9/3/2018 3:48 PM
243	Rumor has it that this overlay may permit an asphalt plant to operate within. These plants emit enormous amounts of chemical vapors into the air surrounding them and the chemicals have the ability to cause a wide variety of skin, lung and liver cancers. As a retired clinical biochemist I cannot condone exposing anyone near the overlay area to these truly bad chemicals. No number of proposed jobs are worth causing a single human a fatal cancer.	9/3/2018 3:22 PM
244	This area is full of small farms and low income families. I am concerned about environmental and economic impacts of industrial development through this area on residents.	9/3/2018 3:17 PM
245	That is beautiful agriculture land right now. It should stay that way.	9/3/2018 3:02 PM
246	From what I have read this opens the area up for industrial businesses which I do not approve. The possibility of an asphalt plant, paper mill and other such businesses which are not beneficial to nearby residents.	9/3/2018 2:52 PM
247	Are there any creeks, streams, or wetlands in the area?	9/3/2018 2:32 PM
248	There is a lot of homes that will be impacted in a negative way by this. And a lot of wildlife also. The entire thing is just a bad idea in the location proposed. Why not get something closer to the freeway or nearer to the existing railcar lines existing in west Vancouver?	9/3/2018 2:26 PM
249	I am against expansion of the overlay area as described by the proposal. Putting an industrial area in the middle of a growing and thriving community is a huge mistake.	9/3/2018 2:18 PM
250	This is a rural, quiet area. Find somewhere else to develop. Businesses and factories don't belong.	9/3/2018 2:10 PM
251	Problems involving Salmon Creek contamination.	9/3/2018 1:54 PM
252	I totally oppose this railroad use. This was supposed to be turned into a waling type path for the Citizens/ Taxpayers of Clark County to use.... This will ruin our area....	9/3/2018 1:26 PM
253	No specification to industries considered "freight rail-line dependent."	9/3/2018 1:14 PM
254	This is rural area. Not meant for industrial	9/3/2018 12:58 PM
255	I am extremely disappointed this is the what the council feels is best for the County. This could be so many other things that would support the community. As a horse person I am extremely disappointed that the County gives and CONTINUALLY takes back....what happened to the Equestrian path that was supposed to be in this area? Granted that was 5+ yrs ago and it was supposed to be 'in the plan'. What happened to it? In a community with 28-30,000 equines and the revenue that is generated from those equines the County cannot continually promise future improvements and never come through.	9/3/2018 12:56 PM
256	Am curious who owns the parcels impacted, who would benefit from the proposed change, and who would suffer. Demographics matter as much or more than geography.	9/3/2018 12:40 PM
257	Too large, not adjacent to rail as required by state law.	9/3/2018 12:35 PM
258	Clark County does not need chemical pumping, population poisoning plants in our county or cities. A sickened, chronically ill population is not going to contribute to a capitalist society. Think long term sustainability and it doesn't add up.	9/3/2018 12:07 PM

259	I would like to know what happened to the trail that was supposed to run along side of the railway, I am not happy about the industrial zoning for Brush prairie at all. to have this right in the middle of town will ruin our small town The trail would bring a calmer use to the area and not impact land values in the negative for the future in fact it would improve land values this other industrial zoning will hurt many people values on their land	9/3/2018 12:06 PM
260	This will produce some very needed jobs for folks that need work badly	9/3/2018 11:20 AM
261	I would like to see those stay light industrial and nothing more instensive than that. I don't mind business and jobs coming to our area, but as an owner of property not too far I do not want hazardous material production to affect our health and property values.	9/3/2018 11:17 AM
262	It destroys the small town rural ambience. It's horrible.	9/3/2018 11:11 AM
263	100% on board. It will secure my husband's job as he works for PVJR, create more local good paying jobs.	9/3/2018 10:56 AM
264	clearly effort was made to avoid residential and school areas.	9/3/2018 10:20 AM
265	We do not need to bring in more rail traffic and chemical and heavy metal refineries and/or plants.	9/3/2018 9:52 AM
266	This will have a profound and negative impact on my community, quality of life and property value.	9/3/2018 9:48 AM
267	Consumes too much rural and agricultural lands. County does not enough infrastructure ie police, fire and EMT services to support such an extensive commercial expansion off the I-5 commercial development corridor.	9/3/2018 9:27 AM
268	1. First purely from a purely business perspective, what industry would actually benefit or actually use the railroad is questionable. A very small percentage of industries being attracted to the county under CREDC's vision and current plans actually corresponds to the sort of low-value commodity or mass manufacturing that would consider relying on creaky rail infrastructure for transportation of goods. 2. In the absence of such data or alignment to CREDC's vision, the marked areas weave through residential and agricultural communities that would now become an ugly mix of warehouse and industrial zones. This takes away significantly from the quality of neighborhoods that the residential owners are investing in. Many of these provide potential for mixed and upper end residential zones that are otherwise sorely missing in the NE part of the county. 3. A more strategic approach would be to use the railroad to build a commuter train that runs all the way from Portland to Battleground and beyond. That would provide connectivity especially for counties	9/3/2018 9:17 AM
269	Awful idea. Way to close to residentialInpropertoa.	9/3/2018 9:17 AM
270	It has to go somewhere. Because of the regulations around the manufacturing of chemicals, etc., I feel this will be very safe and clean. Residents should not be concerned.	9/3/2018 9:04 AM
271	This is a small downtown area that should have a small downtown feel without industry.	9/3/2018 8:56 AM
272	should keep a buffer zone between industry and residential areas. on south and far north line, it would be directly upon residential areas	9/3/2018 8:51 AM
273	This is rural farmland. We chose to live here for the trees and hay fields, not industry.	9/3/2018 8:51 AM
274	The area is too wide - - and relies on a fuzzy definition of freight rail dependent businesses and proximity to the line.	9/3/2018 8:33 AM
275	Seems to take into consideration responsible growth management while respecting the existing properties inside the zone.	9/3/2018 8:27 AM
276	Rail development is too close to residential and school areas. People in this area originally built homes based on premise that this rail line was seldom to never used. Heavy use of this would negatively impact the wildlife and ecosystem in this very rural area as well as take away from home values	9/3/2018 7:44 AM
277	Too vast. I would like it to be contained to no more than 1000 feet on either side.	9/3/2018 7:43 AM
278	Sony agree with the overlay it all. It is prime agricultural land and should remains as such, not bulldozed for development.	9/3/2018 7:37 AM
279	I'm not familiar with the exact location of the designated space.	9/3/2018 7:09 AM

280	This entire project will destroy the neighborhoods adjacent to the RR, develop some of the best farm land in the county and will cost us taxpayers millions of dollars, inspire of what the proponents claim. It also is against state law to provide urban services to a rural area such as this A great big NO to the whole idea that will benefit a few and place a huge burden on the residents and taxpayers.	9/3/2018 6:46 AM
281	It goes right thru residential areas, schools and next to Salmon Creek. This railroad can carry toxic freight which I'm totally against.	9/2/2018 10:39 AM
282	The area marked with hash marks represents one of few remaining non developed areas in Clark County. The train runs in close proximity to neighborhoods, schools and sensitive wetland areas such as Salmon Creek. In addition, it encompasses agricultural land that is vital to the continued and growing need for locally grown produce. The thought of entertaining the idea of allowing freight-rail dependent development in the area is abhorrent and would have long standing negative future impact on the local food supply and wildlife habitat as well as our children and our neighborhoods.	9/2/2018 10:11 AM
283	Are you kidding me? Another round of....lets destroy things so people have jobs? What about the people who live in the affected areas? Have you even considered how this will affect them? Enough is enough. DO NOT DO THIS.	9/2/2018 8:39 AM
284	How is it that our local politicians are willing to destroy our quality of life be putting in a heavy industrial area in an Ag 20 region. The opt in or out zoning change is an nearly a carrot to garner support. increase noise, toxic air,traffic and the good people of greater Brush Prairie get to pay for it all! This is all about an asphalt plant and profits for Eric Temple of Bellevue and Clark county. Shame on Wilson, Pike and especially Quiring. i doubt any of the politicians live in or near this proposed heavy industrial park. What would Pikes position be if this was near her beloved Shangrila. We and our neighbors bewildered on this horrid plan to destroy our way of life!	9/2/2018 8:13 AM
285	This is a rural area, not a commercial or industrial area. Residents want to keep the area rural	9/2/2018 6:52 AM
286	This proposal would destroy our community.	9/2/2018 12:28 AM
287	So much involved, our residential area will turn into a factory outlet please put away from all the farms, homes and schools. North of Vancouver doesn't need to be industrialized :'(	9/1/2018 11:36 PM
288	This has the explosive potential to destroy land, property, and the environment. Clark County does not need nor desire this type of development. We do not have the infrastructure to even consider this proposal. Our community is becoming so over burdened with current and proposed development. We are not Portland! We have no need to become Portland! The fact this proposal is even being considered is irresponsible. This is screaming mismanagement and greed!	9/1/2018 5:37 PM
289	Industrial development can take place in other areas of Washington State. This is rural Clark County and should remain so. People who are looking for feathers in their cap for bringing in more jobs ought to consider what kind of jobs are environmentally friendly and match our education options available.	9/1/2018 1:37 PM
290	I don't like the idea of using this area for manufacturing uses. I could offer a huge list as to all the environmental negative impacts for each one, but they all lead to the creation of air pollution, water pollution, and/ soil pollution. The other concern I have is with the electric power generator. I would like to ensure there will be no use of nuclear.	9/1/2018 1:33 PM
291	No "freight-rail" development in this area!	9/1/2018 11:14 AM
292	There are better uses for that area in terms of recreational tourism. Create bike,walking,hiking paths for people to use. Were so close to urban areas but yet so rural that people will love to use the space. I also just enjoyed a rail ride in Tillamook that utilized their old tracks for recreation. There is one in Shelton too. This would encourage cafes and other businesses to come and tourists to enjoy.	9/1/2018 11:01 AM
293	I am not in favor of further utilization of the railroad through Brush Prairie. I am not anti-business development, but business development should be focused along the 503 corridor, where it is appropriate for further development, that does not impede on current housing and rural use. We bought our home in this area three years ago, and purchased it BECAUSE it was a rural and family housing area. It incorporates prime farmland that should not be squandered on industrial development. I believe this will negatively effect our home's value. Also, the railway is old and will not be able to handle the proposed increase in use, and we taxpayers will have to pay for it to be updated. The railroad will ultimately increase congestion on surface streets in our area.	9/1/2018 10:14 AM
294	We don't need future expansion in that area.	9/1/2018 9:31 AM

295	This affects a great deal of people's homes.	8/31/2018 4:39 PM
296	This will destroy the rural atmosphere in this area even more than development has already. More trucks and industry is really not appropriate here. Especially next to the CASEE Center and School District offices.	8/31/2018 3:51 PM
297	this map includes resource land that can not even remotely be considered adjacent to the railroad. It includes way too much land and can not possibly be a legal interpretation of the new law. This overlay includes wetlands and important agricultural land that needs to be protected from development and will in no way or fashion improve the quality of live in the area. There are no words to even explain how insane this proposal really is.	8/31/2018 3:22 PM
298	Too large.	8/31/2018 12:34 PM
299	*Area too large, impacts existing residential neighborhoods *Conditional uses listed are not acceptable-prohibit asphalt plant, Hazardous chemicals being transported and electroplating * No information provided by PVJ Railroad about:speed of trains, # of cars, # of trips, noise, plans to improve crossings, etc. * What happened to "Rails with Trails" project?	8/31/2018 9:00 AM
300	Lack of information: 1. The number of trains per week. 2. The number of cars per train. 3. The added impact on roads. 4. Hours of operation. 5. Speed of trains. 6. Do impacted residents get a say in the types of business allowed. Under the current proposal I am against all of the "conditional use business" that are proposed. This is a residential area!	8/31/2018 8:15 AM
301	Its agricultural land!!	8/31/2018 1:18 AM
302	Way too big.	8/30/2018 2:37 PM
303	It is taking over land that doesn't need to be taken over.	8/30/2018 8:44 AM
304	Ruining the character of the area, peaceful enjoyment of inhabitants and wildlife, pollution, noise, increased traffic, detriment to property values,	8/30/2018 7:49 AM
305	I believe the recently passed legislation refers to resource lands, i.e. those zoned for ag, forestry and mining, this hashed area includes large amounts of land zoned rural residential and lands that already have been developed as residential, which is a serious conflict with industrial development (shades of the asphalt plant proposal)	8/29/2018 5:05 PM
306	Area is too large. The area is too far from the existing R/R and encompasses too much existing housing area. Imagine if you purchase a piece of property 1 mile from an existing small rural airstrip. Then the zoning changes to allow an airport the size of Portland International Airport in its place. Both are "airports" but obviously different in the effect on your life on your property. Even if the existing Railroad had increased daily use that would be better than allowing all of the Industry to move in along and around the Railroad and change rural living to rural industrial zone.	8/29/2018 4:11 PM
307	This area is considered rural for a good reason because people live here.This process to amend the GMA has cost money who stands to benefit from this exercise?! am very skeptical of this process ever since it was thought to be a good idea to put an asphalt plant in Brush Prairie. If the GMA is good enough for the state why is it not good enough for Clark County? Who pays for the infrastructure needs and the supporting services required?We in the county are already behind the power curve financially because developers have been give a free pass in the recent past.The SR 503 corridor already resembles a strip mall. Are these plans being proposed to justify a railroad which is being run as a toy? This project is devoid of any logical thought except greed!	8/29/2018 2:53 PM
308	Is this the only area allowable? Nothing more towards Yacolt?	8/29/2018 2:35 PM
309	It's needed.	8/29/2018 10:13 AM
310	You have devalued property I bought in 2015, and built on in 2016. I put every cent I have into building my dream home, only to have it border potential industrial development. I built next to a 105 acre farm for the peace and beauty of a country setting. A nearby train that ran 1-2 times a week will become a noise and traffic hazard that absolutely devalued the home I have poured every cent I will ever have into. I am not happy with those responsible for this change.	8/29/2018 10:10 AM
311	I live adjacent to that area. This is a rural residential area not suitable for commercial development	8/29/2018 7:22 AM
312	Not sure the committee considered all areas along the rail line, feel committee was weighted toward building ware houses and developing industry in this area	8/28/2018 9:54 PM
313	Schools and residential streets are included which is not acceptable. A traffic light absolutely needs to be installed at 131st and #503.	8/28/2018 5:46 PM

314	We need to preserve this prime farm land. This is a gross misinterpretation of the bill signed by our governor.	8/28/2018 4:55 PM
315	The area is far too large, and likely in violation of state law. It appears to largely exist to accommodate a small handful of local property owners. Planning for this is not done in a context that considers quality of life, need for park and recreation opportunities, or public health. It encroaches far too closely to schools, school land, park lands, and the Brush Prairie urban center. It sacrifices some of the highest quality farm land in the county, which would be in violation of urban growth laws if not for the zoning law that was passed specifically for these land owners.	8/28/2018 4:51 PM
316	My husband and I live in the proposed overlay and absolutely do not want our property to be included. Painting our area with such a broad brushstroke is not needed and we want to have our property excluded from this overlay.	8/28/2018 4:02 PM
317	I take joy in driving down 503 past the cow farm and seeing the beautiful view of Mt. Hood in the distance through the fields. If this plan were put into effect, that view would be replaced with industrial buildings. I propose that part of the land be protected as a park or something similar, so that we don't lose our precious view. Lets keep the livability of our community intact.	8/28/2018 1:05 PM
318	My main concern is putting a business complex up along an established neighborhood to add to the noise and traffic pollution. Most notably the lot between 154th and the rail line. You already have heavy equipment running all day in the county yard with their backup horns going all day long. Thy thinking about life quality for the homes that are here, not just about how much more commercial business you can jam into an already overcrowded road system.	8/28/2018 9:53 AM
319	We live in the affected area. Do not want trains coming through all the time!	8/28/2018 9:45 AM
320	Safety, hazards, nuisance, inappropriate for this region of the county	8/28/2018 9:16 AM
321	It should cover more area.	8/28/2018 9:16 AM
322	You missed a parcel! The first white block on NE 132 ace. Off me 119th at. My neighbor on the South side is already zoned light industrial. Laglier's property to the north is proposed for Shoet line railroad depended uses. Neighbors west of our parcel are also zoned Lifht Industrial! Our parcel has a Light Industeral Overlay, but is zoned Ag 20. We've owed the parcel for 47 years, I'm 70 years old and a disabled Vetran of the Vietnam war. I'v appeared at several meetings in the last 16 years, Almost came in UGB, ALMOST rural industrial land bank, now Railroad depended uses. I've been told to approach the City about annexation. And the city told me to go back to the county and get included in the UGB. WE feel we were considered a part of Laglier's 600 A. This time is about like the rural industrial Landbank, with Laglier leaving us in his dust. See you at the he OH: Jerry & Michelle Winters the Trust.	8/28/2018 12:24 AM
323	Has the land needed for development.	8/27/2018 6:32 AM
324	It is difficult to understand how any property not in direct contact with the rail line can be "freight rail dependent". Any materials shipped via railroad to or from these properties would need to be trucked from a railroad transfer point to the property via public roads. The impact of this trucking activity in the local area should be subject to the same reviews as any other development in the area.	8/26/2018 8:42 PM
325	just happy its something other in age 20	8/26/2018 6:57 PM
326	What about Salmon Creek? This is a Salmon Habitat area. Also the Ground Water in Brush Prairie affects Lacamas Lake and major ground water that is used for drinking water . If this is turned into industrial and manufacturing an accident occurred it could affect the massive underground water supply that is in Brush Prairie.	8/26/2018 9:51 AM
327	There are a bunch of single family homes in the area and it will reduce our home value, not be as safe for our kids, and cause more traffic and noise issues	8/24/2018 6:45 AM
328	First thought: Law and order are what separate us from wild animals. If the county does not follow the wording of the senate, what does that say about how they live out the rest of their duties. It causes one to lose faith in our current representatives.	8/23/2018 5:54 PM
329	This is a gross overstatement of the Washington State Senate Bill which started this process. The bill clearly states adjacent to the railroad, and you have designated a far more broad definition of the word "adjacent", to mean one mile on each direction from the railroad itself. Lower government entities may only restrict verbiage, not broaden it to include whatever they want. No one wants to see 100 foot buildings next to their residential property in this area.	8/23/2018 5:04 PM
330	This seems consistent with the previous efforts for a rail land bank and is long overdue..	8/22/2018 6:19 PM

331	This appears to be the will of a few people dominated by rail interests, and premature because the invalidity order pertaining to the RILB is still in appeal. There does not appear to be any ag land preservation or mitigation strategy. It is very hard to see that this is genuinely in the public interest and that diverse voices are being heard and respected.	8/22/2018 2:20 PM
332	I feel you are pushing the definition of freight rail dependent use by having areas far from the railroad included. It does not seem that the infrastructure needs to develop this much of the county have been considered. I am in favor of retaining agricultural lands in the county, once paved over they are lost for good.	8/22/2018 8:17 AM
333	Too much traffic. Traffic delays caused by rail use.	8/19/2018 9:57 AM
334	A good start. Hoping more land can be brought into development by awakening this rail spur.	8/18/2018 7:23 AM
335	We must protect farmland, environment, and honor existing land use.	8/18/2018 7:03 AM
336	I think a one-mile corridor along the rail line is far too wide to zone for rail-dependent development. This appears to be an attempt to avoid the Growth Management Board's invalidity order of the Rural Industrial Land Bank that was proposed in 2016. The proposed railroad overlay would take prime agricultural land out of production without any agricultural land conservation or mitigation strategy. Freight rail-dependent development should be just that: next to the railroad tracks, not a mile away from the tracks. This overlay also seems to ignore the country trail plan which, as I recall, proposed a recreational trail for hikers, equestrians and bicyclists paralleling the railroad from Vancouver to Moulton Falls County Park. If both sides of the rail line are covered with freight rail-dependent developments, where will the trail go? The proposed railroad overlay doesn't appear to recognize the trail plan or provide any trail corridor conservation or mitigation strategy.	8/17/2018 11:41 AM
337	The parcel located between NW 149th Street and NE 154th Street and along NE 112th Avenue is presently in appropriate agricultural use as a berry field. The parcel is located between residential homes on small acreage, adjoining the berry field, and a Battle Ground School CASEE site. The proposed railway overlay would be most inappropriate for this site. It would be more appropriate, if developed, as large lot residential sites complimenting the Brush Prairie Rural Residential Center concept.	8/16/2018 6:31 PM
338	A lot of planning and deliberation has gone into this entire study and I support it whole-heartedly as a member of the Railroad Advisory Board.	8/16/2018 4:05 PM
339	The original legislation was for a more limited, and realistic, distance out from the railroad. However, your advisory committee, packed with industry oriented people, but devoid of opposing viewpoints, significantly expanded the distance. This is an egregious and opaque process not consistent with good government nor transparency. This also appears to be a backhanded way of grabbing the Lagler property after losing and then still appealing the hearings decision.	8/16/2018 9:56 AM
340	This area would remove valuable agricultural land. at one time agriculture was a large part of the counties economy. Over the years the county has devalued the need for a thriving agriculture community. We now import at least 70% of our fresh produce from out of state. The county has lost the ability to feed itself.	8/15/2018 8:56 PM
341	Corridor is too wide	8/15/2018 8:44 PM
342	I see absolutely no acceptable reason to use such valuable and fertile ag land for ANYTHING but growing food for our community. The ag land is protected for good reason and this is plan is nothing but a self-serving end-run by those who stand to benefit from more development. This does NOT benefit the community. We MUST protect our farm land before it is gone for good.	8/15/2018 3:49 PM
343	The last thing Clark County needs is another rail system/Industrial zone. The existing train was under investigation some years ago to become a bike and walking path and should have become one. The train seldom runs and is an eyesore as well as a cost factor for the County. I pay for Salmon Creek to remain clean. This proposal does not take that into consideration or the latest which is archaeological destruction. As a property owner that is living in the proposed area I am very definitely against another train system/industrial zone in Clark County. This area has been promoted for a Clark County centralized County maintenance yard, an asphalt processing plant and now this. Isn't it time to do with what we have?	8/15/2018 3:08 PM
344	We must protect agricultural land in our county. Do do anything that takes away land to grow food is just plain stupid. We need food and we need for at least a good amount of that food to come from local growers. Once the land is gone we become very vulnerable to situations that cut off our food supply, like cutting off our nose to spite our face. That makes no sense.	8/15/2018 2:50 PM

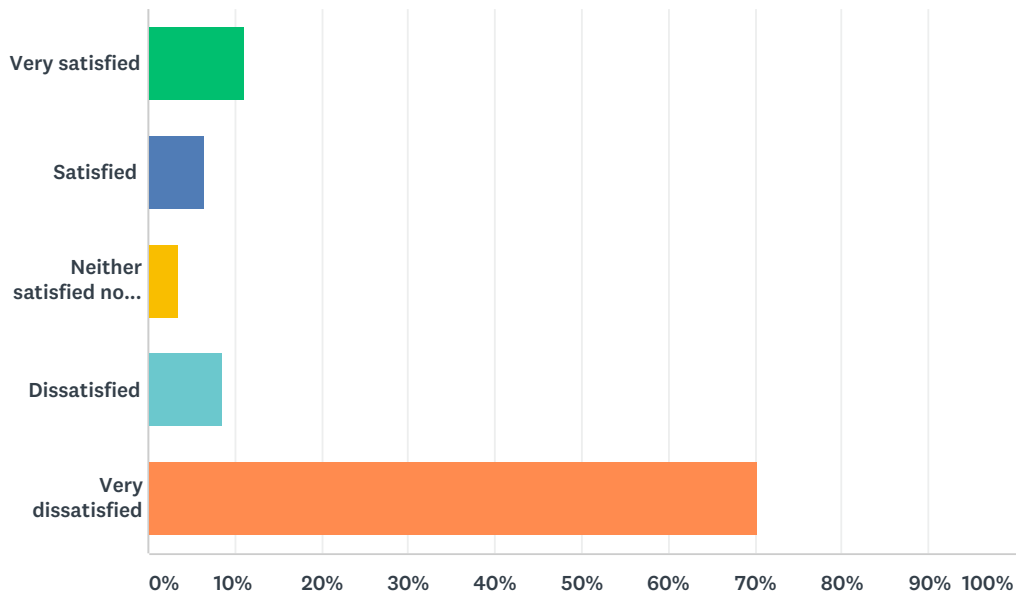
345	We don't need trains blocking Hwy 503 which is already way over used. There are lots of new apartments going in to add more traffic, already. Brush Prairie is a very nice residential area with room for residential growth on a limited basis. Industry will be a blight on this land.	8/15/2018 1:33 PM
346	The expanded boundaries will significantly reduce our buffering between industrial and rural land/homeowners.	8/15/2018 1:25 PM
347	It is a "land grab" by our elected officials who ask for citizen input only to do what they want anyway .....to basically drive out the last remaining large farming community in the county putting industry ahead of residents concerns.	8/15/2018 1:03 PM
348	We need to keep Ag land available to feed our region. "Improving" the land will be detrimental to all of those who would rather feed their family's with local, fresh food.	8/15/2018 12:24 PM
349	We would want anything flammable	8/15/2018 11:32 AM
350	We feel the distance of one mile from the railroad is excessive and should be reduced.	8/15/2018 11:30 AM
351	These changes are totally unfair to the people whom own land in the area and ruining their property values. This will add pollution, industrial waste & noise which will harm people, fish, habitat and farm land in this area.	8/15/2018 10:06 AM
352	As home owners and residents in the proposed 1-mile zone we have grave concerns about the commercial development along the short line corridor. We are concerned about: - Increased traffic along 119th and 131st/134th due to commercial activity - Increased noise from traffic and commercial/rail activities - Increased pollution and/or smell from commercial/rail activities - Negative impact on property value - Proximity to our children's school - Glenwood-Laurin - More frequent traffic disruptions at rail crossings on 119th and 131st	8/15/2018 9:30 AM
353	This is a huge expansion that by design will drive out current homeowners and lower property values in adjoining residential areas.	8/15/2018 8:58 AM
354	This plan proposes to convert hundreds of acres of prime ag land to industrial use not w/o consideration for potential local ag enterprises but w/o consideration of any economic development trade-offs to this loss of ag land resources for future deployment in the development of a flourishing local ag/food system. Once this ag resource is converted, and thus lost, our options as a community for establishing a local food system are diminished. In addition, there is not mitigation proposed to address this significant loss to food production resources at a time when the fragility of and risk of disruption to the global, industrial food system is becoming more and more apparent, to those who pay attention to reporting of what is happening in other parts of the country and the world. This strategy is deaf, dumb and blind to known trends in agriculture and food production and distribution capacities.	8/15/2018 7:49 AM
355	This overlay is unnecessary and misleading. It is highly unlikely that living wage jobs will be generated in any development in the proposed overlay area (either the original one or the newly expanded one) . The loss of quality of life for the people who live along the tracks is immeasurable. The loss of agricultural land resources should that land be ultimately developed is far too costly to Clark County's future. The cost to the county to develop that land area (in sewer expansion and other amenities) is likely to be quite expensive. The environmental impact to the area should the proposed asphalt plant develop the land would be destructive to all concerned (would you want an asphalt plant in your backyard?) The expanded overlay is merely a thinly veiled attempt to grab a certain parcel of land into development status. That land is zoned agriculture and should remain that way. Adding an overlay to allow for development on that property is unacceptable and misleading.	8/14/2018 11:27 PM
356	The plan brings commercial/manufacturing facilities too close to residential neighborhoods.	8/14/2018 8:22 PM
357	The area on the map is predominately a residential area and should remain as such. I do not support putting industrial buildings in a residential area.	8/14/2018 8:08 PM
358	It is my observation that Clark County has no respect for neighborhoods and livability for residents. A 100' (ten story) building just because the area is in proximity to a little railroad? We live on 104th Street NE just north of Waste Connections. How the heck do these things fit together. No screening of that business surrounded by residential. Not to mention the smell and the trucks. Please refer to the current flap over the gravel mine. Do we really need more of this?	8/14/2018 7:42 PM
359	it looks good hopefully in the future it will create more jobs the rail corridor needs to be utilized to its fullest	8/14/2018 5:45 PM
360	Its such a great idea. Hope traffic gets better with less commutes	8/14/2018 11:42 AM

361	Seems very reasonable	8/14/2018 11:38 AM
362	Great day for Brush Prairie	8/14/2018 11:21 AM
363	Railroad right of way needs included along with county owned property.	8/14/2018 11:03 AM
364	Look forward to finally getting funding for the Battle Ground schools	8/14/2018 10:39 AM
365	My only complaint is the group should have recommended additional areas North of Battle Ground	8/14/2018 10:24 AM
366	More land would be better	8/14/2018 9:22 AM
367	There are alot of nice homes and agriculture farms in that area. You would turn a beautiful (and desirerable) neighborhood into an industrial zone.	8/13/2018 4:21 PM
368	You want to have a contiguous block of freight rail dependent uses in one area. There is no good that comes from having rail dependent uses spread to other parts of the county that might require intermodal transportation. Don't skimp on having enough land adjacent to rail then regret it for the next 50 years.	8/13/2018 4:04 PM
369	Living in the proposed area we have experienced the noise and disruption the small Chelatchie Prairie Railroad train has made. This disruption has affected the residence living in the area. This is a rural area and has been for the 35 years we have lived here; needless to say we are in total dismay by the thought of a freight train passing through our neighborhood. We would expect a full and complete investigation to be made to determine the loss of property value to those impacted by this proposal. Further we would expect fair & equal compensation for any loss in property value. This compensation will be offered to those who live in the impacted area before construction. The compensation will allow current residents wishing to relocate to do so without suffering a financial loss.	8/13/2018 1:23 PM
370	Too much impact on residences between 142 and 152 and 159th St There are no roads made public, to service the area. Residences are being built now north of 99th St at approximately 137th Ave.	8/13/2018 12:49 PM
371	This area is highly populated, and it would harm the air condition, and it means it would harm residents of the area and around. Also there are 5 schools in a close range to the proposal development :Glenwood Primary, Laurin Middle School, Prairie High School, Maple Grove Primary, Maple Grove Middle School. As a parent and a school employee I am against that proposal because it includes future permission for the Asphalt paving mixture and block manufacturing,Chemical manufacturing. Those two must be prohibited.	8/12/2018 12:07 PM
372	The infrastructure (primarily roadways) in the area were built for rural, and in some areas, neighborhood traffic. The only exception is Hwy 503/NE 122nd Ave. These roads are two lanes with no sidewalks, deep ditches and no shoulders. In other words, vehicles associated with an industrial/manufacturing area do not belong on these roads on a daily basis. Three such roads that border or are within the area are NE 152nd Ave, Ne 159th St and NE 144th St. Due to new housing development, daily traffic has and will continue to increase. Adding large vehicle traffic associated with industry/manufacturing to these roads will negatively impact safety.	8/11/2018 4:36 PM



### Q3 Overall, how do you feel about the committee’s recommendation of a one mile corridor area (blue shade-Map 2) for future expansion?

Answered: 634 Skipped: 10



ANSWER CHOICES	RESPONSES	
Very satisfied	11.04%	70
Satisfied	6.47%	41
Neither satisfied nor dissatisfied	3.63%	23
Dissatisfied	8.68%	55
Very dissatisfied	70.19%	445
<b>TOTAL</b>		<b>634</b>

## Q4 Please provide any feedback regarding the proposed one mile corridor area (blue shade-Map 2).

Answered: 312 Skipped: 332

#	RESPONSES	DATE
1	This would destroy beautiful land with gorgeous views and encroach on 1 of only 3 off leash dog parks in the county. We deserve better.	9/13/2018 10:38 PM
2	Why would you even entertain the notion of transforming a beautiful part of the county into an industrial scab?	9/13/2018 9:04 PM
3	This is a beautiful town with much to offer upper middle class families. By industrializing it, you reduce the value of the community to those who should cherish it. The reason folks commute to Portland is because they can afford to. None of us are going to quit our jobs to unload freight. We will however move our families and our tax dollars out of this county in search of a community that values our contribution.	9/13/2018 8:42 PM
4	Expansion would exacerbate the heavy industrial footprint in family residential neighborhoods. We can't have such polluting and smelly plants where our children play, learn, and grow. It's not safe, not healthy, and incompatible with the community's character.	9/13/2018 8:23 PM
5	It is too wide. If rail access is to be used the property should be adjacent to the rail line.	9/13/2018 7:42 PM
6	Just leave the one mile railroad corridor alone.	9/13/2018 6:54 PM
7	It should extend to Chelatchie Prairie.	9/13/2018 5:43 PM
8	I am concerned this would affect the local Lagler Dairy farm.	9/13/2018 5:15 PM
9	Not big enough.	9/13/2018 5:06 PM
10	Same as above, only worse.	9/13/2018 4:53 PM
11	The county is merely trying to find a way to utilize the rail line. There are very few industries that rely strictly on rail transport, most of them, such as mining, are not industries that are viable here. Face it, road transport is much more important, and there are much better places in the county that already provide that infrastructure. Why doesn't the county put together a plan to utilize the rail line for promoting livability and local transport? Making it into a hiking/biking corridor with parks and recreation opportunities would promote local business and would engage the citizens to be more active. The plan as it stands now is not supported by the people who live here.	9/13/2018 4:46 PM
12	It seems like a reasonable distance to allow for future growth in the county. By including it now it seems like it will better serve the community as a whole rather than waiting 5-10-15 years to try and add something later.	9/13/2018 4:24 PM
13	I think it should be opened up to strategic places all the way to Chelatchie Prairie.	9/13/2018 4:07 PM
14	With the combination of existing residential property and parcels that are not contiguous to the rail, this does not seem practical, even if it was desirable. Someone on the fringe may want to develop but may not have access. I believe that the county should focus on jobs of the future, particularly for areas closer to Vancouver, not industries that degrade livability and that will likely be obsolete before created. The north county is the shortest on jobs so it seems like it would make more sense to focus on creating industry farther into north county for the railroad to service. I also believe that the county should give more consideration to the value of local agriculture for the future.	9/13/2018 3:56 PM
15	It is too large and too far from the rail line to be considered adjacent. Property values in residential areas will be negatively impacted by the potential to have industrial businesses located next door.	9/13/2018 3:46 PM
16	There should be no commercial rail or overlay of any kind.	9/13/2018 3:39 PM
17	This expansion is way too broad, too many homes would be negatively affected.	9/13/2018 3:33 PM
18	The areas crosses roads, impedes on already developed residential areas. Also includes prime agriculture soils that are needed to support the area.	9/13/2018 3:30 PM
19	AGain, limit this to city growth areas only.	9/13/2018 3:13 PM

20	One 30 car train a day is just a first step. Then it will creep up to two trains a day, then more and more.	9/13/2018 2:01 PM
21	Will not promote quality of life in our area.	9/13/2018 2:01 PM
22	It is way to big and affects way too many people whom live in the area adversely. Lagler properties is wanting this. I am ok with county allowing a very small area involving Lagler properties to have railroad access. But Clark County should not force this huge zone change for the rest of the property owners that live in the area. If other property owners want to be apart of this, allow them to add but do not FORCE everyone to join this rezoning.	9/13/2018 1:42 PM
23	Great idea. Better use of the land.	9/13/2018 1:40 PM
24	This will remove a large and beautiful dog park. With the others in Clark County on the verge of closing down, there would be very few, or no, dog parks left in town.	9/13/2018 1:33 PM
25	See notes above As well as concern for schools located in the area	9/13/2018 12:39 PM
26	Give us a break. Homes have already been built in those areas. In my case I built an \$800,000 home. I don't want industrial development any where near my home, but I'm in the blue shaded area bordering on the lined overlay area.	9/13/2018 11:58 AM
27	How are they getting away with calling it 'rail-dependent'? What about all the trucks and truckers looking for work in the area?	9/13/2018 11:35 AM
28	At the west end of NE 149th street there is a farm, a dog park located adjacent to a preserved natural area, and a botanical garden near a facility for the Battle Ground school district. Industrial development of this area would be a loss to everyone in our community, including people who enjoy the park area and school age children who visit the garden.	9/13/2018 11:26 AM
29	It's too big.	9/13/2018 11:20 AM
30	It is impossible to intelligently respond to this question without knowing what kinds of development will be permitted and what the impact will be on residential areas within or adjacent to the corridor.	9/13/2018 11:14 AM
31	See my comments in section 2. I am completely opposed to this plan.	9/13/2018 10:59 AM
32	A mile is a long way away from the rail line. Also, many of the proposed parcels have one or more other parcels between them and the tracks. How is development freight rail dependent if it cannot even reasonably access the railway?	9/13/2018 10:12 AM
33	Like we asked , "is this what you want your group to do to your family friendly neighborhood and your quality of life"?	9/13/2018 10:00 AM
34	What is the logic behind that one mile? Why do you need that?	9/13/2018 9:55 AM
35	I feel the same way for the same reasons as I did in Answer 2 above. Much of the area in the area is a combination of rural, residential, natural habitat (woods, wetlands, etc) lands. Because the railroad has significantly better unused vacant land available down along SR 503 (Lagler Farm), etc. it makes little to no sense at this time to add such a large overlay area for industrial development. The few properties that meet the 20 acre/10 developed acre minimum requirements can easily be determined at this time without taking a large "broad brush" overlay approach to properties that: 1) Do not meet the stated development criteria. 2) Have no realistic chance of being used for railroad affiliated purposes due to their location, topography, wetlands, spur development access costs, spur right of way acquisition problems, etc.. 3) Inadequate roads for industrial use and traffic, etc. This proposal also violates Washington State land use laws and public processes.	9/13/2018 9:14 AM
36	e vehemently oppose these proposed changes, because of the negative health impact on Brush Prairie residents. Allowing industrial manufacturing such as asphalt plants and chemical and leather manufacturing in such close proximity to residential areas and schools is reckless given the fact that in the production of these types of industrial products, carcinogens and other harmful gases are introduced into the air. According to The Occupational Safety and Health Administration of the United States Department of Labor, the detrimental health effects from exposure to asphalt fumes include headache, skin rash, sensitization, fatigue, reduced appetite, throat and eye irritation, cough, and skin cancer. I strongly urge you to veto this proposed change, which would jeopardize the health and safety of the families in our area.	9/13/2018 9:01 AM
37	Too wide	9/13/2018 8:41 AM
38	I do not think it should be 1 mile, should be less.	9/13/2018 8:23 AM

39	Not sure how a one mile corridor works when talking about rail freight. How do materials and commodities get to the rails if the land is not directly attached to the railway?	9/13/2018 7:48 AM
40	This area includes our property, salmon creek, lands where an elementary and middle school are, and designated county park land. This portion of the county is rapidly growing with residential neighborhoods. These people deserve parks and open space, clean air and water. Rail-dependent industry would very likely negatively impact the water quality in salmon creek, detract or eliminate much of the existing agriculture in the area, and lower property values. There are better options for locating light industry such as that proposed in this project, options which would offer closer proximity to interstate highways and be situated in already commercially developed areas using infill planning.	9/13/2018 7:42 AM
41	This proposed one mile corridor is simply perpetuation of the overlay area, and my family and I are deeply dissatisfied and opposed to this potential outcome.	9/13/2018 7:29 AM
42	Please see above comment	9/13/2018 7:18 AM
43	Having meetings where observation only was allowed did not offer any feed back before why would I think you cared enough to listen now.	9/13/2018 6:51 AM
44	These properties are outside of the urban growth boundary and its just ridiculous to encourage growth there when there are prime areas within the UGB to develop and re-develop!	9/13/2018 6:31 AM
45	Environmental and health impact on community from train exhaust, particles from train freight entering community, overgrowth in agricultural area impacting current residents, noise and vibration by train movement.	9/13/2018 6:13 AM
46	See comments above to prior question. adding the impact to the environment is adverse as well.	9/13/2018 5:52 AM
47	Preserve the natural land. It's healthier for both the mindsets and physicality of your population. Absolutely Everyone hates seeing what used to be a patch of gorgeous fields and trees and scattered houses turn into industrial areas. They're ugly, unattractive, and lower property values. Keep them away if you want to actually keep this area valuable.	9/13/2018 2:48 AM
48	Confine your industrial pollution to your existing industrial areas. Keep this area as a nice place to live and raise families.	9/12/2018 11:44 PM
49	How will freight reach the rail from a mile away? Will there be a loading platform at the rail, or will spurs be built out?	9/12/2018 11:30 PM
50	Same	9/12/2018 11:07 PM
51	what are the door-to door responses? how are schools, parks, wetlands, and open space figured in?	9/12/2018 10:49 PM
52	I am opposed to another layer of government process in order to expand access. Forget the red tape!	9/12/2018 10:28 PM
53	Same area as #2 above.	9/12/2018 10:03 PM
54	I'd prefer to see the useless railroad turned into rails for trails.	9/12/2018 10:02 PM
55	Most of this area is rural residential or even wetlands. See #1 above.	9/12/2018 9:57 PM
56	So you are going to have rail uses right up against houses? This area is dense with residential uses. Rail and residential are not compatible uses.	9/12/2018 9:55 PM
57	See last comment. I have the impression this one mile zone is largely tacked on to bring the dairy on 503 into industrial use, which is bogus.	9/12/2018 9:38 PM
58	Find a new area for your industrial plans	9/12/2018 9:32 PM
59	No increased railroad activity	9/12/2018 9:27 PM
60	This area will probably be an additional negative impact to the area.	9/12/2018 9:25 PM
61	This is a ridiculous amount of property that is not adjacent to the rail line. The railroad people and the property owners that want this to go through are being greedy.	9/12/2018 9:20 PM
62	This was not proposed it was planned under the table with the anticipation that the "home owners" do not find out. Well we found out.... and it would be nice to have had communication on this. The area has had a inflex of growth this growth is NOT healthy for the community.	9/12/2018 9:02 PM

63	I live in the proposed overlay area, it seems the only communication that I received was a very short period of time ago. This and the statement "... and discuss how this project moves forward..." "following the meeting a new project schedule will be posted to the website..." is more indicative of an announcement of how we plan on doing it to you and what the time frame will be, not how can we work together.	9/12/2018 9:02 PM
64	County revenue that is not reliant on Portland is a good thing. As a county, we need to become independent of Oregon.	9/12/2018 8:03 PM
65	See Above	9/12/2018 8:03 PM
66	With no specifics I have no real opinions. This is currently mostly farm land ? Are we inviting a container offload facility in our area ?	9/12/2018 8:00 PM
67	The zoning change will destroy my property's value!	9/12/2018 7:46 PM
68	Why set a limit might as well make a major rail hub (sarcasm )	9/12/2018 7:42 PM
69	disagree	9/12/2018 7:40 PM
70	How could a business 1 mile away from the current rail line even realistically get freight access? Building rail spurs to the rail line does not seem feasible with the likely impacts to current neighborhoods, schools, Salmon Creek, etc.	9/12/2018 7:28 PM
71	I think they are too aggressive in the amount of space they are designating. I don't think they have adequate data or environmental impacts assessments for such an expansion.	9/12/2018 7:26 PM
72	Blue shaded area does not seem realistic at all with the need for spur lines and the already high mix of residential development. Mixing trains and crossings is not practical to expand into the blue areas. Also nears areas such as Salmon Creek drainage and wet lands.	9/12/2018 7:17 PM
73	Quality of life for residents will suffer. Noise and air pollution, lack of road maintenance, continual trains by established neighborhoods would destroy a rural lifestyle for residents.	9/12/2018 6:55 PM
74	Same as above.	9/12/2018 6:42 PM
75	See above	9/12/2018 6:41 PM
76	see above comments	9/12/2018 6:25 PM
77	It's a joke , and so disingenuous. All these meetings only to pass what the committee wants, not what the people want.	9/12/2018 6:24 PM
78	Urban sprawl in rural areas, industry in residential neighborhoods are not healthy for the county.	9/12/2018 5:59 PM
79	The expansion dose not benefit the local community who live and work within this proposed development area. Also, the negative impact on children who live and attend school within the area (or just beyond the boundry) are at risk for unnecessary environmental exposure from the future proposed businesses that will be permitted in the proposed development.	9/12/2018 5:56 PM
80	Really concerned about the visible appearance of these developments and pollution of all kinds- noise- air- light- smells. If developments had setbacks that disguised the ugly industrial appearance so we don't have to look at too much ugly industrial facilities, and if the roads are specific what's ok for truckers that would help immensely alleviate negative impacts.	9/12/2018 5:33 PM
81	It also converts a large swath of agricultural land to industrial use.	9/12/2018 5:32 PM
82	Future use if necessary should be defined	9/12/2018 5:27 PM
83	Expansion in the same general area on available vacant land is better than fragmenting industrial/commercial growth in different areas. A real commercial industrial area that takes advantage of freight rail and perhaps commuter trains on the same rail line can get some people to work all the way from Chelachie Prairie. A multi purpose rail line for freight and commuters is more practical. Question 5 & 6 would need to be handled on a case by case basis. Probably keep vacant land in the overlay but neighborhoods of built residential homes probably take out? I will assume "property" in question 5 & 6 means vacant land.	9/12/2018 5:18 PM
84	Allows enough space to segregate the industrial use property from the residential and other sensitive area from the industrial property.	9/12/2018 2:24 PM
85	I do not like that this decision impacts farms and homes. I do recognize that new industry is good for the economy, yet it seems that the Ridgefield area is already industrialized.	9/11/2018 10:59 PM
86	Terrible plan.	9/11/2018 5:51 PM

87	One mile would just be the start, and already to much.	9/11/2018 5:46 PM
88	An over reach of the bill's intent, one mile can hardly be considered 'adjacent'.	9/11/2018 4:59 PM
89	See comments above	9/11/2018 3:59 PM
90	For the reasons stated above, I would recommend the northerly boundary of the Overlay be relocated to NE 159th Street.	9/11/2018 2:42 PM
91	All of the infrastructure (roads, railroad, waste water, storm water runoff and water) are totally inadequate. There is a real concern that adequate waste water and storm water systems can not be developed for the area for both areas. These two developments would only increase the pollution in our waterways. Both would have unacceptable impacts to the wildlife in the area especially waterfowl, fish, song birds, raptors and small critters. They would also impose hardships on farms and small farms. Clark County is currently being sued by DOE because of their inappropriate land use actions.	9/11/2018 1:52 PM
92	Again way to greedy. If you want to tank every house value in Brush Prairie then this is an excellent idea. If you want to save Brush Prairie then you are going about it all wrong.	9/11/2018 12:21 PM
93	See above	9/11/2018 11:06 AM
94	These areas should not be developed for industrial uses. Southwest Clark County is becoming more populous—residential and non-industrial businesses are healthier for our communities, and a more sustainable source of tax revenue, than heavy industrial.	9/10/2018 11:48 PM
95	This plan will put my family's health at risk and decimate my home's value.	9/10/2018 11:01 PM
96	This is all residential	9/10/2018 7:28 PM
97	This is a great first start!	9/10/2018 6:16 PM
98	The boundary should be limited to 1/4 mile (1,320 feet) on either side of the line measured from the center of the track. We repeat our feedback included in our answer to Question #2...A one mile corridor is a ludicrous recommendation considering the language in the legislation that requires adjacent location. Adjacent means next to in any reasonable person's mind except, apparently, those on the Advisory Committee.	9/10/2018 4:45 PM
99	The original Map 1 overlay is too large for the proposed development. It is inappropriate to consider additional expansion when the original development is unacceptable. More of bad idea does not make it a better idea.	9/10/2018 1:58 PM
100	rail is good for the local economy and jobs	9/10/2018 1:20 PM
101	I support expansion of the overlay. Allowing more opportunity to develop a variety of uses.	9/10/2018 1:12 PM
102	Same as above. When we purchased our property, we were told that the planned use for the railway was to turn it into a bike and walking path. while we are not in the overlay area, we are a short distance away, and I see no guarantee that this line could not be expanded later. Had we known this was even a possibility, there is no way we would have purchased in this area. I realize that industry is an important part of an area, but people live here because it is peaceful and quiet. This project could completely change the nature of the area.	9/10/2018 12:49 PM
103	I do not want my home and surrounding areas, and those of my neighbors, to be an industrially developed area. I am utterly angered by the thought that commercial interests are being placed above the interests of the people who are just trying to live their lives and have this ONE thing for themselves: a home they can enjoy, with no more noise than is already extant, and no more pollution of all types than is already extant.	9/10/2018 12:41 PM
104	Overall I feel nervous about the committee's recommendation for the one mile corridor and future expansion. The governor refused to sign the House bill initiating this project because he felt there was too much agricultural land given to the project. The advisory committee is now recommending a tenfold increase in land usage for the one mile corridor. I don't think this meets the spirit of the governor's initial rejection of the project.	9/10/2018 11:59 AM
105	This feels very rushed and a little underhanded	9/10/2018 9:20 AM

106	This section of railroad has not been used in my lifetime and is not needed. This seems like a politically-connected group of railroad execs trying to use the political process to force local landowners to subsidize their dinosaur industry. If the county wishes to lift zoning restrictions on this land to allow more landowner freedom, so be it. If the railroad can freely outbid others for this land, and landowners freely sell to it, and remaining landowners can count on the county to protect them from nuisances this will cause, so be it. But that's not what this is. It's privileging railroads against competing uses, limiting landowner freedom through restrictive zoning, and creating a supportive environment for obnoxious uses such as asphalt factories. A perfect example of political cronyism.	9/10/2018 7:18 AM
107	this should be moved far away from town - do not burden a significant area of residential and agricultural land with the financial desires of the railway we all recognize the importance of the railway, but it doesn't need to impact such a large area around the tracks consider a quarter mile overlay	9/9/2018 6:52 PM
108	Too large of an area involving residential	9/9/2018 6:22 PM
109	See above. The one mile corridor includes and surrounds existing residential areas that will be negatively impacted and loose value if proposal is approved.	9/9/2018 12:59 PM
110	Who can we vote out of office since their interest does not reflect the interest of the community they are obviously bought and paid for	9/9/2018 7:52 AM
111	Big area...	9/8/2018 8:05 PM
112	Get real! It's residential and blocked by steep drop-offs. You included Westminster Walk. Who ever drew this doesn't have a clue.	9/8/2018 7:17 PM
113	I am against the project for Brush Prairie. If you want to build rail uses, do it near the rail spur line in Vancouver.	9/8/2018 5:55 PM
114	It would destroy the rural residential area.	9/8/2018 4:12 PM
115	The proximity of proposed industrial use property to the Salmon Creek watershed is of particular concern, especially the areas west of SR 503 and north of NE 159th Street. NO ASPHALT PLANT in Brush Prairie!	9/8/2018 2:19 PM
116	As above, but more so.	9/8/2018 2:15 PM
117	One mile is not adjacent. Period.	9/8/2018 12:50 PM
118	This covers too many residential neighborhoods. People move to Clark county for quality of life. No one wants to live next to an industrial complex...	9/8/2018 12:32 PM
119	The Salmon Creek corridor is a very nice area and space. If BG wants to lure folks to the area, placing heavy industry along this area is a bad idea. If "rail dependent" industry is to be put in an area, it should be in one that is isolated and without major roads crossing it.	9/8/2018 11:52 AM
120	It appears it would be more appropriate to evaluate potential sites along the State 503 corridor whereby there are other industrial areas being developed that don't directly impact established residential areas, (e.g., Walmart...). In addition, there are other potential areas near the RR tracks on St. John's south of 78th street that are already commercial zoned and again not adjacent to residential properties.	9/8/2018 11:19 AM
121	It is far too wide an area for this part of the county. The road infrastructure is already highly taxed and getting worse as more residential developments are built. The corridor should be extremely limited outside the urban growth boundary.	9/8/2018 8:04 AM
122	See previous comment.	9/7/2018 7:44 PM
123	do not like being forced from our homes when don't have funds to move	9/7/2018 7:04 PM
124	it makes no sense to define "adjacent" as up to one mile. That is the definition of proximity - not adjacent.	9/7/2018 6:45 PM
125	No - we do not need any more industrial businesses.	9/7/2018 5:47 PM
126	I would prefer an even eligibility distance from the rail. Absent extenuating circumstances of course.	9/7/2018 4:51 PM
127	As stated previously, taking a broader approach will reduce the burden on individuals and companies to decide on how they want to utilize their land.	9/7/2018 3:10 PM

128	One mile is far too large. I cannot even begin to imagine the environmental impacts that this would have. How about encouraging small scale farming? Increased recreation? This is not beneficial to our community, and will only serve to make it smell and unattractive to the families that have moved here.	9/7/2018 2:07 PM
129	Again, the population density is too great to proceed with this development.	9/7/2018 12:13 PM
130	This overlay needs to extent the entire length of the 33 mile railroad.	9/7/2018 10:18 AM
131	If the one mile corridor is all that is available than it will have to suffice. I would hope if there is more land available we would expand the corridor so we can attract more job creators.	9/7/2018 8:54 AM
132	I am highly concerned with the impacts this development would have on the livability of the region, the environmental impacts, the traffic impacts, the desirability of the region, the impacts on quality of life in the area, not to mention the aesthetics. I am in strong opposition to this development!	9/7/2018 8:51 AM
133	a one mile corridor seems too large to allow for both development and residence. many long established homes may end up getting sandwiched between areas that are purchased for development unless they are able to sell as well. trying to understand the logistics of getting materials to the rail line from up to a mile away--would mean either spur lines are added or additional traffic on the already overtaxed roads. that are becoming more taxed with the additional developments going in around the Cedars and other areas.	9/7/2018 7:44 AM
134	The one mile criteria is too much. It reaches areas far from any logical connection to the RR and highway 503 a road that could carry light industrial development. You really didn't spend any time thinking about the implications of this development border. The only reasonable area for development of this type is along 503 where the RR intersects it. To draw the border all the way West to parcels connected to 82nd Avenue, a dead end residential street is ridiculous.	9/6/2018 10:47 PM
135	Why was one-mile chosen?	9/6/2018 8:56 PM
136	See above. Industrial land use does not belong in or around residential life.	9/6/2018 5:37 PM
137	In addition to turning farmland into a polluted industrial park, this overlay includes many residences on smaller lots. You can't be serious about turning people's homes into an industrial sacrifice zone.	9/6/2018 3:37 PM
138	A 1 mile reach is not only intrusive but totally changes the character, potential use and flavor of the area. People purchased their property with expectations based on planning and to come forward with this massive change is irresponsible and unacceptable. There is no need for any changes beyond 100-250 feet.	9/6/2018 12:33 PM
139	Too much growth for the area. Brush Prairie & the Battle Ground area are small and should stay that way. With the proposed adding industrial space, comes houses shoved on top of one another and massive growth. Our infrastructure isn't designed for it. Nor is the small town feel. If I wanted to live in the city, I would move there. Keep the area small.	9/6/2018 12:24 PM
140	Same general remarks as question 2. The corridor would also contribute to urban sprawl issues already facing Clark County, due to a heavy focus on outward development as opposed to developing upwards (multi-story buildings) and on vacant and re-developable lands already with the existing urban area. The increased traffic congestion, longer commute times, and loss of rural character that results from outward urban sprawl will affect the desirable quality of life many currently seek in Clark County.	9/6/2018 10:49 AM
141	An even worse idea.	9/6/2018 8:55 AM
142	Bad idea. Not fair	9/6/2018 12:59 AM
143	The proposed one mile corridor seems very excessive. In order for ANY of the land owners to actually be able to sell their property for Industrial zoning approved use, they have to be able to get rail to it. It is ludicrous that whole neighborhoods are being re-zoned Industrial when there is no way they could be utilized for this use. Seriously, tear down houses to put in a short railway through a neighborhood to reach a 20+ acre plot of land beyond them? The same rational applies for MANY homes in the overlay area in "hash marks-Map 2".	9/5/2018 10:04 PM
144	Why such a large area? What evidence does the committee have that there is sufficient demand for this? What industries have actually expressed interest? Does the committee expect the expansion area to be needed?	9/5/2018 9:27 PM



145	Already the impact of additional traffic on overused out of date roads is more than worrisome. Adding truck and railroad traffic to this mostly residential region will create dangerously overcrowded use of these overused streets and roads. Frequent accidents now occur because of all the current additional traffic created by huge new housing developments built without infrastructure to support the additional cars that are garaged and travel to and from these new homes. Then add heavy duty trucks to the mix!?! This plan is putting the cart before the horse. New zoning without infrastructure to support it is not developing Clark County in a logical way.	9/5/2018 8:20 PM
146	See above.	9/5/2018 8:12 PM
147	As previously stated, this seems needlessly aggressive. The fact that the deciding factor that persuaded the city council to expand their original proposal was a commity comprised almost entirely of individuals under the employment of the railroad seems at best biased, and inclines me to believe that many important effects of the final proposal went unnoticed. Additionally, utilizing such a large area of land filled with residential and agricultural developments seems unnecessary. The council has failed, as of yet, to provide a reason as to why this particular stretch of land has been chosen. It would seem that there are other locations worth considering that would not threaten so much useful property.	9/5/2018 4:25 PM
148	A bit much	9/5/2018 4:10 PM
149	The corridor is unnessecarily large and will disrupt the community.	9/5/2018 2:49 PM
150	Again: I'm very concerned about the fact that this area is agricultural and has wildlife habitat throughout. The proposal would be devastating to both of these, which would be devastating to this part of Brush Prairie. It would transform the character of the neighborhood. The proposal would completely fail to serve the local community's best interests, and only seems to benefit the Railroad.	9/5/2018 2:41 PM
151	The area above Salmon Creek should be eliminated completely, as it will never access the railway, and is simply adding light industrial use to Ag and residential land. We live west of the railway, and do not want industrial use in our area, EVER. We bought our home here three years ago with the understanding that this was rural / residential and that is what we want it to remain. How can you plan for putting "light industrial" in completely rural areas when the Washington State Growth Management laws do not allow for extending utilities into rural areas? Surely these businesses will need sewer and water? Also, increased rail use exposes our are to potentially dangerous train cargo, toxics that if mishandled or leaked would impact our area greatly.	9/5/2018 12:53 PM
152	The one mile shaded area is very arbitrary, once again no thought put into the residential areas it will impact. In my case it includes a property adjacent to mine on 82nd Avenue a dead end street that is residential. This kind of zoning should be near a main highway. I think you are trying to justify owning this railroad by making a big land grab rezoning this area in the middle of the county. A rail to trail scenario linking the county from N.E. to S.W. would be a much better use.	9/5/2018 12:45 PM
153	One mile seems like a very generous and some what arbitrary corridor. It seems like there should not be a blanket one mile corridor, But rather a more carefully crafted line that addresses the needs of the whole.	9/5/2018 12:39 PM
154	Another meaningless effort to push this project through! And set the political atmosphere for easy future expansion.	9/5/2018 11:51 AM
155	Same as above.	9/5/2018 11:47 AM
156	The lines seen arbitrary- why this one mile? What is the purpose for expansion- is demand forcing growth? Where is the why? What are the positive impacts on the community?	9/5/2018 11:36 AM
157	Buffers should be maintained between heavy industrial activities and excising residential development.	9/5/2018 11:30 AM
158	No need for expansion of this sort. Industrial land should be up and down the 503 corridor, not in residential farming communities.	9/5/2018 10:24 AM
159	hopefully there is enough land for new businesses within that area.	9/5/2018 9:26 AM

160	While I can see developing a small strip along SR503 as industrial, leaving the areas directly behind it as current use, the 1-mile proposal, creating a 2-mile-wide swath through the heart of Brush Prairie, would completely and irreversibly destroy the fertile land, and obliterate the lovely community that is Brush Prairie. this proposal has nothing to do with placing commerce and jobs near transport arteries. It has to do with converting an entire existing, established community to a completely different purpose. Same as above: These are not undeveloped properties that are ready to be developed for "best use". These properties are occupied and in full use. This is an established community/neighborhood that is residential and small farms intermixed. This proposal doesn't rezone properties next to this community - it rezones the community itself. The best use of this area is rural residential and ag. The location and unsurpassed fertility of the soils there are perfect for its current use. Previous plans for the railway have included a linear park. this would be a one-of-a-kind asset to not just the community, but the entire county. Development could then proceed that would fit in with and improve the character of the community, making it a possible tourist destination while preserving the current use of peoples' properties there.	9/5/2018 9:15 AM
161	For the same reasons as above.	9/5/2018 7:12 AM
162	1. See comments 1 and 2 in section 2. 2. The one mile corridor is entirely too large and will ruin a very nice community.	9/4/2018 10:53 PM
163	Again, one mile on either side is too wide to be considered for "just railway". And why is it only to the south?	9/4/2018 10:13 PM
164	Too expansive	9/4/2018 9:59 PM
165	This isn't industrial for a reason. The is Brush Prairie NOT a port city-- you want that, look at Vancouver, Portland and Longview-- move there. The crime rates are high and the amount of illegal labors is high too-- good job County Council. Which one of you geniuses thought of this?	9/4/2018 8:40 PM
166	HELL NO	9/4/2018 8:30 PM
167	Shame on you all. These are quiet neighborhoods with young families and you're ruining their property value and safety of their neighborhoods. The air and water pollution that comes from this development and plants is unacceptable. Not to mention unnecessary.	9/4/2018 7:56 PM
168	One argument FOR this revolves around job creation-- guess what, more low paying jobs, more illegal workers, MORE CRIME. Terrible idea.	9/4/2018 7:50 PM
169	Million dollar homes and vast neighborhoods are going to be reduced in value and even knocked down for you chemical plants. Makes me wonder which one of you is getting a pay off. Time to vote all of you out!	9/4/2018 7:45 PM
170	Stop adding to the congestion.	9/4/2018 7:34 PM
171	What is the goal of this project? Where citizens involved?	9/4/2018 5:36 PM
172	I don't agree with any proposal that does not comply with the WA GMA. This may set a precedent to expand this type of development in other areas across the county, fundamentally impacting the quality of life we enjoy.	9/4/2018 5:31 PM
173	Same comments as above.	9/4/2018 4:57 PM
174	But again, too little information provided, above to make a qualified statement.	9/4/2018 4:00 PM
175	What happened to county's previous proposal to turn the railway into a 33 mile multi-use pedestrian/bike recreational path along the rail line connecting Burnt Bridge Creek Trail thru Battle Ground to Lucia Falls State Park to End of Line. Considerable resources were invested in this. The following 6 goals were part of the design guide for future trail development: 1. Increase the rate of bicycling and walking in Clark County by providing a safe and inviting trail that connects key destinations and communities within the county. 2. Develop trail recommendations in coordination with the county rail authority and the rail operator that are compatible with planned rail improvements and increase in rail traffic. 3. Work with property owners adjacent to the railroad corridor to preserve and enhance the corridor as a recreational and transportation alternative. 4. Develop trail design and development standards that are easy to maintain and access by maintenance, security, and emergency vehicles, and that minimize impact to the environment. 5. Develop and establish a comprehensive wayfinding system that enables people to use the trail efficiently. 6. Develop a trail master plan that will enable project partners to apply for grants to implement the trail.	9/4/2018 3:54 PM
176	Please see above.	9/4/2018 2:01 PM

177	See above comment.	9/4/2018 1:01 PM
178	Not interested in any future railroad development.	9/4/2018 12:53 PM
179	The expanded proposed plan to change zoning in the blue shaded area would interfere with previous county plans to create a 33 mile multi-use pedestrian/bike recreation path along the right-of-way along the railway. The county has already invested in the study for path development back in 2008 and has already implemented the Battle Ground portion. I believe the county would be better served to increase economic development by focusing efforts on non-industrial businesses that do not require railroad use. The proposed area lacks safe bike/pedestrian paths that link to other areas and cities in Clark County. Re-zoning to industrial use would eliminate land for recreation, commercial and higher density residential which would decrease quality of life in the area, recreation opportunities and safe non-motorized travel. Further development of industrial business that waste valuable acreage close-in to urban areas is not ideal.	9/4/2018 12:10 PM
180	Sad to see this plan. Makes me wonder whose pockets are lined with what dirty money.	9/4/2018 11:34 AM
181	We are a small, rural community many of us living on land that has been in our families for generations. Rezanina's ning our lands in this manner is disgraceful and destroys the community we all call home.	9/4/2018 9:44 AM
182	It's makes no sense to rezone land that is currently ag land and residential land and had a very bad impact on these properties. Requiring spur connectors would just chop the area into a spiderweb of railroad lines, this is not well though out.	9/4/2018 8:36 AM
183	This would appear to be a tax subsidized project that will cost more in public debt than it will raise in revenue.	9/4/2018 1:11 AM
184	These parcels will have their value destroyed . This area also includes pollution risk to Salmon Creek watershed from the increased use of the railroad and businesses located nearby.	9/3/2018 11:59 PM
185	This is a rural area and should remain so. The folks who live here moved here for the beautiful quiet country setting. To hell with progress, keep it country!	9/3/2018 11:52 PM
186	you are proposing to ruin rural farmland and local quality of life. Shameful. Preserve agricultural land in Clark County!	9/3/2018 9:38 PM
187	Worse then the hash mark area. Because it impacts more area.	9/3/2018 9:20 PM
188	%90 of this is way off sr503 why not propose something closer to already established businesses	9/3/2018 9:05 PM
189	Its ridiculous. I disagree with all of it. Waste of money. Way to big of a distance away. It should need to border railroad, but I still disagree.	9/3/2018 9:03 PM
190	Ridiculously large.	9/3/2018 8:50 PM
191	You're saying it could be expanded. Not good. Is there additional infrastructure to be included? Who will decide what types of businesses- manufacturing, warehouses, etc. would be allowed. That's a nice quiet rural area.	9/3/2018 7:47 PM
192	Farm and agricultural land much needed on that perfect soil rather than buildings that could go anyplace else	9/3/2018 7:39 PM
193	IT is unnecessary to push a mile out on either side of the rails. Leaves the door open for all kinds of crazy companies to come in and make who knows what.	9/3/2018 7:28 PM
194	The one mile limit is arbitrary and could easily be adjusted by an industry. One property is even split in half by this proposal.	9/3/2018 7:26 PM
195	Unworkable. Rail spurs?	9/3/2018 7:18 PM
196	the corridor is nice but far too wide for potential rail dependent uses	9/3/2018 6:49 PM
197	Unacceptable	9/3/2018 6:28 PM
198	Do not want it at all none the less the future expansion	9/3/2018 6:26 PM
199	you get the feeling that if they can expand into the "blue" area, eventually the development boundaries will expand further.	9/3/2018 6:25 PM
200	Clark county needs industry and jobs for its growing population.	9/3/2018 6:01 PM
201	I support local agriculture. What farmland remains needs to be preserved for farming.	9/3/2018 5:55 PM
202	Please stop this.	9/3/2018 5:52 PM

203	See question 2 above.	9/3/2018 5:26 PM
204	this is even worse with our development within this corridor.	9/3/2018 5:03 PM
205	Again it seems limited to a small portion of the railroad. It seems like the towns further out would benefit more.	9/3/2018 4:41 PM
206	We need clean air, clean water, and agricultural. Land to grow food on. Let's keep Clark County livable.	9/3/2018 4:35 PM
207	This question answered in previous response.	9/3/2018 3:54 PM
208	Same as above. Further, it will add traffic to rural development standard roads in the area including 172nd avenue to Ward/164th to continue to Padden or SR 14. We have had to put up with encroaching housing density only to be rezoned from UR 10 to Rural 5 but being impacted by all the development.	9/3/2018 3:48 PM
209	Vastly too large an area.	9/3/2018 3:22 PM
210	This is a large swath that includes subdivisions that have (currently) affordable housing. I am concerned families may be pushed out of their homes or experience environmental impacts that make living in this area difficult.	9/3/2018 3:17 PM
211	We keep giving up Ag land to development-forever ruining the feel of the area	9/3/2018 3:02 PM
212	Too wide.	9/3/2018 2:32 PM
213	Again, not the place for this type of development. It will impact too many homes and people and cause even more heavy trucks to be on our roadways which are strained at times now.	9/3/2018 2:26 PM
214	The one mile corridor area includes the sanctuary to wildlife which is the Salmon creek refuge forest space. We must preserve the natural habitat for the local wildlife and the health of our community.	9/3/2018 2:18 PM
215	Not a good area for development.	9/3/2018 1:54 PM
216	Development in this area will produce good jobs and tax revenue and this county needs both.	9/3/2018 1:28 PM
217	Again no clear definition as to industries might be allowed. No inclusion of law prohibiting petroleum products or supplies.	9/3/2018 1:14 PM
218	Again your trying to impact rural area with industrial commodities	9/3/2018 12:58 PM
219	This would be a disaster in the making. What about chemical leaching into Salmon Creek from proposed plants? Just to name one	9/3/2018 12:56 PM
220	Again, who benefits and who may suffer?	9/3/2018 12:40 PM
221	Too large, not adjacent to rail as required by state law.	9/3/2018 12:35 PM
222	Clark County does not need chemical pumping, population poisoning plants in our county or cities. A sickened, chronically ill population is not going to contribute to a capitalist society. Think long term sustainability and it doesn't add up.	9/3/2018 12:07 PM
223	I do not want to see this happen to our area where we live what types of industry are you planning on and what types of water run off will be caused by all the cement and asphalt that is put in this is to close to Salmon creek and should not be allowed at all.	9/3/2018 12:06 PM
224	Awesome idea. The folks that can't get high-rise jobs in Portland need jobs like this to survive and support their family	9/3/2018 11:20 AM
225	too wide. Narrow to a 1/2 mile wide corridor.	9/3/2018 11:17 AM
226	See above. More of the same, it never stops.	9/3/2018 11:11 AM

227	1. The first concern is purely one of alignment between these plans and those being put forward by CREDC. From a purely business perspective, what industry would actually benefit or actually use the railroad is questionable is not spelt out. A very small percentage of industries being attracted to the county under CREDC's vision and current plans would correspond to the sort of low-value commodity or mass manufacturing that would consider relying on creaky rail infrastructure for transportation of goods. Are the sort of current higher-end manufacturing facilities such as semiconductors asking for rail transport? To what extent are their current transportation needs unmet or what extent of new business is being inhibited from the absence of a rail line? Why isn't that data being spelt out in the proposal? 2. In the absence of such data or alignment to CREDC's vision, the marked areas weave through residential and agricultural communities that would now become a mix of warehouse and industrial zones, taking away from the quality of neighborhoods that the residential owners have invested in. Many of these provide potential for mixed and upper end residential zones that are otherwise sorely missing in the NE part of the county. 3. A more strategic approach would be to invest the railroad to build a goods + commuter line that runs all the way from Portland to Battleground and beyond, without designating this particular area as an all out industrial zone. 4. That would provide connectivity especially for eastern towns such as Battleground and neighboring counties areas. It would avoid any ugly concentration of any one type of industry in a certain town or neighborhood. It would allow currently isolated and taxation-strapped cities such as Battleground to attract business.	9/3/2018 9:17 AM
228	Again, inappropriate use for land in Clark county	9/3/2018 9:17 AM
229	same as answer 2	9/3/2018 8:51 AM
230	The blue goes right into our neighborhood of 5+ acre plots. We are already worried about empty field development, now we face stores and warehouses going up next to us. We intentionally didn't look at land near the railway, yet close to Prairie high. This will drive people away.	9/3/2018 8:51 AM
231	One mile is too we - only justification for the rail line is for businesses adjacent to the line. One mile will require trucking to the line ..... and make it as economical to truck all the way to downtown Vancouver or points north and south. Why would they bother loading unloading twice so they can use a short line railway. Now much agriculturally zoned land is within that area? How much open land do we lose? How much control do we have over types of industry? How close does the shaded area come to residential developments?	9/3/2018 8:33 AM
232	Want to see how the first zone is developed before commenting. Let's see in about 20 years.	9/3/2018 8:27 AM
233	Rail development is too close to residential and school areas. People in this area originally built homes based on premise that this rail line was seldom to never used. Heavy use of this would negatively impact the wildlife and ecosystem in this very rural area as well as take away from home values. This blue shaded area approaches wet land area needed for ecosystem and drainage in the area.	9/3/2018 7:44 AM
234	Same as above.	9/3/2018 7:43 AM
235	See previous answer	9/3/2018 7:37 AM
236	Industrial zoning is anticlimatic for the preservation of natural resources.	9/3/2018 7:09 AM
237	Ridiculous! Outrageous. Any councilor who votes for this should be shown the door!	9/3/2018 6:46 AM
238	This will change property taxes, this will congest current surface streets, and make travel more difficult. Building on prime agriculture/farm land should be preserved. Why should we, the taxpayers be paying for this upgrading of the current out-dated RR track?	9/2/2018 10:39 AM
239	The blue shaded area represents residential neighborhoods where citizens work hard, pay their property taxes and care for their friends, families and neighbors and agricultural land where food is grown for our local neighborhoods. It's inconceivable that the county council would consider allowing industrial development in this area while at the same time pursue zoning of other lands throughout the county for additional housing. Clark county has long been a community that could be proud to offer it's citizens a safe, clean place to live. This plan is in direct opposition to that vision.	9/2/2018 10:11 AM
240	same as above	9/2/2018 8:39 AM
241	County admitted at open house that any opt in property owners need to get the right of way and have an industry that is rail dependent to rezone their land. Expensive process that requires deep pockets.	9/2/2018 8:13 AM

242	I have seen this type of expansion before and it is definitely not in the best interest of residents. It will allow potentially unhealthy industrial manufacturing that negatively impact residents. Also it creates more traffic, noise and an unpleasant environment not to mention significantly raising traffic congestion.	9/2/2018 6:52 AM
243	Brush Prairie is a beautiful and undisturbed. It should remain the way it is in the care of its residents.	9/2/2018 12:28 AM
244	Half mile should be adequate. That allows for very large work sites.	9/1/2018 9:38 PM
245	See above statement.	9/1/2018 5:37 PM
246	Running more train lines at tax payer expense is absurd. Use trucks and existing highways that service for road traffic that is multipurpose. The industrial park concept has worked for years.	9/1/2018 1:37 PM
247	I don't like the idea of using this area for manufacturing uses. I could offer a huge list as to all the environmental negative impacts for each one, but they all lead to the creation of air pollution, water pollution and/ soil pollution. The other concern I have is with the electric power generator. I would like to ensure there will be no use of nuclear.	9/1/2018 1:33 PM
248	Same as above	9/1/2018 11:14 AM
249	This impedes on current residential areas and sensitive wetlands/waterways (Salmon Creek) . We do NOT want light industrial zone in our area.	9/1/2018 10:14 AM
250	We don't need future expansion in that area.	9/1/2018 9:31 AM
251	Changing our property status would probably downgrade the value thereof. While that may lower our property taxes, it would not make it easier to sell should we choose to do so.	8/31/2018 3:51 PM
252	One mile is NOT an interpretation of 'adjacent to'. This alone will have to be legally challenged. This will only destroy valuable resource land between the towns of Vancouver/Brush Prairie/Battle Ground forever and cause unconfined and unplanned sprawl. This should also be legally challenged since it negates the intent of the growth management plan. There is plenty of unused industrial land and properties within the urban growth area. The port area alone has a 50% vacancy. This proposal will benefit a few landowners and make them very wealthy and and completely ignore the will and rights of all the other citizens in the area. If owners remove their properties from the overlay it would make their land still unlivable with industrial neighbors encroaching. This will force people to move and their home values will drop while the neighbors willing to sell out make more money but still have their lives upended. This really has to be stopped if the will of the actual people who live here are taken into consideration.	8/31/2018 3:22 PM
253	This should remain a rural -agricultural area with minimal industrial expansion. The railroad does not need such large areas set aside just to support industry. The county needs more undeveloped areas and open spaces to support wildlife, and small farms which contribute to our population's overall health and well being.	8/31/2018 12:34 PM
254	We attended Open House at Hockinson HS on 8/30. Handout maps not listed with numbers, so I am looking at Freight Rail Recommendation Proposed Overlay with blue and blue hash marks and Comprehensive Plan Hash Mark areas, currently designated as Agriculture or Rural Industrial Land Banks South of 159th Street should be designated area.	8/31/2018 9:00 AM
255	see above	8/31/2018 8:15 AM
256	It is ag land!!!	8/31/2018 1:18 AM
257	Should only apply to parcels that directly touch the railroad.	8/30/2018 2:37 PM
258	This proposal is	8/30/2018 1:01 PM
259	Same criticism as above, plus it includes large amounts of flood plain land of Salmon Creek and large amounts of steep land with unstable slopes along Salmon Creek, all unsuitable for industrial development.	8/29/2018 5:05 PM
260	The same comments as above. Area is too large. The area is too far from the existing R/R and encompasses too much existing housing area.	8/29/2018 4:11 PM
261	Since I see this as an impractical scheme to begin with how is it good to expand it?	8/29/2018 2:53 PM
262	One mile is a large area. If the industry is truly "rail dependent" shouldn't that industry be required to be adjacent to the actual railroad?	8/29/2018 2:35 PM

263	One mile too much. What about residential properties in that proposed overlay? What about land zoned ag or resource in that proposed overlay? WHO will control the type of "manufacturing" that will take place?	8/29/2018 10:50 AM
264	too big!	8/29/2018 7:22 AM
265	What other areas did the committee reject before settling on Brush Prairie seems they had a agenda from the beginning	8/28/2018 9:54 PM
266	One mile encompasses too many homes and the 2 schools : elementary and middle schools . No light at 131st and #503. My back fence is next to the farm which zoning changed to light industrial. With more industry along the railroad tracks there will be too much traffic and will lower our property value.	8/28/2018 5:46 PM
267	Adjacent means adjacent. NOT ONE MILE!	8/28/2018 4:55 PM
268	That encompasses an enormous and unjustified amount of land. I thought the freight dependent rail use law specified that such development would only occur within 500 feet of the rail line.	8/28/2018 4:51 PM
269	I do not feel it is necessary to include all property within the one mile corridor just to allow some appropriate available land to be developed for rail purposes.	8/28/2018 4:02 PM
270	You already have most of the land along 503 being developed for commercial use. If you don't add more residential units in this area, how long do you think the retail stores will last?	8/28/2018 9:53 AM
271	recommending one mile in an established residential area is not appropriate nor is it conducive to healthy communities.	8/28/2018 9:16 AM
272	It should be for the total length of the rail line.	8/28/2018 9:16 AM
273	Same as above #1, except it look like most of the parcels are unavalable. You need to get into open space like the above mentioned parcel from #1.	8/28/2018 12:24 AM
274	Same comment applies. Properties one mile from the line cannot possibly "depend" on the railroad as any materials traveling to/from these properties would have to be trucked from the railroad. If the material is trucked to this property it could be trucked from anywhere and is not dependent on the railroad.	8/26/2018 8:42 PM
275	It would devastate all the rich farm land that is being housed over at an alarming rate in Clark County . The rural and habitat of Brush Prairie is vital to habitat and future small farming .	8/26/2018 9:51 AM
276	There are a bunch of single family homes in the area and it will reduce our home value, not be as safe for our kids, and cause more traffic and noise issues	8/24/2018 6:45 AM
277	It would seem the committee members are in need of a dictionary. I'm happy to help with that: Webster: "adjacent may or may not imply contact but always implies absence of anything of the same kind in between." So, properties adjacent to the rail line would not have land between those lots and the line. Properties one mile away from the line are not adjacent unless said property is actually one mile across. No such properties exist adjacent to the rail line. You're welcome. - Jennifer	8/23/2018 5:54 PM
278	The word adjacent is defined as being next to something, without any matter in between the two entities. You would not be receiving the level of criticism if you would stick to the Washington State Senate's language regarding this issue.	8/23/2018 5:04 PM
279	This should get phased in three maps that go into effect with different dates: 1. existing overlay - already effective 2. proposed 1 mile that has completed SEPA - current year comp plan change 3. the remaining 1 mile overaly - next year comp plan change	8/22/2018 6:19 PM
280	See above comments about a skewed process and the benefit of a few business interests rather than the public good.	8/22/2018 2:20 PM
281	I feel you are pushing the definition of freight rail dependent use by having areas far from the railroad included. It does not seem that the infrastructure needs to develop this much of the county have been considered. I am in favor of retaining agricultural lands in the county, once paved over they are lost for good. A mile is an outrageous amount of land to consider for freight rail dependent.	8/22/2018 8:17 AM
282	Let's honor existing land use.	8/18/2018 7:03 AM

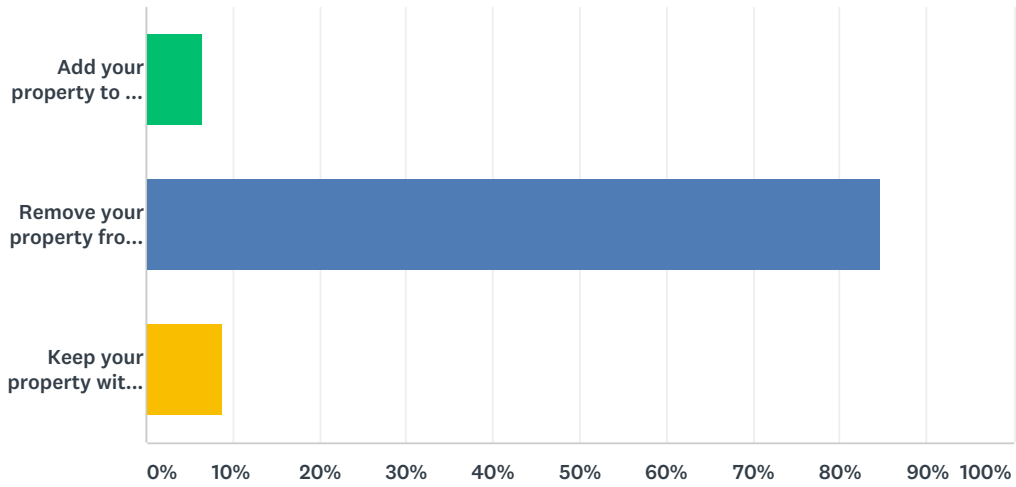
283	See comments above. The future expansion area is even more egregious in its attempt to convert prime agricultural land to industrial development without any agricultural land conservation or recreation mitigation strategy. Areas in the blue shade are too far away from the rail line to be considered for freight rail dependent development. This proposal appears to me to be an end run around the state's Growth Management Act since the county couldn't get its comprehensive plan update approved. The invalidity order of the Rural Industrial Land Bank is still in appeal, which makes this attempt to get a rural industrial overlay in place prior to resolution of the legal process questionable and opens the county to further litigation. As a taxpayer, I am tired of seeing my money go to lawsuits because the county can't seem to follow the law.	8/17/2018 11:41 AM
284	This would cause ecological overkill and continue to destroy necessary large green spaces.	8/16/2018 6:31 PM
285	Reduce the overlay to the original distance from the RR.	8/16/2018 9:56 AM
286	Although this area would have a smaller impact on agriculture, it still has a negative impact.	8/15/2018 8:56 PM
287	A mile is ridiculously large	8/15/2018 8:49 PM
288	How is this question different from question #2? NO INDUSTRIAL DEVELOPMENT ON OUR FARM AND RURAL LANDS! We know that once you get your foot in the door with your "one-mile" it will take nothing to expand to two-mile, and three mile and to include hazardous industry that is not rail dependent. How about we spend our time & money growing food? Food is easily and cheaply transported by rail. That could bring jobs too, you know.	8/15/2018 3:49 PM
289	The last thing Clark County needs is another rail system/Industrial zone. The existing train was under investigation some years ago to become a bike and walking path and should have become one. The train seldom runs and is an eyesore as well as a cost factor for the County. I pay for Salmon Creek to remain clean. This proposal does not take that into consideration or the latest which is archaeological destruction. As a property owner that is living in the proposed area I am very definitely against another train system/industrial zone in Clark County. This area has been promoted for a Clark County centralized County maintenance yard, an asphalt processing plant and now this. Isn't it time to do with what we have?	8/15/2018 3:08 PM
290	See comments above	8/15/2018 2:50 PM
291	One mile seems excessive.	8/15/2018 2:27 PM
292	This project has nothing to do with the citizens of Clark County, only developers and big money interests who don't live in the area and drive 503 everyday. We do not need more growth. Traffic is overwhelming all over the county already. No one will convince me the railroad will not bring more big trucks to the industrial area that are planned. The county bought the railroad and now is trying to get something out of it. Make it a bike path, something useful for citizens.	8/15/2018 1:33 PM
293	My property and those of my neighbors are inside the blue boundaries. We purchased our land and homes under the old zoning. These new boundaries were proposed and approved without our knowledge or input. If development occurs as part of the new boundaries, there will be little or no buffering between our homes and industrial developments, reducing quality of life and potentially lowering our property values as well.	8/15/2018 1:25 PM
294	Develope it!! It will give jobs and provide income for schools	8/15/2018 11:32 AM
295	Our R5 zone of small parcels of well-developed rural residences should be excluded from future expansion so we may live in peace with homes we've invested in.	8/15/2018 11:30 AM
296	Counselors are breaking the law by not following the Growth Mangement Act (GMA). Counselors broke the law in 2016 and still have not mitigated the prior lawsuit regarding this land.	8/15/2018 10:06 AM
297	As home owners and residents in the proposed 1-mile zone we have grave concerns about the commercial development along the short line corridor. We are concerned about: - Increased traffic along 119th and 131st/134th due to commercial activity - Increased noise from traffic and commercial/rail activities - Increased pollution and/or smell from commercial/rail activities - Negative impact on property value - Proximity to our children's school - Glenwood-Laurin - More frequent traffic disruptions at rail crossings on 119th and 131st	8/15/2018 9:30 AM
298	Way too wide	8/15/2018 8:58 AM



299	Rather than developing a strategy that reflects the business goals of the sole proprietor of the railroad, one business stakeholder interest to the exclusion of all other stakeholders, I suggest you vote no on this recommendation and undertake a serious and comprehensive scenario planning initiative that addresses the greater public interest in how the railroad line can serve the long term community well being in terms of protecting resources for land and water required to provide redundancy and adaptive capacity to how we will feed ourselves going into an uncertain future in terms of drought and flooding resulting from climate change. See what Shell Oil has done in terms of scenario planning as a practice over the last half century. This is not rocket science...it's intelligent planning. Imagine the future scenarios of business as usual and what course corrections can look like and then invite the community to further elaborate on desired futures and set a direction for resource deployment and community well being development that will best provide for the food and shelter needs of generations to come...rather than serve the short term economic/profitability interests of one business owner, who doesn't even live in Clark County. This advisory process was a fix for one business owner and small group of his "friends". It is/was a sham.	8/15/2018 7:49 AM
300	One mile is NOT adjacent to the railroad and therefore NOT dependent upon the railroad . This is a ridiculous attempt to snag certain land areas and include them in the overlay to allow for development in those certain areas. That land does not require a railroad for development. The land is designated agricultural and should stay that way. Imposing this artificial overlay on the desired land under the pretense of being freight rail dependent to develop the land is disingenuous and shady.	8/14/2018 11:27 PM
301	It includes properties which have no direct access to the railroad.	8/14/2018 8:22 PM
302	I do not support industrial zoning or construction in a predominately and growing residential community.	8/14/2018 8:08 PM
303	hopefully it can be adjusted to the different neighborhoods it affects	8/14/2018 5:45 PM
304	No problem here	8/14/2018 11:38 AM
305	So happy for the children who attend the underfunded schools	8/14/2018 11:21 AM
306	Job Jobs Jobs	8/14/2018 10:39 AM
307	The blue area will not be developed this way and the map is a little misleading.	8/14/2018 10:24 AM
308	No! No! No! Don't want industrial in my neighborhood!	8/13/2018 4:21 PM
309	It's good to see enough land that may be added to help freight rail dependent uses succeed for many years to come. Rail freight will take trucks off the roads.	8/13/2018 4:04 PM
310	One mile corridor for proposed expansion leaves anyone living in the area in limbo. Property values will plummet.	8/13/2018 1:23 PM
311	First news via the Columbian on the State Legislation for Freight Rail dependent uses for the County's line, didn't make sense. No road expansions. no sewer. Look at what we have now. It seems totally against the Growth Management Act. I understand that the push comes from the Seattle -area operator of the rail. It seems he may make money on freight, his cohorts may make money on land speculation and development. NO ONE is speaking of a business wanting the improved land. Big Secret. Jobs?? Our infrastructure cannot carry the current workers or the freight today. Gridlock on Hwy 503 and RT 500. Sewer expansion?	8/13/2018 12:49 PM
312	See comment #2 Also, expanding light industry/manufacturing here would create unwanted noise and pollution adjacent to current and expanding residential areas.	8/11/2018 4:36 PM

### Q5 If your property is located within the future expansion area (blue shade-Map 2), would you prefer to:

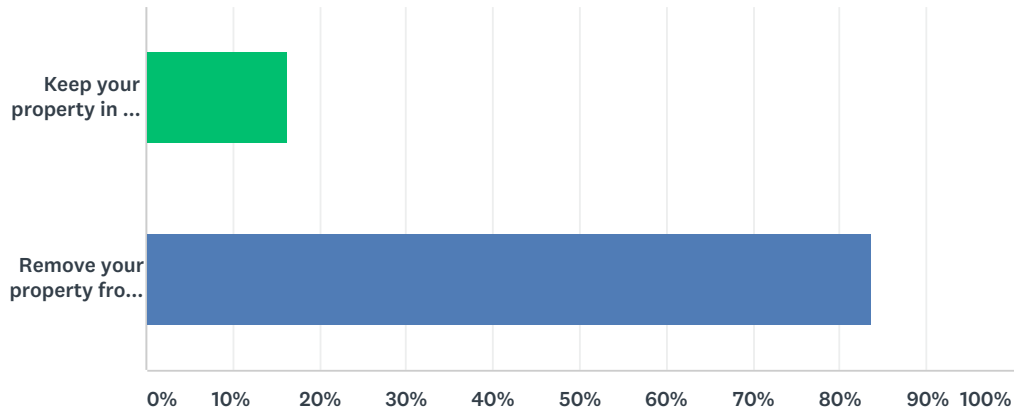
Answered: 386 Skipped: 258



ANSWER CHOICES	RESPONSES	
Add your property to the overlay area (hash marks-Map 2) as part of this process	6.48%	25
Remove your property from the future expansion area	84.72%	327
Keep your property within the future expansion area	8.81%	34
<b>TOTAL</b>		<b>386</b>

### Q6 If your property is located in the proposed overlay area (hash marks-Map 2), would you prefer to:

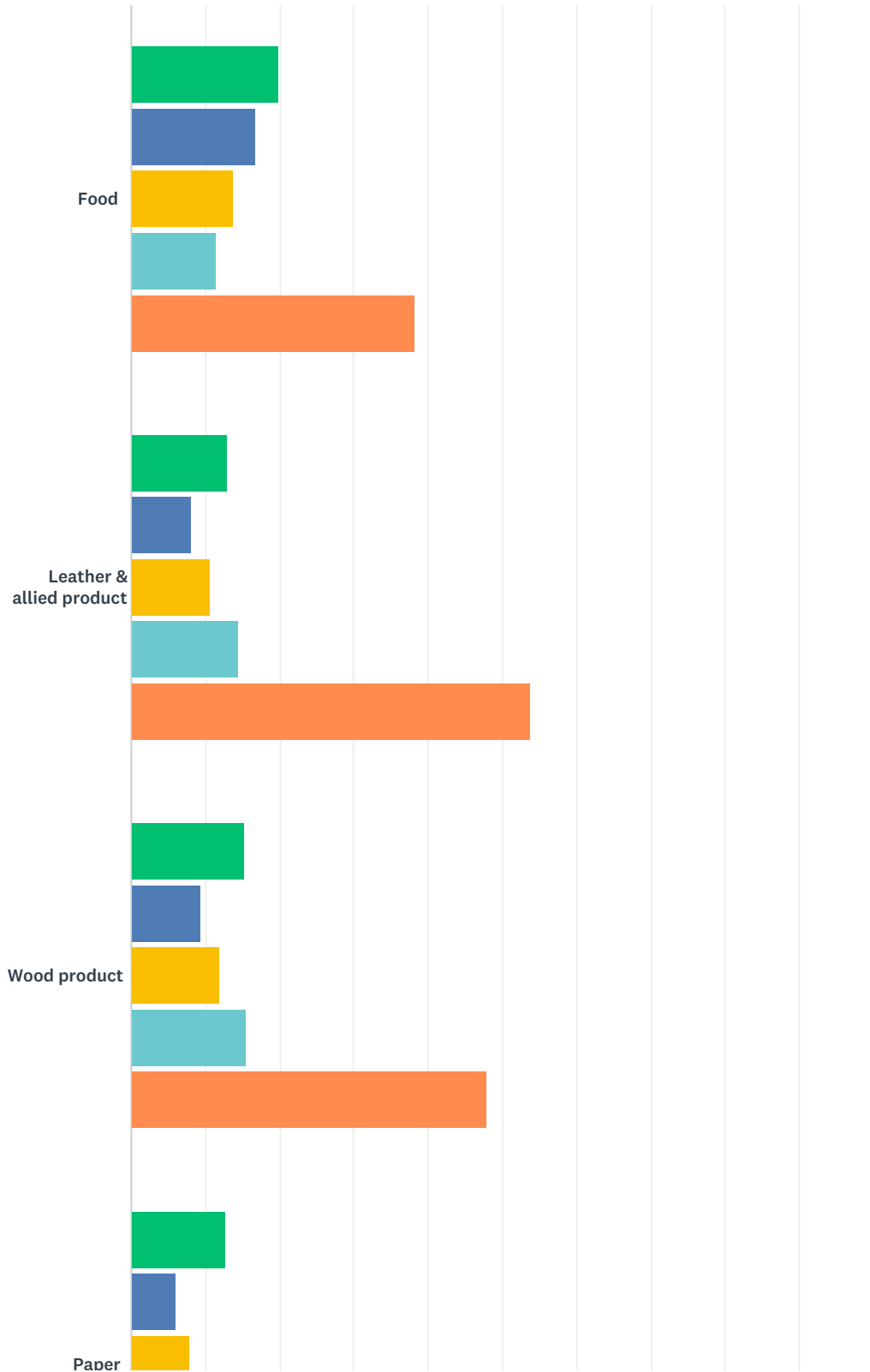
Answered: 361 Skipped: 283

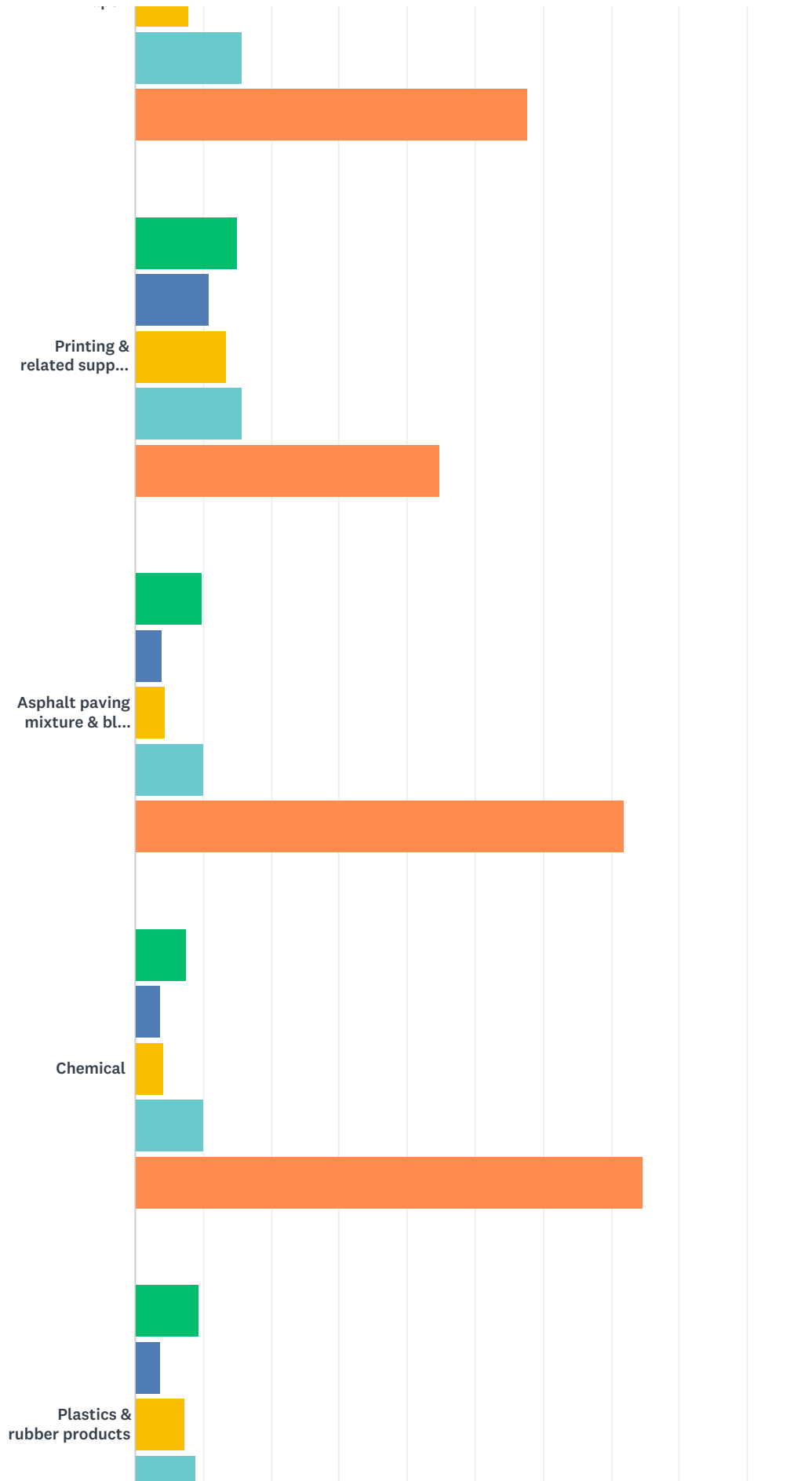


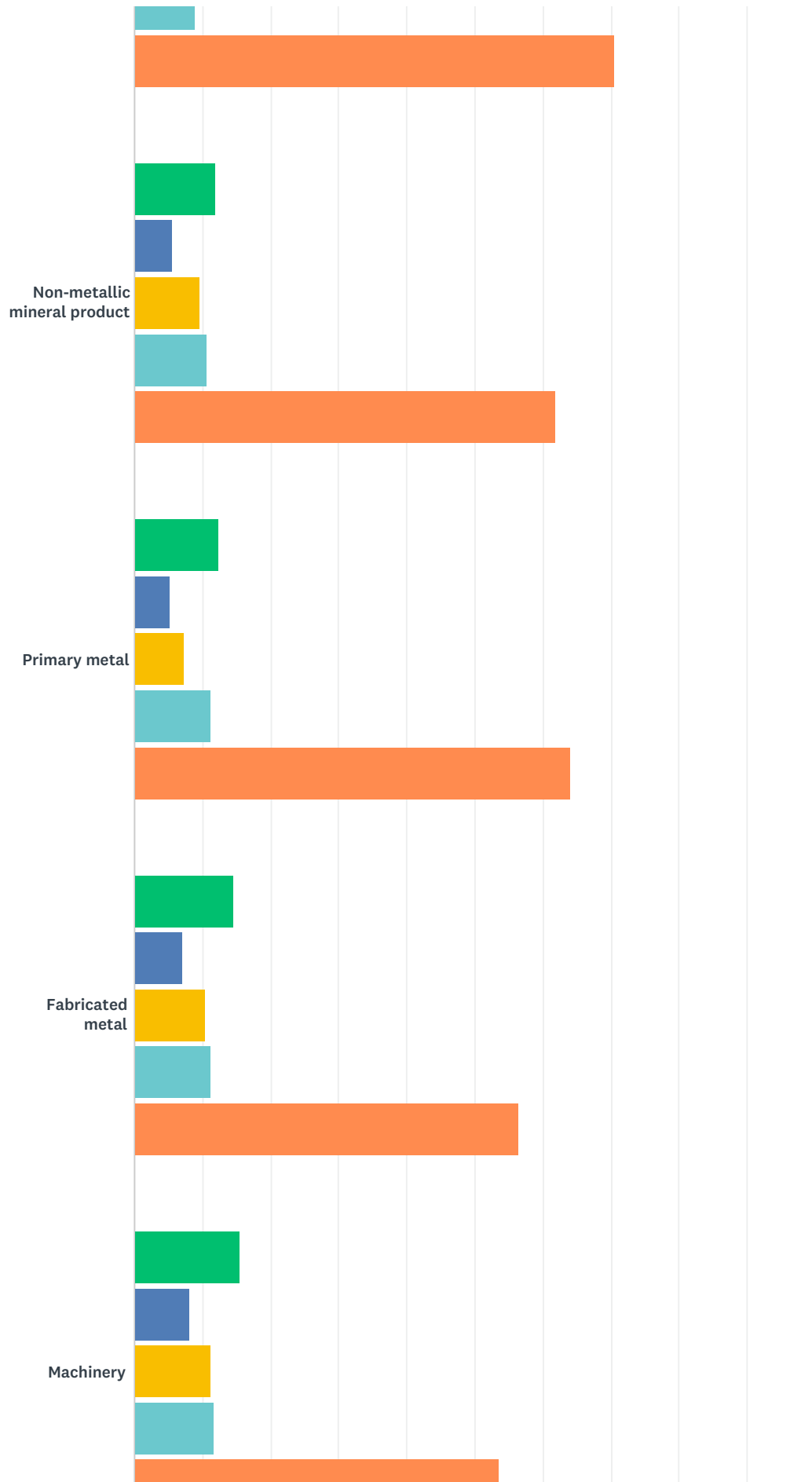
ANSWER CHOICES	RESPONSES	
Keep your property in the overlay	16.34%	59
Remove your property from the overlay	83.66%	302
TOTAL		361

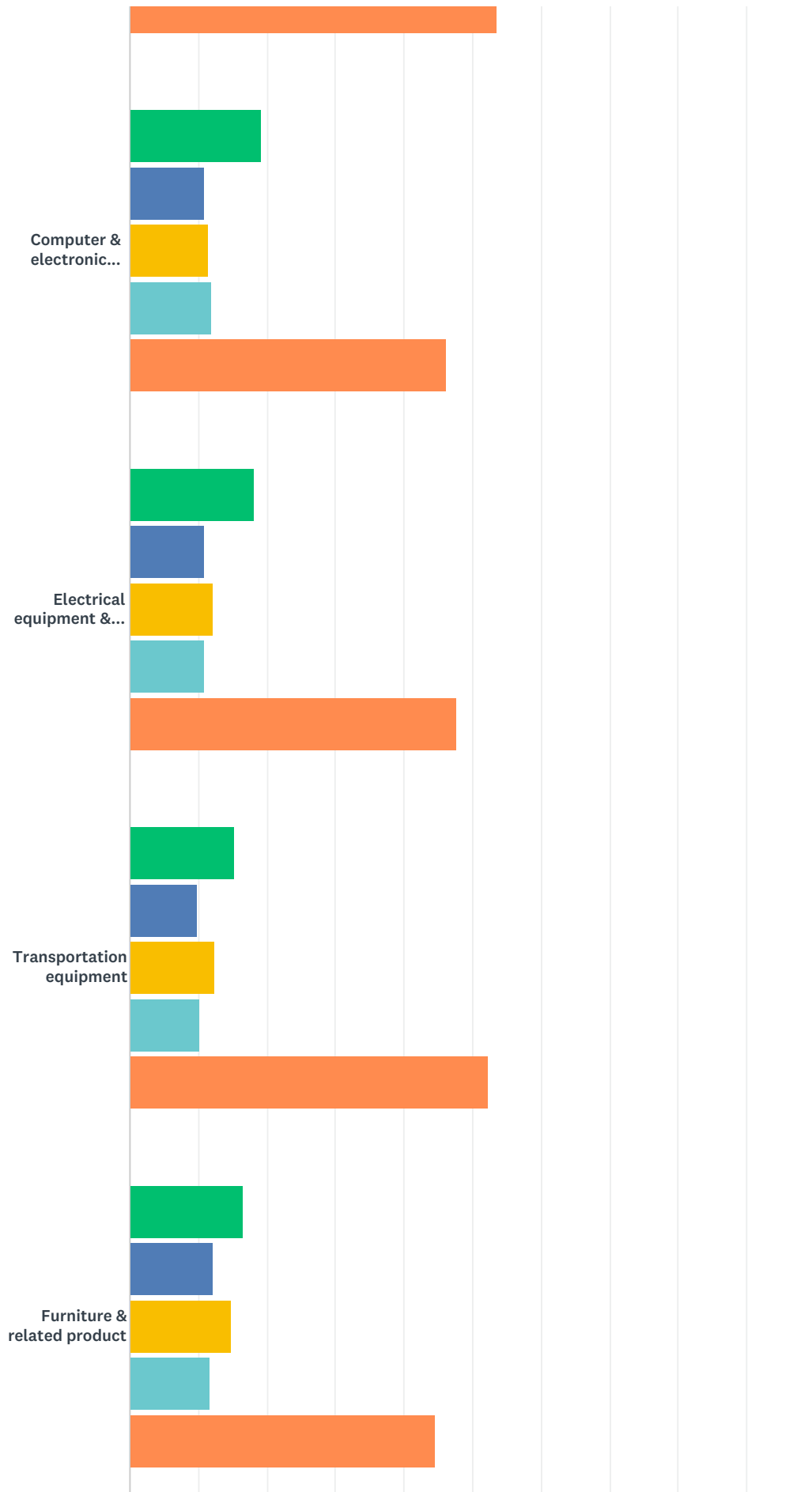
### Q7 Manufacturing businesses are the largest category of allowed uses. How do you feel about allowing each of the following businesses in the railroad overlay?

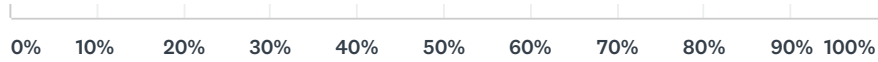
Answered: 607 Skipped: 37











	VERY SATISFIED	SATISFIED	NEITHER SATISFIED NOR DISSATISFIED	DISSATISFIED	VERY DISSATISFIED	TOTAL
Food	19.86% 117	16.64% 98	13.75% 81	11.54% 68	38.20% 225	589
Leather & allied product	12.92% 77	8.22% 49	10.74% 64	14.43% 86	53.69% 320	596
Wood product	15.31% 92	9.32% 56	11.98% 72	15.47% 93	47.92% 288	601
Paper	12.69% 76	6.01% 36	7.85% 47	15.69% 94	57.76% 346	599
Printing & related support activities	15.01% 89	10.96% 65	13.49% 80	15.68% 93	44.86% 266	593
Asphalt paving mixture & block manufacturing	9.78% 59	3.98% 24	4.31% 26	9.95% 60	71.97% 434	603
Chemical	7.50% 45	3.67% 22	4.17% 25	10.00% 60	74.67% 448	600
Plastics & rubber products	9.33% 56	3.83% 23	7.33% 44	9.00% 54	70.50% 423	600
Non-metallic mineral product	12.00% 72	5.67% 34	9.67% 58	10.67% 64	62.00% 372	600
Primary metal	12.29% 74	5.15% 31	7.31% 44	11.30% 68	63.95% 385	602
Fabricated metal	14.72% 88	7.19% 43	10.37% 62	11.20% 67	56.52% 338	598
Machinery	15.49% 92	8.08% 48	11.28% 67	11.62% 69	53.54% 318	594
Computer & electronic product	19.33% 116	10.83% 65	11.50% 69	12.00% 72	46.33% 278	600
Electrical equipment & appliance & component	18.14% 109	10.98% 66	12.15% 73	10.98% 66	47.75% 287	601
Transportation equipment	15.27% 91	9.90% 59	12.25% 73	10.23% 61	52.35% 312	596
Furniture & related product	16.56% 99	12.21% 73	14.88% 89	11.71% 70	44.65% 267	598



## Q8 Please provide any additional feedback regarding proposed business types allowed in the railroad overlay.

Answered: 283 Skipped: 361

#	RESPONSES	DATE
1	Smell, health noise, air quality.	9/14/2018 1:40 PM
2	As with any question like this, 'God' is in the details. There is generally not enough details in the categories to make responsible choices. In any event, I think 2 fundamental aspects are missing in any endeavor of this magnitude and importance to our community. They are: 1) There is no master plan which would describe the principles for the industrial use within the boundaries; rather there is a mishmash of categories disconnected from any real analysis of community needs. and 2) We should have an established, funded search process for 1 to 3 large businesses that could use large acreages for activities that would truly benefit our community.	9/14/2018 12:00 AM
3	No commercial rail road or related businesses. Keep agricultural area agriculture. Keep forests And Gods country natural, clean and pristine. Don't spread the urban concrete jungle to the rural countryside.	9/13/2018 9:52 PM
4	Any business brought into the area should be community minded, environmentally sound, minimize waste, noise, and all negative impacts on their neighbors. Businesses should be required to properly vet their personnel to avoid bringing a unsavory element within close proximity to schools and family dwellings.	9/13/2018 8:53 PM
5	No smelly, loud, polluting industry in family neighborhood.	9/13/2018 8:25 PM
6	Business that create large quantities of odor, waste, and ground movement or vibration need to be in isolated areas.	9/13/2018 7:47 PM
7	All types of industry should be allowed in the railroad overlay.	9/13/2018 5:44 PM
8	Some of the best land uses - sale of produce, scenic and sightseeing transport - are prohibited. Many of the proposed uses are dangerous to air and water. This whole proposal benefits industry to the detriment of neighbors and the environment.	9/13/2018 5:00 PM
9	Again, there is not not adequate road transportation to support these uses. A rail line alone is not enough to support the transportation needs of modern industries. The people who live here do not support this plan.	9/13/2018 4:48 PM
10	Our personal interest in this railroad overlay is based on our property being located at the end of the line in Chelatchie Prairie. We own the old mill property and having this railroad overlay works to the benefit of the whole community by bringing in more jobs. This also makes the Chelatchie area more appealing in the future for some type of manufacturing that would need the rail to be updated no matter what. So we look at this as a way to generate jobs throughout Clark county not just in the specific overlay area but in the county as a whole.	9/13/2018 4:33 PM
11	I marked most of the types as very dissatisfied. The handful I marked as dissatisfied are based on the assumption that they would not produce odors or pollution or waste that could create problems. It seems like just about anything would be allowed, which doesn't make sense to me in an area near residences. It doesn't seem like much thought was given to impact on neighbors when types of businesses such as chemical manufacturing, cement manufacturing and waste management are included.	9/13/2018 4:10 PM
12	Minimize non-natural and obnoxious smells, especially chemical type smells.	9/13/2018 4:07 PM
13	Any businesses that create pollution including foul odors, noise, and light are not what this county needs in these proposed areas.	9/13/2018 4:02 PM
14	People live here! They purchased homes and are raising families here! Changing the zoning of this residential area to allow for manufacturing is going to negatively impact too many lives! Would u want a paper mill next door to your home? Of how about a chemical plant? Or perhaps a lumber yard? No!	9/13/2018 3:38 PM

15	These business types are not the types of jobs we need for future. Currently the 70k committers to Portland are not seeking these lower wage industrial type jobs. We need business/industry that are future based and want a trained workforce. Industries that employ both production and professional jobs not freight rail specific.	9/13/2018 3:35 PM
16	It will have a negative impact on quality of life if approved.	9/13/2018 2:05 PM
17	The expansion should not be allowed at all.	9/13/2018 2:02 PM
18	Concerned for any companies requiring chemical products and petroleum-based products	9/13/2018 12:42 PM
19	I don't want any industrial development right next to my property!	9/13/2018 12:00 PM
20	My responses to any of these categories would be materially affected by the likelihood of noise pollution or contamination of adjacent (especially residential) areas by byproducts of or especially chemicals or other raw materials associated with or used in the specific manufacturing activities.	9/13/2018 11:18 AM
21	I am aware of previous plans to create public walkways and bike paths where the rail lines exist currently and I would be highly in favor of this approach. This approach may create opportunities to build rest areas and parks along this route as well and I would be in favor of public expenditures of land for that purpose. This type of development would greatly enhance recreational opportunities for a large number of residents of Clark County and positively impact enhance property values which in turn increases tax revenues for the county. Making Clark County more attractive by providing more outdoor activities would be a great addition to our community and preserve the rural character of the area in question.	9/13/2018 11:12 AM
22	Keep our neighborhood as is...Enough changes have been made.	9/13/2018 10:03 AM
23	Don't do it!	9/13/2018 9:55 AM
24	Any use that creates odors, noise, excess traffic, excess lighting, dangerous chemicals, air pollution, etc. should be kept separated by long distances from rural residential properties.	9/13/2018 9:17 AM
25	None of these permitted industries has any business in a rural residential area. If the railroad cannot sustain as currently used it should be decommissioned	9/13/2018 9:08 AM
26	e vehemently oppose these proposed changes, because of the negative health impact on Brush Prairie residents. Allowing industrial manufacturing such as asphalt plants and chemical and leather manufacturing in such close proximity to residential areas and schools is reckless given the fact that in the production of these types of industrial products, carcinogens and other harmful gases are introduced into the air. According to The Occupational Safety and Health Administration of the United States Department of Labor, the detrimental health effects from exposure to asphalt fumes include headache, skin rash, sensitization, fatigue, reduced appetite, throat and eye irritation, cough, and skin cancer. I strongly urge you to veto this proposed change, which would jeopardize the health and safety of the families in our area.	9/13/2018 9:02 AM
27	None, the impact to the environment and infrastructure (roads, utilities) would be too great.	9/13/2018 8:27 AM
28	Please keep safety and environmental impacts in mind for projected uses. Lots of people already live in these areas.	9/13/2018 7:52 AM
29	I believe it is best used as it currently is: a mixture of residential and agricultural land.	9/13/2018 7:44 AM
30	We need more local jobs and the businesses connected to PVJR will bring in jobs.	9/13/2018 7:23 AM
31	Traffic, smells, pollution. It's all about the money we'll soon be known as cement city with no land.	9/13/2018 6:54 AM
32	Seriously, take care of this important land which contains Curtin Creek and wetlands. This is ridiculous in this day and age. Redevelop the HP properties and the zillion strip malls first. Just because the developers think it would be easier to take farmland and rip it up for development doesn't mean it is for the good of the county, especially proposing all of the dirty industries above!	9/13/2018 6:35 AM
33	We do not need more.	9/13/2018 3:33 AM
34	Preserve the natural land. It's healthier for both the mindsets and physicality of your population. Absolutely Everyone hates seeing what used to be a patch of gorgeous fields and trees and scattered houses turn into industrial areas. They're ugly, unattractive, and lower property values. Keep them away if you want to actually keep this area valuable.	9/13/2018 2:49 AM
35	Considerations: No industries that put the health of area residents, soil, water, and air at risk. Consider quality of life of area residents: no industries that create gas, odors, dust, noise, or other offensive characteristics. No industries that contribute to fossil fuel consumption. Number of good jobs that would be offered by the company. Consider pros and cons of impact on traffic.	9/13/2018 2:06 AM

36	Don't want railway through area. Reroute to industrial areas.	9/13/2018 12:23 AM
37	It is residential. It is not commercial.	9/12/2018 11:59 PM
38	These would "trash" the neighborhood and hurt property values.	9/12/2018 11:47 PM
39	what protections are provided for products in the zone, the impacts of their location. what else do they propose for transport on the railroad?	9/12/2018 10:52 PM
40	Do not have any restrictions. Get out of the way and let markets decide.	9/12/2018 10:32 PM
41	This is a residential and agricultural area. Any and all of these businesses significantly reduce the quality of life for every resident. My 6.6 acre parcel is currently zoned AG-20 as are the others around me. County zoning has prevented any further development that would increase the value of my property and now proposes to zone commercial activity around me that I will likely not be able to participate in, significantly reducing my value.	9/12/2018 10:08 PM
42	There is plenty of industrial land available. Use the land occupied by failing businesses and leave the rural area alone.	9/12/2018 10:03 PM
43	None of them belong anywhere near here.	9/12/2018 9:58 PM
44	Not in favor of any manufacturing that would contribute to air quality problems. Some manufacturing produce toxins and reduce air quality.	9/12/2018 9:40 PM
45	I hope you can see a patern above.	9/12/2018 9:29 PM
46	Did not allow any further expansion	9/12/2018 9:28 PM
47	If this is forced to go through, eliminate all that will negatively impact the environment.	9/12/2018 9:28 PM
48	None should stay as is.	9/12/2018 9:23 PM
49	High tech, education, or the current use as farm, agriculture are the only uses this land should be permitted to be used for.	9/12/2018 9:10 PM
50	This is DUMB! I can't not believe this is happening to the area, Family's live in the area to raise family's away from the detox of theses things I know the Rail road does not care cause all they see is the green going in to there pockets. I think they need to think and consider the movie Erin Brockovich and it only going to take one person have any health issues that they will have a lawyer fighting this and coming after the City of Battle Ground and the Rail Road.	9/12/2018 9:10 PM
51	I already have to breath cattle smells, I don't need any more added to the mix.	9/12/2018 8:14 PM
52	Oil and other hazardous materials should not be allowed. Smelly products (such as asphalt) should not be allowed.	9/12/2018 8:05 PM
53	This proposal sucks.	9/12/2018 8:04 PM
54	I don't think this is a very good choice for any industrial land at all.	9/12/2018 8:02 PM
55	We moved to the country to get away from your proposed businesses. We will move out of Brush Prairie if the zoning changes.	9/12/2018 7:49 PM
56	I feel railroaded by this proposal it adds to urban sprawl believe proposal was by people who do not live in the area	9/12/2018 7:46 PM
57	Industrial farming! Add priduction and processing of cannabis and hemp!!!!	9/12/2018 7:29 PM
58	Overall the types of jobs associated with these types of business do not keep up with the increased cost of living over the years. If we are using this land for job growth we need to target growth industries, with professional and technical jobs. With the skilled worker base growing here with WSU Vancouver, PSU, U of P, and Clark College we finally have enough pipe line of skilled employee's and training available that we can attract technology and services based business. Tying the county to Freight based rail restrictions is a deterrent to attracting these types of employers. They need skilled employees and a place people want to live. The industry identified here will not encourage them.	9/12/2018 7:28 PM
59	Highly polluting industries are never welcome.	9/12/2018 6:57 PM
60	No businesses.	9/12/2018 6:44 PM
61	as I stated previously, nothing that emanates any odor should be allowed in a residential area. Noise and the amount of traffic flowing in and out should also be severely limited. This overlay is sitting on top of thousands of existing residences.	9/12/2018 6:27 PM

62	stop this.	9/12/2018 6:05 PM
63	Many of these listed are detrimental to the health of the county. Promotes reliance on businesses not compatible with people and other living things.	9/12/2018 6:03 PM
64	Please don't destroy the lives of thousands of people just for the economic gain of a few.	9/12/2018 5:58 PM
65	503 is already a traffic nightmare at many times of day all week long, then coupled with school buses and now add truck traffic I don't feel the roads could handle it. Would everyone use Padden and 119th? Extremely concerned about negative pollution effects and the divergent traffic that will clog and speed on inappropriately equipped "back roads". Also the addition of train not to move people towards country recreation, but to move freight is undesirable. Could there be an extension of BYCX that serves recreation purposes thought out and folded in to plans along with the industry? Otherwise it totally dings quality of life in this once peaceful region, squeezing people density and traffic all along already crowded suburbia sprawl.	9/12/2018 5:45 PM
66	Groundwater self regulation by businesses themselves, as stated at your meetings, is ludicrous. Please have accountability and second source testing	9/12/2018 5:30 PM
67	It is very important to attract industries within Clark County.	9/12/2018 5:27 PM
68	As long as they use state-of-the-art, clean, safe, approved processes why restrict FREE enterprise?	9/12/2018 5:26 PM
69	Asphalt and chemical uses should be conditional based on appropriate protections from the community and environment.	9/12/2018 2:26 PM
70	Please keep brush prairie green and beautiful.	9/11/2018 10:00 PM
71	When I finally saved up enough money to purchase a home away from businesses and to enjoy peace and quiet and privacy I do not want a zone change to bring everything I have worked hard to leave, come out to me.	9/11/2018 9:25 PM
72	What ever is allowed should consider its impact on neighboring resource lands and residents and protect the rural quality of the area.	9/11/2018 5:01 PM
73	do not want the railroad used at all.	9/11/2018 4:51 PM
74	See comments above	9/11/2018 4:00 PM
75	The Overlay does not appear to take into account the noise, smell and safety issues that these type of uses generate all of which are detrimental to the quality of life for existing and future neighborhoods. The rail line crosses Salmon Creek over a trestle. The potential for an environmental disaster, e.g. an oil, chemical or rock spill, will likely increase incrementally as rail traffic increases. The sounds of rail traffic alone are disruptive, smells from potential asphalt, animal slaughtering facilities, impact more than those located the proposed areas. Children and adults routinely walk the tracks and will be at a higher risk of injury as the rail line becomes increasingly commercialized.	9/11/2018 2:53 PM
76	I would like to see the area stay as it is now. I like the area as it is now and that is the reason I bought my current home. I am not interested in selling for a big payday.	9/11/2018 1:57 PM
77	Only agricultural products should be allowed.	9/11/2018 11:08 AM
78	Some of the proposed developmental land is surrounded by neighborhoods and schools despite the obvious environmental concerns it will also decrease our property value.	9/11/2018 10:37 AM
79	I am very hesitant to see any businesses or industry coming to that area that will pollute the environment. Many live in the area and travel through this area daily. It will change the natural beauty and country appeal if the area is to become an industrial zone. I hate to see land and homeowners losing property and home values. Many have lived in that area for many years.	9/11/2018 5:00 AM
80	This plan will put my family's health at risk and decimate my home's value.	9/10/2018 11:01 PM
81	According to the survey there are 16 categories for development. This is a rural community . Keep it that way.	9/10/2018 7:10 PM
82	YES to all businesses who want to create jobs in Clark County!	9/10/2018 6:18 PM
83	If the committee had concerns about any type of business needing extra permitting conditions at all, they should have been in the specifically prohibited category to begin with. Any business having an adverse impact on the livability of the people who live and work within the adopted boundaries should be disallowed, regardless of what type of business it is.	9/10/2018 4:46 PM

84	Light industrial should be only allowed adjacent to highway 503, not the railway lines.	9/10/2018 3:24 PM
85	There are many uses included here that would have little to no impact on the adjacent properties. Let's refine the list of allowed uses to exclude those that do not meet the needs of our community for clean water, air, and soil.	9/10/2018 2:05 PM
86	I support Clark Counties efforts to invest in the community and create long term sustainable economy that provides opportunities for future generations. We need opportunity close to home. A large industrial complex will provide jobs.	9/10/2018 1:16 PM
87	I support expanded business growth throughout Clark County	9/10/2018 1:07 PM
88	Again, I want regular, struggling peoples' rights to be the priority here. Businesses, especially noisy, polluting, stinking, cancer-causing businesses, have no right being placed in the midst of places where people have their homes. A majority of us do not have the means to simply pull up stakes and move elsewhere. This proposal is a betrayal of the public trust and I doubt we would even be having this discussion if the people living in the proposed area were rich.	9/10/2018 12:46 PM
89	As you can see by the above check marks, I am dissatisfied with all proposed businesses and very dissatisfied with most. Please put these business types in land already zoned for these uses. Don't take vacant / agricultural land and develop it for industrial use.	9/10/2018 12:06 PM
90	Again, who is behind all of this, we have seen an engine on the track once since moving here 2 years ago	9/10/2018 9:22 AM
91	All these uses should be allowed, with two VERY important conditions: - Landowners freely (not under zoning pressure!!) sell for these uses - Neighboring landowners can sue under common law nuisance for injunctions to prevent obnoxious uses that will violate the use and enjoyment of their land, and have local county courts support them. NONE of these uses should be dictated by county officials at the behest of their cronies.	9/10/2018 7:21 AM
92	All the uses are totally non compatible with the residential areas along the rail. The biggest abomination is north 159th on 152nd. It is a dead end street with large and small residential areas. 152 is our only way into the Cedars Subdivision. Putting an asphalt plant in that area is functional equivalent of taking through eminent domain as our property will become virtually worthless. Not to mention the increase truck traffic and vehicle damage due debris on the road.	9/9/2018 9:52 PM
93	consider what types of businesses would be appropriate for the advisory committee to have in their backyards light industrial may be appropriate and acceptable for a much smaller footprint of the Vancouver area each business that was to be approved should go through the public review and arbitration each time a permit was requested - we should not allow a 'blanket' list of companies and business types - this is a recipe for future problems	9/9/2018 7:14 PM
94	Leave the current zoning in place	9/9/2018 7:54 AM
95	If it's bad for the environment (e.g. plastic, chemicals), I don't want it in my city or near my nature reserves. ./	9/8/2018 8:07 PM
96	Overall, the area of the overlay is poorly conceived and so this list of types of businesses is a moot point. First get the area right and then we'll consider the businesses.	9/8/2018 7:20 PM
97	I say NO.	9/8/2018 5:58 PM
98	The area is currently rural residential and farming. This proposal would literally destroy the area, the property values, and the lives of everyone who owns a house here. The thought that next door to me could be a manufacturing facility makes me sick. The wildlife that lives here would be displaced and this entire section of the Greater Brush Prairie neighborhood would disappear. This is wrong on every level.	9/8/2018 4:15 PM
99	The proximity of proposed industrial use property to the Salmon Creek watershed is of particular concern, especially the areas west of SR 503 and north of NE 159th Street. NO ASPHALT PLANT in Brush Prairie!	9/8/2018 2:22 PM
100	None of the proposed businesses is acceptable.	9/8/2018 2:16 PM

101	Since this land is currently zoned agricultural (excluding the houses in R5), the only box I checked 'satisfied' was food. And by food, I don't mean manufacturing soup. I mean actual ag use: a vineyard ? A dairy? Soybeans? Agricultural land is meant to be used for agricultural purposes, growing something from the earth. I do not support any type of manufacturing on ag land. The potential businesses you listed are ALL objectionable as neighbors. And make no mistake: these potential businesses would be my neighbor. Would you like an asphalt plant or leather tannery as your neighbor ? Wouldn't you rather have corn or grapes growing as your neighbor???	9/8/2018 12:57 PM
102	Only a limited portion of the Freight rail overlay would be suitable for some of the proposed businesses. Areas along SR503 which are now primarily farmland, and in some cases have small business parks already would be suitable. Areas already zoned rural commercial could be suitable.	9/8/2018 12:39 PM
103	This area is becoming more populated. It's also a scenic watershed. Logistically, 503 is a major mode of transportation for folks living in BG. Stopping it for freight traffic is a bad idea. Industry that is not railroad freight dependent would be the least offensive.	9/8/2018 11:57 AM
104	I would prefer to see residential development vs. industrial to preserve the agriculture farmland that was an initial draw to our decision to locate in this area. The upgrade to a city sewer system to support industrial zoning and out-dated railroad tracks would be a huge burden to We the taxpayers.	9/8/2018 11:39 AM
105	Special review should be given to business that create noise or emit odor.	9/8/2018 8:06 AM
106	We don't need these buildings and business taking over our country roads with their employees- and our lands... taking away the natural beauty of the farm lands so we drive by industrial looking areas.... with these big businesses come employees, with employees comes homes and more development to house those employees... more people on small roads means more development... all of this has completely destroyed what brush prairie has always been- calming, peaceful beautiful green fields that are homes to so many animals that would then be homeless.	9/7/2018 10:18 PM
107	The more manufacturing jobs that can be brought into Clark County the better.	9/7/2018 7:46 PM
108	Please keep it agriculture or forestry products.	9/7/2018 6:08 PM
109	No - we do not need any more industrial type businesses in that area. STOP BUILDING! It's honestly not that difficult - stop allowing our county to become over populated. People can't afford to buy a house in Clark county, why would you continue to build businesses? Where will those employees live? Also. More businesses means more traffic, creating more air pollution. Seriously! Enough is enough!	9/7/2018 5:54 PM
110	Rail is easily one of the most efficient ways of transporting large quantities of materials from A to B. These uses would provide a safer and cleaner means of transporting materials by utilizing the existing rail infrastructure.	9/7/2018 3:13 PM
111	All I can imagine with most of these categories is that our beautiful area will smell like Longview, Wauna, and Camas of old. Disgusting. My family would probably leave.	9/7/2018 2:09 PM
112	There seems to be no evidence that these proposed uses would be safe and sustainable for the health of people or the environment.	9/7/2018 10:42 AM
113	Where is the forest products and agricultural products in this list. The bill that was passed expressly mentions these categories for commercial use on the railroad.	9/7/2018 10:28 AM
114	I am highly concerned with the impacts this development would have on the livability of the region, the environmental impacts, the traffic impacts, the desirability of the region, etc. All of these industries have deleterious effects on the environment and livability of their surroundings. This is our home, this is where we enjoy the beauty of our surroundings and recreate. Do not take that from us. Your priorities are misplaced.	9/7/2018 8:55 AM
115	would prefer business that do not require buildings up to 100 ft tall for manufacturing to occur	9/7/2018 7:45 AM
116	This are does NOT need an asphalt plant. It was turned down before. It need to be turned down again.	9/7/2018 5:37 AM
117	Noisy, smelly and light producing manufacturing uses would not be appropriate.	9/6/2018 10:49 PM

118	There are so many variables with each business type. Even a food industry could produce odors and noise and increase trucks on the roads. I am particularly concerned about additional traffic on the narrow rural roads that lead to the railroad and I didn't see much in the proposal that addressed that issue. Although our house is not within the "blue" zone, across the street is so we would certainly be effected. The allowed height for buildings, 100 ft, is too tall for our mostly rural area.	9/6/2018 9:09 PM
119	We should be building local, small businesses based on farming and forestry and value-added products based on those uses.	9/6/2018 3:39 PM
120	We do not want to live in an industrial area. The increased traffic, smells and crime that comes along with it are not meant for a residential area.	9/6/2018 1:45 PM
121	We need jobs closer to town that pay well.	9/6/2018 12:59 PM
122	So lets create a mess with the air and noise...yes please...why not. Who needs normal businesses and residences?	9/6/2018 12:35 PM
123	Too much growth for the area. Brush Prairie & the Battle Ground area are small and should stay that way. With the proposed adding industrial space, comes houses shoved on top of one another and massive growth. Our infrastructure isn't designed for it. Nor is the small town feel. If I wanted to live in the city, I would move there. Keep the area small.	9/6/2018 12:26 PM
124	Businesses that could support agricultural production along the corridor would be most appropriate for the land use. If the county wished to keep the rail line active, food processing businesses are most appropriate along the area currently bisecting farmland- but still- industrial development of all types would be best suited to development within Battle Ground or Vancouver. Agricultural viability in Clark County is currently hindered by policy that is ineffective for supporting agricultural businesses. It is important to remember that healthy agricultural businesses can provide sustained economic returns to the communities, in-perpetuum. The same cannot be said for boom economy industries, and/or for the cost of services that residential areas (and perhaps industrial areas as well) place on county tax dollars after the initial economic boom from selling off farmland and the construction that follows is over.	9/6/2018 10:49 AM
125	All future development should include a pedestrian/bicycle path along the freight line to connect to BG lake and beyond as was planned in Parks master plan from 1990s and 2000s. Chelatchie railline is a perfect conduit for North County non-motorized use. Transportation issues must be addressed in multiple and creative ways.	9/6/2018 9:48 AM
126	Don't do it! Just remember, we vote.	9/6/2018 8:57 AM
127	As a long term area resident I am strongly opposed to this proposal. Our rural and agricultural community is already being squeezed out by development of various kinds and this would put factories right in the middle of our rural area, with a negative impact on families, agriculture, and wildlife.	9/6/2018 8:10 AM
128	None. Should stay residential. You shouldn't be allowed to kick people out of their homes. This is ridiculous!	9/6/2018 1:00 AM
129	I don't want to live in a pool of pollution and noise. This would ruin quality of life for everyone in the path of this development.	9/6/2018 12:33 AM
130	All of these manufacturing businesses would seriously alter the country tranquility of Brush Prairie (increased rail, truck, car traffic and accompanying noise), but I am most opposed to the toxic, smelly, and environmentally unhealthy manufacturing plants as I've outlined above.	9/5/2018 10:14 PM
131	We strongly oppose any development which would expose our community to: 1. Health and environmental hazards (fumes, water pollution, etc). As a low spot, air quality issues will persist here. 2. Heavy truck traffic. 3. Noise pollution.	9/5/2018 9:44 PM
132	We don't want any part of this plan.	9/5/2018 8:22 PM
133	Above all else, environmental safety must be observed. Many of the businesses that would benefit from this proposal and occupy the land set aside for industrial development pose a danger to the cleanliness of the area. Appropriately policing the developments that would put the area at risk seems like a luxury that will not be entertained adequately if this proposal is successful. It would be much simpler and helpful to the surrounding community if the council was to observe that environmental safety holds more weight than jobs. Additionally, it is important to note that Clark county already has over 50 hazardous waste sites, a number that does not need to increase, clearly.	9/5/2018 4:36 PM

134	The most important thing is the keep the environment clean and safe. It is not worth it to create another hazardous waste site by chemicals. Putting these kinds of businesses near these neighborhoods to develop and create jobs is not worth it. Large businesses are not what people nearby want. If new businesses are added they should not disrupt the people in the area.	9/5/2018 3:01 PM
135	I fail to see how any of these businesses, other than farming and printing, would be beneficial to the people who have created and nurtured the character of this area.	9/5/2018 2:44 PM
136	In the recent past, The community of Brush Prairie fought to keep an Asphalt company out of the area, its toxic, generates very bad air pollution and smells. They were forced to spend thousands of their own money to fight this, and you are forcing the community to have to do this again, by adding asphaltting to your list of "conditional uses". I find this appalling. I believe the community has spoken on this already. Eileen Quiring, you should know this, and defend your area. Shame on you. Overall, if any industrial use is to be done, there should only be CLEAN industries, and industries that promote higher education in our area... ie., tech related work, skilled labor. Not just low level jobs.	9/5/2018 1:01 PM
137	It seems that the heavier industrial uses would be better on the main railroad line rather than out in the middle of the county. Uses that would provide good family wage jobs in a clean industry would be the best. Covering the area in warehouses with low pay jobs would not be a good use of the land.	9/5/2018 12:53 PM
138	Consider present and future impacts on the community in terms of noise, smell, health and safety. Work to retain livability characteristics.	9/5/2018 12:42 PM
139	Kill this project! It is designated to simply enhance urban growth- without clean end of process objections! ( Short sighted). Also Clark County has no experience running a railroad expansion.	9/5/2018 11:52 AM
140	NO ASPHALT PLANT!	9/5/2018 11:45 AM
141	Plans for environmental impacts of these industries? Impacts on water, sewer, air?	9/5/2018 11:42 AM
142	NO!	9/5/2018 10:25 AM
143	more jobs are needed in Clark County.	9/5/2018 9:28 AM
144	As a chemical Engineer, I am very aware of the toxicity of the chemicals used in many of those processes. The noise and smell to the surrounding neighborhoods can be mitigated, but not eliminated.	9/5/2018 9:17 AM
145	All proposed businesses will be noisy and smelly I so no	9/5/2018 8:32 AM
146	This project seems like a hammer trying to find a nail. The hammer being the railroad part of the project. It seems completely overkill to require land owners to run rail lines to their operations (if the zoning actually goes through). Forcing everyone to use the railroad is quite cumbersome and limiting, plus I'm not convinced it's the right tool for the job. All of that said, I hope the zoning changes do not go through in the end.	9/5/2018 7:15 AM
147	Clark county has 51 hazardous waste sites, both active and clean. Some of these sites are considered superfund sites by the EPA. Some have contaminated wells supplying waters to thousands of residents. To allow more industries that have a serious potential to pollute the air and water is reckless and courting danger. The oversight required to prevent the intentional or even accidental release of hazardous waste and chemicals into our neighbor, I believe is beyond the counties ability. Clean water and air is more important to the quality of life in Clark county than a few jobs. Keep it clean and keep out those industries that have a serious risk of polluting our neighborhood.	9/4/2018 10:53 PM
148	There are a significant amount of wetlands in this area. I am concerned about manufacturing activities damaging the wetland creatures or having chemicals go into the groundwater supply in this area. This will also place a strain on our roads in this area.	9/4/2018 10:17 PM
149	There needs to be more concrete examples of the different manufacturing types mentioned in this survey in order to make better, more informed decisions.	9/4/2018 9:48 PM
150	All of the above say more air and ground water pollutants. Not good for our air quality and you're looking at adding Cancer causing drugs to our water. Thanks for nothing.	9/4/2018 8:41 PM
151	YOU ALL ARE CRAZY FOR THINKING THIS IS WHAT IS GOOD FOR BRUSH PRAIRIE	9/4/2018 8:31 PM
152	All of these are unacceptable.	9/4/2018 7:57 PM



153	You should just be honest with your voters-- you want the asphalt plant so you can get your kickback and screw the land owners, and local residence. I hope they vote every last one of you out. Maybe I'll start a GoFundMe to fund the campaign to oust you all!	9/4/2018 7:52 PM
154	All will cause pollution to our beautiful community. I moved from California to ESCAPE this kind of air quality and here you go trying to California my Pacific Northwest. I can't wait until the wildlife officials and activists catch wind of this as you plan to disturb an established Bald Eagle nest at Prairie Fields. It's been there longer than you guys have been in office-- good luck to you.	9/4/2018 7:47 PM
155	Stop adding to the congestion.	9/4/2018 7:35 PM
156	I'm in support of food manufacturing, clean high tech and other sustainable business practices. I'm not in support of using rural lands to allow the development of industrial manufacturing that will increase green house gas emissions, impact air quality and drain our already limited public works departments budget (ie. infrastructure costs, maintenance due to heavy truck traffic etc).	9/4/2018 5:42 PM
157	Recreation, education and research. Give priority to related green power and equipment.	9/4/2018 5:41 PM
158	DO NOT MAKE THIS AREA INDUSTRIAL. This will have a DEVASTATING EFFECT on existing property values.	9/4/2018 4:58 PM
159	There are plenty of existing industrial zoned areas that exist in the county that are much closer to the rail hub, specifically along Columbia river and the port. In an area that is experiencing increased population density, we lack adequate bike/pedestrian paths to link your area to other trails in Vancouver area which would increase quality of life, improve pedestrian/bike transit use and safety, and would improve property value of areas near nature path facilities.	9/4/2018 3:56 PM
160	This proposal de-values all land in the area. The idea that it would add jobs and money to Clark County is ridiculous.	9/4/2018 2:20 PM
161	All I read above is chemicals in our ground water and disruption to family homes. Disgusting that this is happening.	9/4/2018 11:35 AM
162	This is not an industrial, manufacturing area! Take these businesses elsewhere!	9/4/2018 9:46 AM
163	The entire idea of increasing traffic on this old railroad is a bad one. Provide recreation instead, not more railroad use.	9/4/2018 8:38 AM
164	Clark County is not a production town. It is not set up to be that way.	9/4/2018 7:18 AM
165	This would appear to be a tax subsidized project that will cost more in public debt than it will raise in revenue.	9/4/2018 1:13 AM
166	Keep this area agricultural. Keep all manufacturing on the periphery of the county and close to the Port. NOTHING with chemical use, production or outgassing of hazardous substances.	9/4/2018 12:02 AM
167	This is farm land not industrial land. Many of the used you are suggesting (asphalt plant) would pollute the soil making it unavailable for any subsequent use.	9/3/2018 10:02 PM
168	keep rural land rural. Preserve small farm agriculture in Clark county. This is a beautiful area - why ruin it with industry?	9/3/2018 9:40 PM
169	You will ruin all of our land and homes. Screw off with your expanding	9/3/2018 9:07 PM
170	Don't want any businesses added. Those businesses exist without the use of the railroad	9/3/2018 9:06 PM
171	Any uses outside of an urban growth boundary should only be permitted if directly related to natural resources.	9/3/2018 8:56 PM
172	We don't want any. Put it in Vancouver.	9/3/2018 7:48 PM
173	Need farm land	9/3/2018 7:40 PM
174	I agree that jobs needed to be added to the counties tax base but what I fail to understand is why we are not going working to bring companies to the area that would provide better paying jobs for existing residents and the countless numbers of new residents that will move here. It is time the county moves into service sector jobs/high tech jobs and moves away from lower wage manufacturing positions. Pertaining to this area, most of these industrial uses will have a severe impact on home values, quality of life and existing wildlife that makes the area special. Another issue is the potential for trains to potentially be transporting extremely hazardous and harmful material through the heart of high residential areas which is a recipe for disaster.	9/3/2018 7:31 PM

175	Over half the things listed have potential for toxicity toward the environment and the properties that are near would suffer for it.	9/3/2018 7:30 PM
176	The road network is insufficient to handle what we have now, what do they propose to handle it then? Nothing. More traffic and delays	9/3/2018 7:28 PM
177	It is AG land!	9/3/2018 7:19 PM
178	Hell no. Keep these toxic companies out of our neighborhoods!	9/3/2018 7:03 PM
179	Most of your proposed uses are absurd and your list is far too extensive.	9/3/2018 6:54 PM
180	None. These are family homes that you're ruining with this decision.	9/3/2018 6:29 PM
181	Quit expanding. Urban sprawl is ruining our beautiful country	9/3/2018 6:28 PM
182	It's agricultural land. We are losing our agricultural land quickly to "development." we need to preserve these essential open spaces.	9/3/2018 6:28 PM
183	"satisfaction" presumes that any business will fully comply with environmental constraints and will not emit noxious odors or fumes beyond their property or create undesirable noise or other pollution that negatively affects the neighborhood. (Lower rating for chemical and asphalt related products reflects my concern that those uses may not be fully compliant.	9/3/2018 6:03 PM
184	Just no.	9/3/2018 5:53 PM
185	No do not do this to us	9/3/2018 5:46 PM
186	I would attempt not to locate anything there that might be at risk of a major accident since accessing it by road seems tricky for enough equipment to deal with a large commercial fire.	9/3/2018 4:45 PM
187	The whole proposal is a bad idea.	9/3/2018 4:37 PM
188	I have myself clear that none of this is appropriate to this area. Please understand that this property is single family and NOT to be turned into industrial. I don't know how I can make myself any more clear.	9/3/2018 4:02 PM
189	It's too early in the process to make an adequate judgement but I certainly will make a comment as we move forward.	9/3/2018 3:25 PM
190	Most of the businesses above do not need to be located in an area that already has homes in it. There is plenty of industrial land closer to I-5 that could be used with much smaller impact to people.	9/3/2018 2:28 PM
191	I am a homeowner of Brush Prairie, WA in the affected area outlined in the freight rail dependent expansion proposal. I write to you today to express my disappointment and disagreement with the proposal to convert land to be designated for industrial use. More and more people are settling in Brush Prairie, and adjacent communities. We need more communities here, more developed downtowns, apartments and houses. This area has so much potential for people to live and raise their families, because of beautiful parks, untouched nature, and clean water. If we have industrial development here, it can cause air pollution, noise pollution and push people away from coming here. It will create a chaos for wildlife that peacefully live here. Why destroy something that is already here and not to think about the future of people who want to move away from big cities and settle down in more peaceful communities like Brush Prairie. The tax dollars can be received from building more apartments and recreational areas, more schools, more small businesses, and stores. The railroad could be converted to a green belt, connecting Battle Ground and Vancouver, allowing people to safely walk and bicycle. I propose job creation through conscious development efforts as I have just outlined instead of through industrial factory jobs.	9/3/2018 2:19 PM
192	The proposed area cuts through rural living. Keep businesses out of the private housing.	9/3/2018 2:12 PM
193	Worried about disposal of unusable byproducts.	9/3/2018 1:56 PM
194	Leave the area as is.	9/3/2018 1:53 PM
195	Much of the proposed overlay area is near homes. Those that emit unpleasant smell or loud noises should not be permitted or should require extensive mitigation.	9/3/2018 1:36 PM
196	keep our county RURAL...	9/3/2018 1:27 PM
197	Do not bring chemical businesses to residential, wildlife, and agricultural areas. Shame on you for even suggesting it.	9/3/2018 12:42 PM

198	No industry that could possibly pollute ground water or any part of the environment should be allowed in this area.	9/3/2018 12:21 PM
199	not here to close to the salmon creek greenway and would rather have a trail instead and park to allow animals a place to live along our streams and fields	9/3/2018 12:10 PM
200	The last thing any society needs is more toxicity in the water, air and food of it's peoples. We should be the leader in how society can live and be successful, not the sheep following an outdated method proven to sicken and weaken it's population.	9/3/2018 12:09 PM
201	I do not want an wood or paper production/processing plants as they are very stinky and would affect great areas around them. Additionally i don't want anything toxic developed near area of farming and living. I don't know a great deal about most of these proposed businesses, but am hopeful the council will use consideration of those of us living near here.	9/3/2018 11:21 AM
202	Chemicals and the like are not needed. We should be focusing on green technology and other non-polluting products. We do not need to risk contaminating our soil, water, and air. There is enough of this already.	9/3/2018 9:55 AM
203	The county does not have sufficient water, sewage, waste management to entertain such a massive commercial expansion focusing on heavy manufacturing categories proposed. With such a massive heavy commercial use would also demand housing and support systems which would put a tremendous strain on resources and the environment.	9/3/2018 9:33 AM
204	Extremely concerned with the possible issues in air quality and hazardous materials should chemical, rubber or electrical manufacturing be allowed in such a residential area.	9/3/2018 9:22 AM
205	I think a lot of people have unsubstantiated fear about chemical manufacturing and storage, because they don't understand it. I believe this is good for jobs, for our local economy, and will be a long term positive project.	9/3/2018 9:11 AM
206	Noise, smoke, smell criteria ..... 'reclaimability' of land should business not succeed. No future super fund sites!	9/3/2018 8:35 AM
207	Keep out any industry that could become a hazard waste contamination problem for future generations.	9/3/2018 8:30 AM
208	This is residential, rural, agriculture/farming area. Non of these types of manufacturing businesses should be placed in such a pristine area.	9/3/2018 7:47 AM
209	Needs to be kept agriculture	9/3/2018 7:38 AM
210	These generic questions fail to ask about the specific situations in the proposed list.	9/3/2018 7:16 AM
211	Agriculture and present residential only.	9/3/2018 6:48 AM
212	It's shocking that the county would consider allowing manufacturing businesses within a residential area where families and wildlife raise their children in one of the few, close in, habitat areas around. Certainly the land directly adjacent to SR 503 has already begun development but to push that further into the area where schools and neighborhoods currently exist is beyond comprehension.	9/2/2018 10:13 AM
213	DON'T DO THIS!!!!!!!	9/2/2018 8:40 AM
214	Light industrial would be good for Brush Prairie. Heavy industry is a huge mistake as this rail line fun's thru many residential neighborhoods	9/2/2018 8:16 AM
215	The activity and noise that would be brought from this development would ruin Brush Prairie	9/2/2018 12:29 AM
216	Absolutely no businesses allowed.	9/1/2018 5:12 PM
217	I don't like the idea of using this area for manufacturing uses. I could offer a huge list as to all the environmental negative impacts for each one, but they all lead to the creation of air pollution, water pollution, and/ soil pollution. The other concern I have is with the electric power generator. I would like to ensure there will be no use of nuclear.	9/1/2018 2:02 PM
218	We chose to live in rural Clark County and are already paying high property taxes. That is to subsidize roads and services we already have. Those costs would only escalate- providing fire, rescue, poison control, pollution control both air born and underground, racketeering- as industry moves in.	9/1/2018 1:42 PM
219	No businesses!	9/1/2018 11:15 AM

220	If this were to be implemented, I would like to see "clean" industries allowed, and attract companies that will impact the area in a positive way, tech related companies, hardware, software, manufacturing of tech related materials. Encouraging industries that provide jobs that will promote higher education in our area, not low-level / low paying jobs.	9/1/2018 10:20 AM
221	We don't need future expansion in that area.	9/1/2018 9:32 AM
222	The only type of freight rail-dependent development that we would approve of in Brush Prairie is that which does not produce noise, odor, traffic and pollution which would be unacceptable to adjacent residents. There is no way to ensure that certain industrial uses could effectively mitigate their impacts on the surrounding community (notwithstanding the much-touted buffering methods and modern technologies). Real-world effects are often far removed from the best-case scenarios presented on paper. The only real solution is to eliminate those industries from the proposal. Businesses like the asphalt manufacturing that was mentioned recently should not even be under consideration. We thank you for the opportunity to comment.	8/31/2018 8:30 PM
223	agricultural use and warehouses/packing for food adjacent to the railroad are the only things that make sense here.	8/31/2018 3:24 PM
224	No asphalt, chemical manufacturing, electroplating or transporting hazardous material through the area.	8/31/2018 9:04 AM
225	General categories do not give enough information to determine if a business would be appropriate for the neighborhood.	8/31/2018 8:21 AM
226	Just keep in mind people live near by, nothing with continual loud noise or bad smell should be allowed.	8/30/2018 3:47 PM
227	Uses need to recognize that this is an area with many homes and small farms. Introducing heavy manufacturing, noisy, smelly, large equipment, etc isn't in keeping with surrounding uses.	8/30/2018 2:40 PM
228	Nothing noisy or smelly i suffer sensitivities I can't live around the smells and noise	8/30/2018 8:50 AM
229	businesses should be related to natural resources produced in our areas (value added). The community already considered types of manufacturing for the rural industrial land bank, efforts to expand to more heavy industrial uses is a betrayal of the process already completed. Pollution generating industries should not be allowed, as their is considerable residential development surrounding the area and the area is adjacent to Salmon Creek, which is a salmon bearing stream, is adjacent to a major public recreation swimming area and other public recreation facilities.	8/29/2018 5:15 PM
230	only currently zoned business types for properties along the Railroad tracks should be allowed.	8/29/2018 4:20 PM
231	The only crop production would be acceptable to us.	8/29/2018 4:15 PM
232	The above list does not supply any data concerning : hours of operation,waste disposal ,traffic impact,and any number of concerns the commisioners would have if this was there neighborhood!	8/29/2018 2:59 PM
233	Anything that produces detectable odors / noxious fumes so close to residential properties shouldn't be allowed.	8/29/2018 2:38 PM
234	Only for agriculture and forestry should be near the homes and schools in the railroad overlay.	8/28/2018 5:50 PM
235	It should be limited to agriculture and residential.	8/28/2018 4:56 PM
236	Our community fought an asphalt plant for years and still feel very strongly this industry is extremely incompatible for the livability of our members.	8/28/2018 4:07 PM
237	Any type of manufacturing would need to add to the health and livability of the community. Industrial buildings tend to make a community look dirty and unkempt. How will you prevent that from happening to our community?	8/28/2018 1:11 PM
238	Noise,smell and round the clock traffic will have a negative affect on all the residential developments in the area	8/28/2018 9:56 AM
239	Bring it on! With more family wage jobs !!!	8/28/2018 12:28 AM
240	Much of the area under consideration is rural or suburban residential space. Any development that will create excessive noise or odor should not be permitted.	8/26/2018 8:48 PM
241	The Asphalt plant was voted no so many times. The people that live in Brush Prairie have spoken . Any Manufacturing would create more problems on the roads which are already congested. Also there is no sewer they brought in a special trunk line just for the Hockinson High school.	8/26/2018 9:55 AM

242	There are a bunch of single family homes in the area and it will reduce our home value, not be as safe for our kids, and cause more traffic and noise issues	8/24/2018 6:45 AM
243	I would have more to say about business types if I could be sure that the county would act in an upright manner in accordance with the senate bill as signed by our governor. Instead, we are seeing a committee of people acting in their own interests... hoping to do away with our "weed filled meadows" and destroy the character of Brush Prairie. It is regretful that such a callous, greedy assembly was brought together and should be disbanded, replaced with people who actually care about our lovely community.	8/23/2018 5:54 PM
244	Keep these businesses next to the railroad as was stated by the Senate. Anything else is clearly illegal and against what the Senate voted on and passed.	8/23/2018 5:06 PM
245	all manufacturing should be encouraged	8/22/2018 6:19 PM
246	The group that developed the proposal was not balanced. Groups, such as Friends of Clark County, were deliberately kept out of the process. People who might have opposing views had little input. As usual, you all won't be happy till Clark County resembles California's Orange county.	8/22/2018 8:19 AM
247	You want to turn this into an industrial area. It is a very nice rural area. Clark Co. doesn't need this.	8/20/2018 8:34 PM
248	Getting product to the rail will be a problem. Are you planning on building side tracks? Trucking product to the tracks? As one of the railroad people at the meetings said-let's face it. All of what we're proposing could be handled by trucks. When you greatly expand the definition of adjacent everything reasonable is allowed. I watched the definition go from 500 ft. to 1 mile is irresponsible.	8/20/2018 4:53 PM
249	No Asphalt plant in Brush Prairie. No asphalt or gravel trucks on Caples Road.	8/19/2018 10:00 AM
250	Bring more job-producing industry to central and north county. Jobs are needed there. The industries listed are reasonable and can co-exist with nearby residential areas, as they do in hundreds of urban areas around the country and world.	8/18/2018 7:25 AM
251	All of these impinge upon and drastically change current land use and liveability in a negative way.	8/18/2018 7:06 AM
252	Businesses allowed in the railroad overlay need to actually use the railroad for freight movement to be considered rail dependent activities. I am concerned that businesses will be allowed to locate in the railroad overlay but they will use truck transportation rather than rail freight to move goods and materials. Additional truck transportation will only clog local roads and create more traffic problems.	8/17/2018 11:47 AM
253	I think it is incredibly shortsighted to convert the expanded overlay out of agriculture. This area has some good ag land.	8/16/2018 9:58 AM
254	Again I come back to the fact that any of the above would be detrimental to the agriculture industry.	8/15/2018 9:10 PM
255	Only Freight Rail Dependent activities should occur in this new zone. Asphalt manufacturing? Really?	8/15/2018 8:54 PM
256	An asphalt plant would present the most egregious impact of any proposed use. Regardless of improvements in emissions control, the associated truck traffic would be disastrous.	8/15/2018 8:50 PM
257	This community has already expressed it's wishes concerning an asphalt plant of any type. That is WE do not want it here. Remove it from the acceptable list of manufacturers... Otherwise this does not look too bad.	8/15/2018 4:12 PM
258	See..you have chemical processing and toxic industry already in mind - leather, asphalt, printing, metals, plastics, paper. These all have very toxic by-products and waste, both solid and aerosol. DO NOT allow these things on our remaining fertile soil!	8/15/2018 3:55 PM
259	The last thing Clark County needs is another rail system/Industrial zone. The existing train was under investigation some years ago to become a bike and walking path and should have become one. The train seldom runs and is an eyesore as well as a cost factor for the County. I pay for Salmon Creek to remain clean. This proposal does not take that into consideration or the latest which is archaeological destruction. As a property owner that is living in the proposed area I am very definitely against another train system/industrial zone in Clark County. This area has been promoted for a Clark County centralized County maintenance yard, an asphalt processing plant and now this. Isn't it time to do with what we have?	8/15/2018 3:08 PM
260	I do not feel I know enough to answer this question. See my comments above for my concerns.	8/15/2018 2:51 PM

261	I reviewed what business is allowed and much of it is noisy, involves chemicals, heavy machinery and other nasty things.	8/15/2018 1:39 PM
262	I strongly oppose any industrial development that will increase noise, traffic congestion, potential hazardous waste production, and large amounts of onsite hazardous chemical storage.	8/15/2018 1:28 PM
263	Asphalt and any associated industry is greatly opposed and has been here in the Hockinson Brush prairie area for several years ... you would have thought someone might remember earlier displeasure with ANY thought of bringing in this UNWANTED industry.	8/15/2018 1:10 PM
264	Farms are better for communities than big box stores and condominiums.	8/15/2018 12:25 PM
265	We would not want anything that is chemical or that would harm the quality of life	8/15/2018 11:36 AM
266	Focus should continue to be clean industry with above average paying jobs.	8/15/2018 11:33 AM
267	Most of those businesses will add harmful chemicals and waste products to this Prime Farm Land and ruin the land for the future of our children, the people living in the area and all the surrounding land and people whom live nearby.	8/15/2018 10:10 AM
268	The overlay includes areas that are largely agricultural and should remain agricultural.	8/15/2018 9:31 AM
269	Do not desire heavy truck traffic, noise, smells or possibility of chemical spills.	8/15/2018 9:01 AM
270	Find an organic dairy farmer or farmer coop to take over the Lagler dairy. Resist the urge to convert that property to an industrial purpose. Get creative about building out the infrastructure of a local food economy by creating and a food hub in this area...a place for the aggregation, distribution and value-added processing and entrepreneurial maker space that would serve as the backbone infrastructure of support to local farms, now and into the future, that will grow and sustain the ability of our community to steward a flourishing local ag system into the future. Look at what the Transition Towns movement is accomplishing. There is so much innovation happening to localize economies. Communities across the country are moving in this direction, why aren't we having a serious conversation about this, with support from the government in terms of researching what's working in other communities and what could be replicated here with success. Pierce County Council just voted to double the amount of working farmland, and here we are converting acres of prime farmland to other uses. In my opinion this is at best short-sighted, short term "planning", at the expense of future options and long term community well being, and at worst yet another example of how a small group of self-interested, business people with clear conflicts of economic interest are able to protect and promote their short term profitability interests under the guise of "jobs, jobs, jobs" at the expense of protecting the resources we will need to create a truly diverse, resilient and regenerative local economy into the future. "Business as usual" economic development will not serve a future where we must address the resource constraints that we are so clearly up against. We already use three "planet Earth" worth of resources each year...this cannot continue as a strategy at any level of scale...not to mention the rapidly growing impacts of climate change. Shift change needs to happen and this project is backwards, not forward, looking. Please don't do it.	8/15/2018 8:16 AM
271	I am opposed to ANY development along the railway line. This area is NOT the place to encourage any type of industrial development. This area is agricultural and rural with homes on one to several acres: that is not the place for any industrial development. Any of these potential businesses would destroy the quality of life that homeowners who live in this area enjoy. Industrial development should be encouraged in industrial areas, not in rural agricultural areas.	8/14/2018 11:34 PM
272	There are serious environmental implications of these types of industry. Noise pollution, air pollution and ground water contamination among others. I fully oppose use of the lands for these industries.	8/14/2018 8:10 PM
273	Is this all to raise revenue for Clark County at the expense of livability? We are within a mile of the RR (not in the hatchmarks, thankfully). It seems like a place like Bizi farms land could have a ten story high tannery on it just because it is by a little railroad?	8/14/2018 7:45 PM
274	whatever makes more jobs	8/14/2018 5:47 PM
275	All jobs are good jobs	8/14/2018 11:39 AM
276	These will be great jobs - no more commute!!!!	8/14/2018 11:22 AM
277	Heavy Industry means great family wage jobs	8/14/2018 10:39 AM
278	Clark County needs the jobs!	8/14/2018 10:24 AM

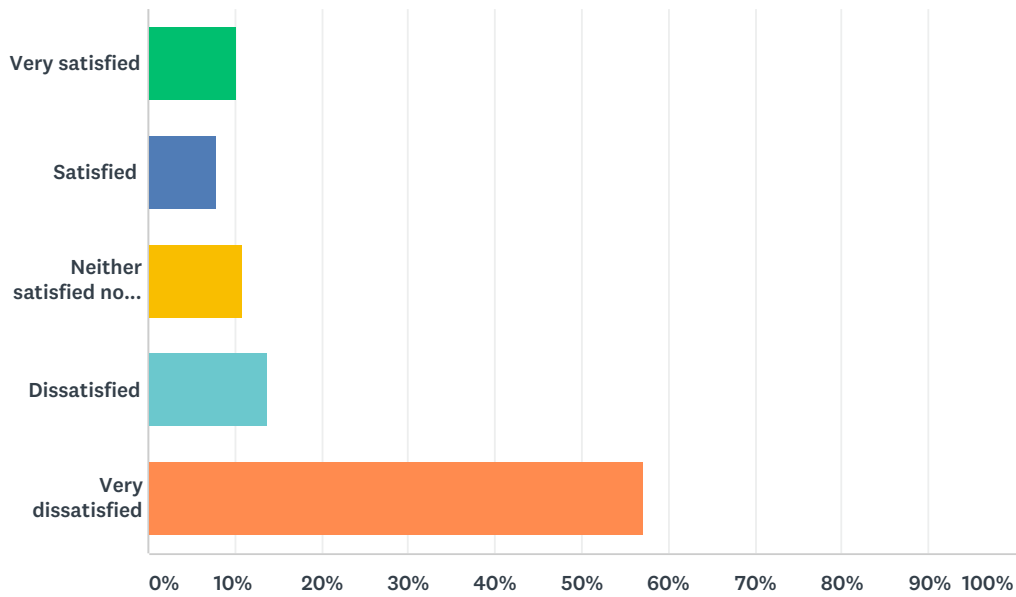
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279	Wood? Paper? Asphalt? I don't want to live in all that stink. That's why, when we moved here, we moved to Battle Ground and NOT to Washougal/Camas!	8/13/2018 4:23 PM
280	you want to use freight railroad to serve businesses that have a low value per pound. Computer manufacturing is not really that dependent upon the type of freight because the shipping cost per computer is negligible. Manufacturing wood products, or distributing rock/making asphalt, and selling/making heavy equipment are significantly impacted by freight economics. You can take trucks off the roads to support these businesses. This will provide long-term viability for base products our community needs.	8/13/2018 4:08 PM
281	Why would Clark County want to develop commercial and or industrial sites in residential communities? Portland years ago would not allow Costco to build in an industrial area because they deemed mixing large trucks with small cars as an unacceptable liability. Needless to say they did not have to take into consideration the additional impact on school buses and small children living and playing in the area. This is certainly double jeopardy!	8/13/2018 1:38 PM
282	Food production, ie green houses and processing have not been mentioned. Canada has been sending us hot house tomatoes for decades, now more. What is wrong with our rural component being incorporated. Any products produced in the proposed area must use the rail and not carry in or out by truck. We had a rail to trail proposal going for the line. What has happened to its implementation? Planning funding? Will the businesses be required friendly to pedestrian presence? cyclists?	8/13/2018 12:58 PM
283	There are 5 schools around the area.It should be a careless and hateful person to let those businesses to be around the children such as chemical manufacturing, asphalt paving. If children future means something to the county councils you have to prohibit those businesses.	8/12/2018 12:14 PM

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### Q9 Permitted uses. Overall, how satisfied are you with the proposed permitted uses?

Answered: 581 Skipped: 63



ANSWER CHOICES	RESPONSES	
Very satisfied	10.33%	60
Satisfied	7.92%	46
Neither satisfied nor dissatisfied	10.84%	63
Dissatisfied	13.77%	80
Very dissatisfied	57.14%	332
TOTAL		581



## Q10 Are there any permitted uses that should be conditional uses? If yes, please identify each use below.

Answered: 185 Skipped: 459

#	RESPONSES	DATE
1	Nobody get to vote on it you all ready made the plans	9/14/2018 1:41 PM
2	All.	9/13/2018 10:40 PM
3	No. None.	9/13/2018 9:54 PM
4	Operation should be during normal business hours. Not 24X7 operation that are loud, smelly, and polluting. No heavy truck traffic during evening and weekends.	9/13/2018 8:27 PM
5	Not that I can identify on the list.	9/13/2018 7:55 PM
6	Not enough time, not well publicized.	9/13/2018 5:08 PM
7	Uses related to heavy machinery, paper and wood products, pharmaceuticals, electrical components, minerals - any use that would endanger air or water quality.	9/13/2018 5:04 PM
8	No. Move the industrial areas to places in the county with the required access to interstate highways. Trying to force industry into this area is a very poor plan.	9/13/2018 4:50 PM
9	Looking at this permitted uses list, we would say it appears to be made using a common sense approach. We personally would not want to see some of the items that were left off the list in that part of the county anyways. The list looks fairly well thought out and reasonable.	9/13/2018 4:41 PM
10	Most, if not all, should be conditional to allow more input from concerned neighbors and others and the option for a public hearing. Neighbors within 500 feet is a narrow area that doesn't take into account the potential impact to neighbors who live beyond 500 feet.	9/13/2018 4:17 PM
11	Paper, textile, leather, tobacco, plastic, pharmaceutical, and rubber manufacturing and logging to list a few!	9/13/2018 3:48 PM
12	These should be not allowed.. Leather and allied product manufacturing Leather and hide tanning and finishing Paper manufacturing Nonmetallic mineral product manufacturing Cement and concrete product manufacturing Coating, engraving, heat treating, and allied activities	9/13/2018 3:46 PM
13	None	9/13/2018 2:04 PM
14	Once the number of properties whom want to be apart of changes are known. Reduce the size of the changes to those properties only and no bigger. Then only those property owners should make the decisions regarding permitted uses.	9/13/2018 1:49 PM
15	Why is 15 days enough time to gain the appropriate amount of community feedback?	9/13/2018 1:37 PM
16	Your 15 day notice doesn't mean anything. The County will proceed with whatever they want!	9/13/2018 12:03 PM
17	500 feet and 15 days is not enough time or footage. These areas affect anyone traveling north and south on a daily basis, so within 20 miles. We need more time to be notified and react.	9/13/2018 11:41 AM
18	Paper manufacture should probably be conditional, based on the chemicals and downstream effluents involved in the manufacturing processes.	9/13/2018 11:23 AM
19	Maintain current agricultural status.	9/13/2018 11:14 AM
20	How is electric power generation freight rail dependent? Any new ordinance that would allow each of these uses to be sited in the freight rail dependent corridor should ensure that the particular business that is being proposed is dependent on freight rail otherwise this is just a garden variety industrial zone.	9/13/2018 10:20 AM
21	None	9/13/2018 10:08 AM

22	e vehemently oppose these proposed changes, because of the negative health impact on Brush Prairie residents. Allowing industrial manufacturing such as asphalt plants and chemical and leather manufacturing in such close proximity to residential areas and schools is reckless given the fact that in the production of these types of industrial products, carcinogens and other harmful gases are introduced into the air. According to The Occupational Safety and Health Administration of the United States Department of Labor, the detrimental health effects from exposure to asphalt fumes include headache, skin rash, sensitization, fatigue, reduced appetite, throat and eye irritation, cough, and skin cancer. I strongly urge you to veto this proposed change, which would jeopardize the health and safety of the families in our area.	9/13/2018 9:04 AM
23	As I said earlier, I believe the land should stay residential and agricultural so with the exception of the first section stating agriculture uses I would make all conditional or prohibited	9/13/2018 7:51 AM
24	In my mind, the unknown is the integrity of the process, including the weight given to the comments, the weight given to the developer's neighborhood meeting, the staff deliberation, and the Hearing Examiner's deliberation. My experience is that there is little integrity to these processes, which is unfortunate. Hopefully, these processes will be done appropriately, which means given significant weight to those already in the community, rather than favoring the newcomers.	9/13/2018 7:35 AM
25	Leather and allied product manufacturing Leather and hide tanning and finishing Paper manufacturing Nonmetallic mineral product manufacturing Cement and concrete product manufacturing Coating, engraving, heat treating, and allied activities	9/13/2018 7:03 AM
26	Yes I think all of them should be except perhaps section 11 and 22 and perhaps 311 and 312 (minus tobacco, gross.)	9/13/2018 6:41 AM
27	There must be more than 15 day time period.	9/13/2018 3:34 AM
28	C only	9/13/2018 12:24 AM
29	This is a quiet neighborhood. None of those should be allowed.	9/12/2018 11:49 PM
30	the processes should allow much more time and consideration	9/12/2018 10:53 PM
31	Conditional use only to keep a check on air / noise pollution.	9/12/2018 10:35 PM
32	Any environmental contaminate industry (air,water, ground) should be conditional.	9/12/2018 10:13 PM
33	None of these uses should be permitted in this area.	9/12/2018 10:09 PM
34	They should be prohibited.	9/12/2018 10:00 PM
35	237, 312, 326, 333, 339	9/12/2018 9:59 PM
36	No uses - do not develop this area.	9/12/2018 9:30 PM
37	Chemical	9/12/2018 9:29 PM
38	Shouldn't be allowed.	9/12/2018 9:29 PM
39	None	9/12/2018 9:29 PM
40	Many of the permitted uses already have industry parks available in Clark County. Some of the proposed industry uses are better suited for use near an area where commercial ocean going vessels are available. Some of the proposed industrial uses will leave a legacy of industrial stain on a now agricultural area that is used and enjoyed by Hockinson, Battleground, Brush Prairie and Vancouver area residents.	9/12/2018 9:15 PM
41	The Battle Ground Little League would I am sure love to have a nice ball park as well Brush Prairie Hockinson, As all the land is "parks" are getting demoed into developments. Again this is a rural area where "FAMILYS" are and raising families.	9/12/2018 9:15 PM
42	Longer notification.	9/12/2018 8:14 PM
43	Does "electric power generation" include oil? If so, it should not be allowed.	9/12/2018 8:07 PM
44	Developers have marched north from Orchards with apartment and single houses I can't remember any having to change the plans because of public input, so seems a waste of time, person may feel better after venting at a public comment meeting but feel the end result is already decided.	9/12/2018 7:53 PM
45	Notice should be one month in advance.	9/12/2018 7:44 PM

46	321 Wood and 322 Paper manufacturing. The stench is horrible from these types of industries.	9/12/2018 7:38 PM
47	Leather and allied products, Paper Making, Textile Mills,	9/12/2018 7:36 PM
48	see previous comments	9/12/2018 6:29 PM
49	Asphalt manufacturing	9/12/2018 6:07 PM
50	yes, including asphalt plants. Almost anything qualifies as permitted!	9/12/2018 6:06 PM
51	Don't permit any business. Permit homes.	9/12/2018 5:59 PM
52	Not sure.	9/12/2018 5:47 PM
53	Chemical due to groundwater concerns	9/12/2018 5:31 PM
54	Lack of available water and sewer will limit what can be developed. That should be taken into account.	9/11/2018 5:03 PM
55	The project should be rejected in its entirety.	9/11/2018 4:01 PM
56	Most of these uses should be shifted into the Type II Conditional Use process, so as to allow for neighborhood input. As they stand the bulk of the proposed go straight to permit once the county deems the applications complete. Again given the long standing traditional uses of the properties within the proposed one mile inclusion area, it would seem that equity would demand an opportunity for existing neighbors to receive prior notice of a pending application and an avenue to voice their opinions, be they favorable or unfavorable. This may add some additional burden to the applicants but the onus should be placed on those applicants to make a showing that they will indeed be good neighbors if their applications are approved.	9/11/2018 3:03 PM
57	All uses should be conditional.	9/11/2018 11:09 AM
58	Many of the permitted uses are resource intensive, environmentally destructive, and unhealthy for the nearby communities. Power generation, natural gas distribution, metal processing, computer equipment manufacturing, and chemical processing/production should be prohibited.	9/10/2018 11:59 PM
59	Nothing should be permitted. This is not a commercial/industrial area. Stay out.	9/10/2018 7:14 PM
60	Paper manufacturing, ready-mix concrete manufacturing	9/10/2018 4:46 PM
61	The uses that have a high potential for toxic impacts to the air, water, and soil (plastic and chemical manufacturing for example), uses that have a high potential for noise pollution and sound pollution (asphalt batch plant for example), and any other uses that have a high potential for harming the health and well-being of our community should not be allowed here.	9/10/2018 2:07 PM
62	Not necessarily	9/10/2018 1:19 PM
63	All permitted uses should be considered conditional uses.	9/10/2018 12:13 PM
64	Current zoning- obviously from the meeting you saw how us LAND OWNERS FEEL	9/10/2018 9:23 AM
65	Neighboring landowners have the right under common law nuisance to sue for injunctions to prevent development that will harm their property rights: the use and enjoyment of their land, free of conditions that did not previously exist, such as noise, polluted air, and traffic blocking access. A 15-day right to "comment" on a development, without any power to do anything about it, is a pathetic fig leaf and farce. The county "staff" that will be making these decisions does not own this land, and has no right to force neighbors to accept uses which will harm them. This entire classification scheme of "Permitted" and "Conditional" use must be abandoned in favor of neighbors rights.	9/10/2018 7:26 AM
66	require 90 days minimum comment period and require a court appointed arbitrator to be an integral part of the approval process the boundary should be a minimum of 1000 feet because of the potential scope of 'industrial' zoning every business type that was to be approved should go through the public review and arbitration we should not allow a 'blanket' list of companies and business types - this is a recipe for future problems	9/9/2018 7:14 PM
67	Any chemical processing	9/9/2018 6:25 PM
68	Anything that involves nature & the environment (e.g. logging & hunting) should be conditional...	9/8/2018 8:09 PM
69	Moot point.	9/8/2018 7:22 PM
70	Everything should be conditional with strict guidelines to maintain liveability for the area.	9/8/2018 4:17 PM

71	All manufacturing proposals, all construction , all utilities, all retail trades, all transportation. Every single potential neighbor should face public hearings and comments and a vote . These businesses would forever change the nature of the neighborhoods into which they are moving and the existing homeowners should have a say.	9/8/2018 1:04 PM
72	none are suitable in the residential-agricultural areas that I have cited earlier.	9/8/2018 12:44 PM
73	NO	9/8/2018 11:54 AM
74	As long as future owners of properties within 500 feet of the permitted area are made aware of the previously approved[permitted] activities.	9/7/2018 7:52 PM
75	Any type business that impacts the environment	9/7/2018 6:09 PM
76	Asphalt paving mixture and block manufacturing should be included as a permitted use if Ready Mix Concrete manufacturing is included as a permitted use. These are two very similar processes that provide valuable materials for urban expansion.	9/7/2018 3:18 PM
77	So many. You cannot just drag in these HUGELY invasive, stinky, loud mills/manufactures in a place where people have chosen to live in a more rural, country setting.	9/7/2018 2:14 PM
78	Agricultural use should be the only permitted use.	9/7/2018 9:00 AM
79	would prefer chemical, plastic, nonmetallic minerals, paper, ready mix concrete, animal production be conditional	9/7/2018 7:49 AM
80	paper manufacturing pharmaceutical manufacturing plastics and rubber manufacturing	9/6/2018 9:23 PM
81	Industrial should NOT be brought into a residential and community commercial area.	9/6/2018 1:46 PM
82	You propose a 1 mile but only a 500 foot notice? Makes no sense.	9/6/2018 12:36 PM
83	None	9/6/2018 12:27 PM
84	All of them except 11) Agriculture.	9/6/2018 10:49 AM
85	Conditional use permit should be required for anything that has a potential groundwater or stormwater contamination from chemical, wash, or uncovered storage. Salmon creek is less than two miles from all of the proposed areas.	9/6/2018 9:52 AM
86	No	9/6/2018 1:01 AM
87	Storage yards for building materials, contractors' equipment and vehicles 312 Beverage and tobacco product manufacturing 316 Leather and allied product manufacturing 322 Paper manufacturing 326 Plastics and rubber products manufacturing 3273 Cement and concrete product manufacturing 4441 Building material and supplies dealers 482 Rail transportation 484 Truck transportation 488 Support activities for transportation 493 Warehousing and storage	9/5/2018 10:28 PM
88	22121 Natural gas distribution 312 Beverage and tobacco product manufacturing 322 Paper manufacturing 326 Plastics and rubber products manufacturing 327 Nonmetallic mineral product manufacturing 3328 Coating, engraving, heat treating, and allied activities	9/5/2018 9:52 PM
89	All and with much longer timelines to notify neighbors/community	9/5/2018 5:43 PM
90	#316 leather and allied product manufacturing, #112 animal production, # 22111 electric power generation, #482 rail transportation, # 322 paper manufacturing	9/5/2018 4:48 PM
91	NO	9/5/2018 3:27 PM
92	Animal production (#112) Leather and allied product manufacturing (#316) Paper manufacturing (#322) Rail transportation (#482) Electric power generation (#22111)	9/5/2018 3:15 PM
93	Any heavy industry other than agriculture. Fishing, hunting and trapping... I'm not comfortable with hunting being permitted so close to residences.	9/5/2018 2:48 PM
94	Concrete red mix should be a conditional use. Any uses that entreat excessive traffic, noise and light should be conditional.	9/5/2018 1:00 PM
95	Rails to trails	9/5/2018 12:43 PM
96	NONE	9/5/2018 11:53 AM
97	Chemical and fossil fuel related activities should be carefully regulated.	9/5/2018 11:32 AM
98	All heavy industry and all industry emitting noise, odor, or using toxic chemicals.	9/5/2018 9:18 AM

99	Rail transportation #482, paper manufacturing #322, #112 Animal production, #22111 Electric power generation, #316 Leather and allied product manufacturing	9/4/2018 10:54 PM
100	Some of these uses have the potential to ruin local wetlands.	9/4/2018 10:25 PM
101	There needs to be greater neighborhood input and their voices be given more weight in order for this process to be considered anything more than superficial outreach.	9/4/2018 9:52 PM
102	ITS A HEALTH RISK	9/4/2018 8:31 PM
103	All, conditional upon do they ruin our land-- the answer is YES they all do. So, don't do this.	9/4/2018 7:57 PM
104	Anything with chemicals, fumes and extreme noises should be conditional.	9/4/2018 6:22 PM
105	NO toxic chemicals or chemical hazardous storage. NO to Supply hubs of toxic materials.	9/4/2018 5:48 PM
106	The entire development plan should be reevaluated to ensure strict adherence to WA GMA.	9/4/2018 5:47 PM
107	NO.	9/4/2018 4:59 PM
108	Everything in utilities and construction should be conditional or prohibited. Lines 325-336 and 339 should be conditional or prohibited. Rail and truck transport should be conditional or prohibited.	9/4/2018 12:20 PM
109	Anything involving containment of our land and water should not be allowed-- so shelf this project. Better yet, throw it in a landfill.	9/4/2018 11:39 AM
110	The neighbors get to comment but the decision is up to the staff of the business?? Why bother commenting then?	9/4/2018 9:57 AM
111	This would appear to be a tax subsidized project that will cost more in public debt than it will raise in revenue.	9/4/2018 1:14 AM
112	Agricultural and food production. Low environmental and health impacts. If this is approved there will be MASSIVE home sales as people flee this county. Clearly, whatever high-profit, special political interest use has already been approved and this process is perfunctory.	9/4/2018 12:07 AM
113	No	9/3/2018 9:08 PM
114	Textiles, transportation storage, everything that is not dietectly related to natural resources should be prohibited.	9/3/2018 9:02 PM
115	All these uses affect more than just the people within 500 feet. We all breathe area and hear machinery, trucks, and trains. Plus more population with no plans to improve infrastructure.	9/3/2018 7:51 PM
116	When do the powers that be ever really give a darn what "neighbors" feel. I've gone through these kind of meetings before and pretty much have found out that decisions were already made before anyone could really comment.	9/3/2018 7:34 PM
117	N/A	9/3/2018 7:32 PM
118	No	9/3/2018 7:28 PM
119	None.	9/3/2018 7:03 PM
120	The immediate neighbors should have primary input in this area. Other residents in the area also need to heavy input in the process.	9/3/2018 6:31 PM
121	None	9/3/2018 6:30 PM
122	Make this end.	9/3/2018 6:29 PM
123	None.	9/3/2018 5:32 PM
124	Everything you have proposed is absolutely not permitted.	9/3/2018 4:06 PM
125	I cannot know from current information which would be candidates for a permitted use; Lets see the proposed candidate list and then I will comment	9/3/2018 3:28 PM
126	All construction and manufacturing should be conditional uses.	9/3/2018 3:21 PM
127	0	9/3/2018 2:28 PM
128	These industrial manufacturing uses have no place in Brush Prairie or the surrounding communities.	9/3/2018 2:20 PM
129	No use at all	9/3/2018 1:53 PM

130	Asphalt paving mixture and block manufacturing - should not be allowed. 5 Chemical manufacturing should not be allowed Transit and ground passenger transportation should be allowed Scenic and sightseeing transportation should be allowed	9/3/2018 1:42 PM
131	Anything chemical, including manufacturing that may include chemicals. Waste management, or other stinky operations. Asphalts.	9/3/2018 12:44 PM
132	no	9/3/2018 12:11 PM
133	All processing of any kind should be required to be conditional uses and better yet, the 15 day notice requirement should be 30.	9/3/2018 12:10 PM
134	Wood and paper products should be conditional uses	9/3/2018 10:24 AM
135	Solar or any clean energy alternatives.	9/3/2018 9:36 AM
136	All of them. Also 500 feet is not enough. There will be many areas where residents are further than 500 feet but still close enough to be negatively affected by this and they will be left out if decision making. Sounds shady.	9/3/2018 9:28 AM
137	Category 11 OK Hard to see how very many of them (particularly categories 21 and 22 on list) are rail dependent Note: the 500 feet notification is not sufficient - particularly when the overlay area and potential full one mile overlay area is so large. Notification should be to the entire area. 500 feet (with some large lots in there) is just plain silly.	9/3/2018 8:50 AM
138	concrete, plastic and rubber mfg.	9/3/2018 7:51 AM
139	Agriculture should be the permitted use	9/3/2018 7:39 AM
140	Construction, rubber, and paper manufacturing should be downgraded.	9/3/2018 7:22 AM
141	Anything that is not agriculture.	9/3/2018 6:50 AM
142	All except crop production.	9/2/2018 10:13 AM
143	None Once the gate is open there is no turning back.	9/2/2018 8:18 AM
144	Any manufacturing uses should be off limits.	9/1/2018 1:48 PM
145	The ditch along our private road - maintained by our neighborhood- was dredged by the county and our road suffered damage as a result. Still not fixed!	9/1/2018 11:18 AM
146	There needs to be more upfront discussion about what the plan is as well as what businesses are being permitted in. 15 day notice is not sufficient for community response.	9/1/2018 11:04 AM
147	There are items under the "conditional use" —Asphalt paving /manufacturing) that was once given a "Prohibited Use" categorization, and now it is "conditional". What has changed about that. We dont want it here, but obviously, someone is greasing the wheels so that they are being treated favorably, in spite of public outcry. The items on the conditional use list, really should not be allowed at all. You can put them in YOUR neighborhood if they matter that much to you.	9/1/2018 10:27 AM
148	No	9/1/2018 9:33 AM
149	Manufacturing that would increase noise/smell levels outside their structures.	8/31/2018 4:01 PM
150	all but food production and processing	8/31/2018 3:24 PM
151	Industries that may be excessively noisy, impact air quality, contribute to contaminated water runoff, and adversely effect native wildlife.	8/31/2018 12:46 PM
152	Concrete and cement	8/31/2018 9:06 AM
153	There should be more communication than that.	8/30/2018 8:46 AM
154	All of them	8/29/2018 5:17 PM
155	See answer previous question	8/29/2018 4:21 PM
156	NO	8/29/2018 3:01 PM
157	Paper and rubber / plastics manufacturing should be conditional.	8/29/2018 2:42 PM
158	I do not believe a comment period or requesting a hearing has any value except to allow a person to vent their frustration or voice their approval Believe the committee was weighted toward building ware houses in this area.	8/28/2018 10:07 PM

159	Agriculture and forestry.	8/28/2018 6:06 PM
160	All of them.	8/28/2018 4:57 PM
161	all	8/28/2018 4:53 PM
162	237,	8/28/2018 4:16 PM
163	Beverage and tobacco manufacturing	8/28/2018 1:29 PM
164	NO	8/28/2018 9:21 AM
165	to open ended not specific enough	8/26/2018 9:59 AM
166	No use should be permitted that causes foul odor or any disruption of air quality in any way. This is not downtown. People come out here so they can breathe the fresh air and not inhale toxic fumes.	8/23/2018 5:54 PM
167	Anything (Adjacent to the railroad), because this is mostly a residential area.	8/23/2018 5:08 PM
168	Heavy construction, contractors equipment, paper manufacturing, ready-mix concrete all should be prohibited, not conditional.	8/20/2018 4:59 PM
169	This entire process circumvents existing land use.	8/18/2018 7:08 AM
170	Any manufacturing activity should not be considered a permitted use. Given the proximity of residential land use most manufacturing should be prohibited.	8/15/2018 9:03 PM
171	Nothing but agriculture and food-related industry should be allowed. I know you are seeing me as hardline and stubborn, but someone HAS to defend our need to grow food. As we've seen recently with trade wars and fires in our food-growing neighbor to the south, we are TOO vulnerable to supply chain disruption. Jobs are great, but they don't matter if we can't feed ourselves.	8/15/2018 4:02 PM
172	The last thing Clark County needs is another rail system/Industrial zone. The existing train was under investigation some years ago to become a bike and walking path and should have become one. The train seldom runs and is an eyesore as well as a cost factor for the County. I pay for Salmon Creek to remain clean. This proposal does not take that into consideration or the latest which is archaeological destruction. As a property owner that is living in the proposed area I am very definitely against another train system/industrial zone in Clark County. This area has been promoted for a Clark County centralized County maintenance yard, an asphalt processing plant and now this. Isn't it time to do with what we have?	8/15/2018 3:09 PM
173	See my comments above	8/15/2018 2:52 PM
174	This project should not be pursued in any manner	8/15/2018 1:40 PM
175	No	8/15/2018 1:29 PM
176	Those that emit air or water pollution, store chemicals on site that can spill or emit noise that travels 500 feet.	8/15/2018 9:05 AM
177	So...the proposal is to create an industrial overlay that will build out to a mile on both sides of the rail line and to only require notification to people within 500' of the line to be notified by a developer and/or county within a 15-day time period to give input. Quite frankly, anyone who pays any attention to how this works knows that this process massively advantages the developer in their strategy to design their plans outside the public purview and then restrict as much as possible the time and ability of the public to have input that is actually listened to and taken into consideration. This process proposal is yet further indication of the sham that this process of creating this industrial zone has been...and a clear attempt by a small group of people to create an end-run around the Growth Management board's rejection/invalidity finding of the Rural Industrial Land Bank proposal from 2016. This shenanigan may be successful, but it is certainly a transparent violation of the intent of the Growth Management Act.	8/15/2018 8:34 AM
178	Again, this is not the area to introduce industrial businesses. All businesses applying to build in this area should all be reviewed and hence should be conditional. If you are proposing to build an asphalt plant in my back yard, I deserve a chance to comment on this proposal.	8/14/2018 11:40 PM
179	there should be no use	8/14/2018 7:47 PM
180	don,t know	8/14/2018 5:48 PM
181	Everything should be allowed	8/14/2018 11:39 AM
182	More Heavy Industrial is needed	8/14/2018 10:40 AM

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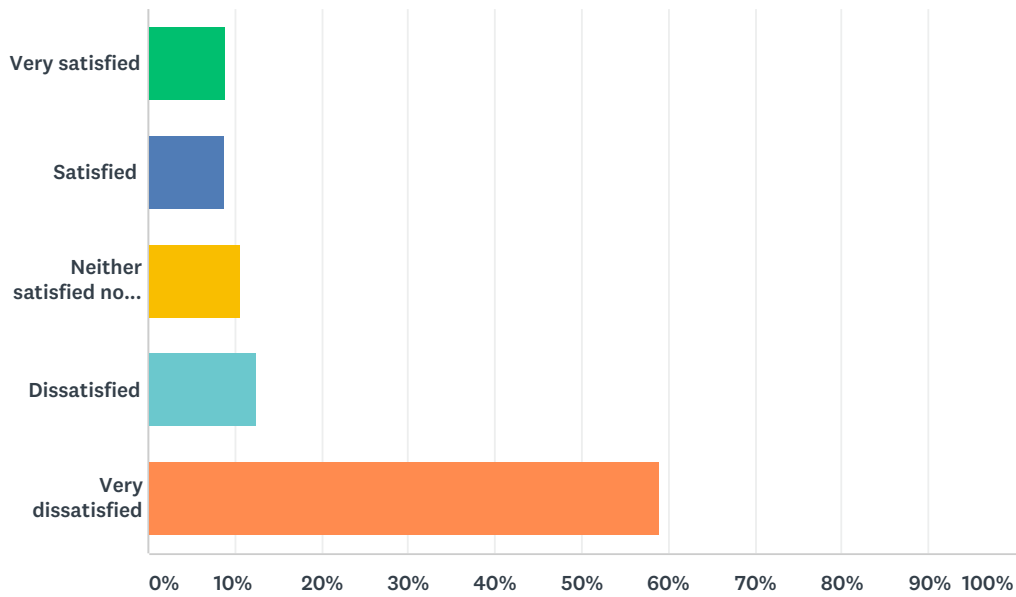
183	You're turning a beautiful family and agricultural community into an industrial dump! Battle Ground is currently assessing how they want to be perceived in the future - tourism, family-friendly, etc. How does having a train/industrial park mesh with that?	8/13/2018 4:25 PM
184	Nothing should be permitted by right. When the area is devoid of homes, trails are built, the "not-allowed" sewer is in place and new "not-allowed" roads and existing road expansion is paid for, impacts on schools, requirement for ag land set asides are considered, then a conditional use could be applied for. Conditional use requires educated citizenry with money for legal expenses. This in no way competes for the single backing, educated power of a developer.	8/13/2018 1:07 PM
185	All on the list should be listed as Prohibited Uses this proposal.	8/11/2018 4:49 PM

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### Q11 Conditional uses. Overall, how satisfied are you with the proposed conditional uses?

Answered: 574 Skipped: 70



ANSWER CHOICES	RESPONSES	
Very satisfied	9.06%	52
Satisfied	8.71%	50
Neither satisfied nor dissatisfied	10.63%	61
Dissatisfied	12.54%	72
Very dissatisfied	59.06%	339
TOTAL		574

## Q12 Are there any conditional uses that should be permitted uses? If yes, please identify each use below.

Answered: 153 Skipped: 491

#	RESPONSES	DATE
1	None.	9/13/2018 10:40 PM
2	No.	9/13/2018 9:54 PM
3	No asphalt plant, no pulp mills, no chemical plant and no factories that pollute, stink, or noisy.	9/13/2018 8:27 PM
4	Make the rail line into a recreational or local transportation corridor.	9/13/2018 4:50 PM
5	In looking at the conditional uses list we can also see how our property is probably more suited to some of those uses anyway. Which again would just be common sense, finding a set of uses that fit in one area might not work in another and vice versa. Seems reasonable enough to us.	9/13/2018 4:41 PM
6	No, there are already too many permitted uses.	9/13/2018 4:17 PM
7	You didn't ask if any prohibited activities should be allowed. I think that you should make it a conditional use to: Retail sales of products fabricated on site. That could cater to local needs for what is being manufactured. Also, I would like to see "Automotive Repair and Maintenance" a conditional use. That could cater to workers at these new businesses, making it much more convenient, and cut down on trips into town.	9/13/2018 4:07 PM
8	There are conditional used that should not be allowed, such as asphalt.	9/13/2018 4:05 PM
9	No!	9/13/2018 3:48 PM
10	No the Conditional uses should be moved to not allowed.	9/13/2018 3:46 PM
11	None	9/13/2018 2:04 PM
12	Asphalt went from non-permitted to conditional without community approval.	9/13/2018 12:03 PM
13	Agriculture and housing.	9/13/2018 11:41 AM
14	Public recreational access and associated parkway development.	9/13/2018 11:14 AM
15	NONE	9/13/2018 10:08 AM
16	No, there are none I would make permitted	9/13/2018 7:51 AM
17	This question is opaque - it is not clear what is being asked.	9/13/2018 7:35 AM
18	Where do we list conditional uses that should be prohibited uses?	9/13/2018 7:03 AM
19	There must be more than 15 day notice.	9/13/2018 3:34 AM
20	No. Prohibit all industrial manufacturing building/ logging here This is for farmland and forest and families.	9/13/2018 2:51 AM
21	No.	9/12/2018 11:49 PM
22	compared to what is already happening there?	9/12/2018 10:53 PM
23	None of these uses should be permitted in this area.	9/12/2018 10:09 PM
24	Fields. Cows. Sheep. Horses, maybe. Grow vegetables even. Trees. Organic use and freshen the air, repair the watershed.	9/12/2018 10:05 PM
25	They should all be prohibited.	9/12/2018 10:00 PM
26	Do not develop this area at all.	9/12/2018 9:30 PM
27	None	9/12/2018 9:29 PM
28	No	9/12/2018 9:25 PM
29	None	9/12/2018 9:15 PM

30	NONE	9/12/2018 9:15 PM
31	Need longer notification.	9/12/2018 8:14 PM
32	Are you bound to make an industrial park here ? Industrial parks are not compatible with the rural nature of this area.	9/12/2018 8:03 PM
33	Production and processing of cannabis and hemp.	9/12/2018 7:38 PM
34	Certainly Asphalt plant, waste management, Electro plating, Chemical Manufacturing, cement manufacturing,	9/12/2018 7:36 PM
35	The problem is you can't trust unelected officials. These comment sections are useless.	9/12/2018 6:54 PM
36	see previous comments	9/12/2018 6:29 PM
37	no	9/12/2018 6:06 PM
38	Not sure.	9/12/2018 5:47 PM
39	As long as a business does not effect the quiet enjoyment of neighbors they should be able the operate. Just because a commercial building can be seen does not effect quiet enjoyment.	9/12/2018 5:31 PM
40	You should drop the asphalt use.	9/11/2018 5:03 PM
41	no use should be permitted	9/11/2018 4:52 PM
42	See above comments	9/11/2018 4:01 PM
43	No. As noted above the majority of proposed Permitted Uses should be changed to Conditional Uses. From a permitting standpoint, some of these uses may be more palatable to impacted neighbors if they feel that they at least have had an opportunity to participate in the process.	9/11/2018 3:03 PM
44	None	9/11/2018 11:09 AM
45	Many of the conditional uses are not healthy businesses for our local environment and communities. Chemical processing, asphalt production, metal processing, etc are detrimental to the land and the people who work at these plants or live nearby. There are already many industrial areas in the SW Washington area, we do not need to develop more.	9/10/2018 11:59 PM
46	No absolutely not.	9/10/2018 7:14 PM
47	You did not ask if there are any conditional uses that should be "specifically prohibited." We would add the following conditional uses to specifically prohibited: Asphalt paving mixture and block manufacturing, cement manufacturing, ready-mix concrete manufacturing, other nonmetallic mineral product manufacturing, primary metal manufacturing.	9/10/2018 4:46 PM
48	No. The conditional uses are the uses that should be excluded from the area all together.	9/10/2018 2:07 PM
49	Not necessarily	9/10/2018 1:19 PM
50	No.	9/10/2018 12:13 PM
51	No	9/10/2018 9:23 AM
52	Neighboring landowners have the right under common law nuisance to sue for injunctions to prevent development that will harm their property rights: the use and enjoyment of their land, free of conditions that did not previously exist, such as noise, polluted air, and traffic blocking access. A 15-day right to "comment" on a development, without any power to do anything about it, is a pathetic fig leaf and farce. The county "staff" that will be making these decisions does not own this land, and has no right to force neighbors to accept uses which will harm them. This entire classification scheme of "Permitted" and "Conditional" use must be abandoned in favor of neighbors rights.	9/10/2018 7:26 AM
53	require 90 days minimum comment period and require a court appointed arbitrator to be an integral part of the approval process the boundary should be a minimum of 1000 feet because of the potential scope of 'industrial' zoning every business type that was to be approved should go through the public review and arbitration we should not allow a 'blanket' list of companies and business types - this is a recipe for future problems	9/9/2018 7:14 PM
54	No	9/8/2018 4:17 PM
55	The proposed conditional uses are very objectionable. Asphalt and cement manufacturing? Not in my backyard. Would you like them as your neighbor ? So no, none of the conditional uses should ever be outright permitted uses.	9/8/2018 1:04 PM

56	as above.	9/8/2018 12:44 PM
57	No	9/8/2018 11:54 AM
58	Asphalt, chemical and cement production should be limited to specific areas in the existing urban growth boundary.	9/8/2018 8:11 AM
59	The survey does not define conditional uses well of enough to comment.	9/7/2018 7:52 PM
60	No	9/7/2018 6:09 PM
61	Asphalt paving mixture and block manufacturing should be included as a permitted use if Ready Mix Concrete manufacturing is included as a permitted use. These are two very similar processes that provide valuable materials for urban expansion.	9/7/2018 3:18 PM
62	None of these items in the list should be conditional, as the county already has stringent regulations for commercial and industrial uses in code that are already on the books and highly regulate these uses.	9/7/2018 10:28 AM
63	None.	9/7/2018 9:00 AM
64	no there are conditional uses that should be prohibited	9/7/2018 7:49 AM
65	There are conditional uses that should not be permitted at all particularly the a asphalt plant or concrete redi-mix plant.	9/6/2018 10:52 PM
66	cement manufacturing asphalt manufacturing	9/6/2018 9:23 PM
67	No!	9/6/2018 1:46 PM
68	Conditional uses of all other proposed industries besides agriculture should be limited to those that have a small space requirement/footprint that does not encroach significantly on existing agricultural soils, that can be situated immediately adjacent to rail lines or highways, and those that directly can support agricultural businesses along the rail corridor.	9/6/2018 10:49 AM
69	No	9/6/2018 1:01 AM
70	No!	9/5/2018 5:43 PM
71	There are no conditional uses that should be permitted uses. HOWEVER There are a number of conditional uses that should be prohibited. They are as follows; #325 chemical manufacturing, #331 primary metal manufacturing, # 324121 asphalt paving mixture and block manufacturing, # 327310 cement manufacturing, # 332813 electroplating, plating, polishing, anodizing, and coloring AGAIN the above conditionals uses SHOULD BE PROHIBITED	9/5/2018 4:48 PM
72	Church's, Law Enforcement Schools Fire Stations	9/5/2018 4:14 PM
73	NO	9/5/2018 3:27 PM
74	No.	9/5/2018 3:15 PM
75	NO.	9/5/2018 1:03 PM
76	NONE	9/5/2018 11:53 AM
77	no. #324121 Asphalt paving mixture and block manufacturing, #325 Chemical manufacturing, #327310 Cement manufacturing, #331 Primary metal manufacturing, #332813 Electroplating, plating, polishing, anodizing, and coloring, all should not be allowed within the purposed FRDD at all	9/4/2018 10:54 PM
78	Chemical manufacturing in a wetlands? Who would approve such a thing. And it would be a committee decision with input from only those within 500 yards? Crazy!	9/4/2018 10:25 PM
79	PLEASE DONT DO THIS	9/4/2018 8:31 PM
80	Anything that can agree to mitigating the impacts on the environment.	9/4/2018 6:22 PM
81	No plans for new transportation out that way? You're going to create one huge traffic nightmare.	9/4/2018 5:48 PM
82	The entire development plan should be reevaluated to ensure strict adherence to WA GMA. The conditional use categories are particularly unappealing uses that will affect the quality of life for all in the community.	9/4/2018 5:47 PM
83	NO.	9/4/2018 4:59 PM
84	No	9/4/2018 3:59 PM

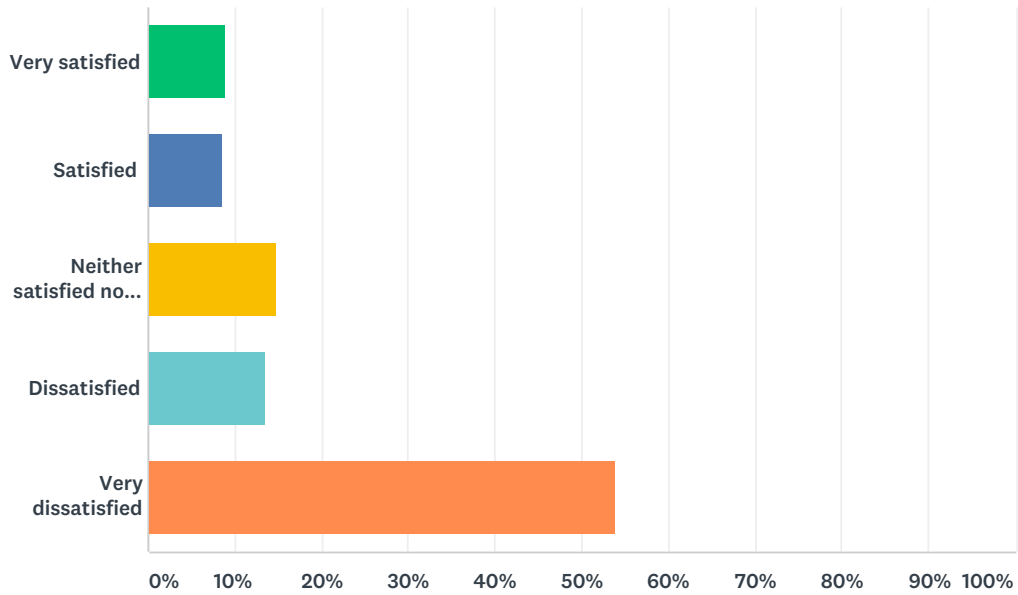
85	NO	9/4/2018 2:21 PM
86	No. All conditional should stay conditional or be prohibited.	9/4/2018 12:20 PM
87	Conditional uses shouldn't be allowed at all. Take these types of businesses elsewhere.	9/4/2018 9:57 AM
88	This would appear to be a tax subsidized project that will cost more in public debt than it will raise in revenue.	9/4/2018 1:14 AM
89	Don't agree with this.	9/3/2018 9:08 PM
90	No. Natural resources only!	9/3/2018 9:02 PM
91	See above	9/3/2018 7:51 PM
92	NONE...I think the whole idea is a big waste of tax payer monies, time, and only works for the benefit of the big money men.	9/3/2018 7:34 PM
93	N/A	9/3/2018 7:32 PM
94	no further comment.	9/3/2018 6:31 PM
95	None	9/3/2018 6:30 PM
96	No!	9/3/2018 4:38 PM
97	Not if it required zoning changes.	9/3/2018 4:06 PM
98	Ditto the above	9/3/2018 3:28 PM
99	0	9/3/2018 2:28 PM
100	These conditional industrial manufacturing uses have no place in Brush Prairie or the surrounding communities.	9/3/2018 2:20 PM
101	ibid	9/3/2018 1:53 PM
102	No	9/3/2018 12:11 PM
103	Yes, the 500', 15 day period is a joke. The development will go forward, regardless of the wishes of the public.	9/3/2018 11:17 AM
104	None of these should be permitted.	9/3/2018 9:28 AM
105	Note: the 500 feet notification is not sufficient - particularly when the overlay area and potential full one mile overlay area is so large. Notification should be to the entire area. 500 feet (with some large lots in there) is just plain silly. Anything connected to gravel/mining extraction should not be allowed Anything that is not freight rail dependent should not be allowed What provisions are there for companies that get conditional use (or even permitted use) for freight rail dependent but who do not use the rail line for distribution etc. to lose permit or 'pay' penalty? Easy enough to say you'll use it .... and then dede not to which would defeat the purpose of the overlay.	9/3/2018 8:50 AM
106	no, none of those should be permitted	9/3/2018 7:51 AM
107	Asphalt	9/3/2018 7:45 AM
108	Asphalt and chemical manufacturing should be downgraded. Trying to reduce pollution. Petroleum is a known pollutant.	9/3/2018 7:22 AM
109	No	9/3/2018 6:50 AM
110	None of these uses should be considered in a residential/agricultural area.	9/2/2018 10:13 AM
111	None	9/2/2018 8:18 AM
112	See above	9/1/2018 11:18 AM
113	NO.	9/1/2018 10:27 AM
114	No	9/1/2018 9:33 AM
115	Asphalt & cement plants and any other manufacturing that have heavy truck traffic and/or smell/dust emissions of any kind. I grew up around that sort of thing and don't wish it to intrude on the rural nature of this area.	8/31/2018 4:01 PM
116	NO!	8/31/2018 3:24 PM

117	No. There are conditional that should be prohibited.	8/31/2018 9:06 AM
118	More information about the specific business proposed would be needed.	8/31/2018 8:24 AM
119	no	8/29/2018 5:17 PM
120	See previous answer	8/29/2018 4:21 PM
121	There are no conditional uses that should be permitted other than crop production.	8/29/2018 4:19 PM
122	NO	8/29/2018 3:01 PM
123	Ag and forestry.	8/28/2018 6:06 PM
124	None of them should be permitted.	8/28/2018 4:57 PM
125	No	8/28/2018 4:53 PM
126	Asphalt should NOT even be a conditional use, it should be prohibited!	8/28/2018 4:16 PM
127	There should be no or very little conditional use. It should be open to all rail use.	8/28/2018 9:21 AM
128	NO. However, Asphalt and Chemicals should be prohibited entirely based on odor, noise, and potential for environmental contamination in a rural agricultural area.	8/26/2018 8:54 PM
129	still to open ended and not show enough regulation that could end in land contamination.	8/26/2018 9:59 AM
130	No. There are very few permitted uses that should be permitted uses. (and yes, that is what I meant to say) I would not add to this list.	8/23/2018 5:54 PM
131	See above	8/23/2018 5:08 PM
132	NO	8/20/2018 8:36 PM
133	None.	8/20/2018 4:59 PM
134	None	8/18/2018 7:08 AM
135	There is the possibility of a need for a rail station for a tourist railroad. I assume if the building goes on the RR ROW it will not be subject to this zoning? This is a job creation use.	8/16/2018 5:55 PM
136	No. Because of the juxtaposition with residential land use, most of those uses listed as conditional use should be prohibited.	8/15/2018 9:03 PM
137	No... Conditional uses that should be prohibited uses...	8/15/2018 4:14 PM
138	no.	8/15/2018 4:02 PM
139	The last thing Clark County needs is another rail system/Industrial zone. The existing train was under investigation some years ago to become a bike and walking path and should have become one. The train seldom runs and is an eyesore as well as a cost factor for the County. I pay for Salmon Creek to remain clean. This proposal does not take that into consideration or the latest which is archaeological destruction. As a property owner that is living in the proposed area I am very definitely against another train system/industrial zone in Clark County. This area has been promoted for a Clark County centralized County maintenance yard, an asphalt processing plant and now this. Isn't it time to do with what we have?	8/15/2018 3:09 PM
140	See my comments above	8/15/2018 2:52 PM
141	None	8/15/2018 1:40 PM
142	No.	8/15/2018 1:29 PM
143	We need more information	8/15/2018 11:38 AM

144	All uses, conditional or otherwise, should have ag, forest and resource land conversion/protection mitigation strategies required that will protect and enhance local food production and natural resource based-business capacities into the future...and have requirements for clean, sustainable energy sources for any proposed business operations and transportation impacts. If you are going to convert these resources to industrial purposes by private business owners, then protect the public interest by requiring these owners to be building businesses that aren't based on the burning of fossil fuels and that don't create toxic waste streams of any sort. All proposed businesses should be required to demonstrate supply chains and value propositions that align with reducing the carbon footprint of our economy and that close the waste streams such that any created waste becomes an input to some other economic endeavor...fertilizer or materials re-purposing. Only uses that will serve the future as best we can project it should be allowed. Again, this is a backwards looking proposal. Don't do it.	8/15/2018 8:34 AM
145	Again, wrong place, wrong time. This is just not the area for this kind of development. Affected neighbors deserve a chance to express their concerns.	8/14/2018 11:40 PM
146	Please, Clark County, come to your senses and stop this nonsense. Patchwork zoning is absurd. Recommend careful study of what a real planned community offers to everyone.	8/14/2018 7:47 PM
147	don,t know	8/14/2018 5:48 PM
148	All should be allowed	8/14/2018 11:39 AM
149	It's land next to a railroad??? Of course we should let heavy industry in	8/14/2018 10:40 AM
150	Asphalt and Cement should be permitted	8/14/2018 10:25 AM
151	No! No! No! Leave our area alone!	8/13/2018 4:25 PM
152	Not permitted. Some of them must be prohibited: Chemicals and asphalt.	8/12/2018 12:17 PM
153	None	8/11/2018 4:49 PM

### Q13 Overall, how satisfied are you with the development standards:

Answered: 559 Skipped: 85



ANSWER CHOICES	RESPONSES	
Very satisfied	8.94%	50
Satisfied	8.59%	48
Neither satisfied nor dissatisfied	14.85%	83
Dissatisfied	13.60%	76
Very dissatisfied	54.03%	302
<b>TOTAL</b>		<b>559</b>



## Q14 Please provide any feedback regarding the proposed building and development standards.

Answered: 190 Skipped: 454

#	RESPONSES	DATE
1	See comments above. We should have a better process than developing lists of acceptable activities. We need a Master Plan developed by a competent planning entity!	9/14/2018 12:05 AM
2	This would destroy beautiful land with gorgeous views and encroach on 1 of only 3 off leash dog parks in the county. We deserve better.	9/13/2018 10:40 PM
3	No building exceeding 35 feet in height; no smokestacks, no chemical cracking column, no pulp digestors, no composting, no sewer treatment facilities, no slaughter houses, no leather tanning, no pig farms	9/13/2018 8:30 PM
4	Property owners should be able to develop their property as they see fit. The County does not own these properties, therefore it should not regulate how these properties are used.	9/13/2018 5:47 PM
5	When is the environment going to be put first in our priorities??	9/13/2018 5:08 PM
6	The proposed development is inappropriate for the area and would negatively impact the neighborhood and the environment in general.	9/13/2018 5:06 PM
7	The planners clearly have not taken the actual citizen views into account for this poorly thought out proposal.	9/13/2018 4:51 PM
8	This language seems pretty standard. We would like to see flexibility in the process as long as it is good for the community and the county.	9/13/2018 4:47 PM
9	I doubt the proposed building and development standards will be acceptable to neighbors who are next to the developed site. For example, 100-foot tall buildings and only 20-foot setbacks. More reasons why this is just not an appropriate place for industrial development.	9/13/2018 4:26 PM
10	Not adequate to protect against noise, odor, and light.	9/13/2018 4:08 PM
11	Seem overly restrictive in general.	9/13/2018 4:07 PM
12	Nobody who purchased a home and is living in the affected area wants this next door! When purchasing a home you do your research and find out the zones of the land nearby to avoid living near unsavory things, like all of these listed developments! By you changing the zones in this residential area in this way, you are destroying the homes people and families worked so hard to place and shape.	9/13/2018 3:54 PM
13	No new industrial building, no new railroad expansion!!! Protect what little is left of the semi-wild prairie please!!!!	9/13/2018 2:05 PM
14	Too many vague answers as well as loopholes!	9/13/2018 12:43 PM
15	I don't want a 100ft building in my backyard! Presently there is a farm behind me. It's a big reason why I bought this acreage in 2015 to build my dream home on.	9/13/2018 12:05 PM
16	No buildings.	9/13/2018 11:15 AM
17	It is good that it requires the applicant to prove up that access to the rails is necessary for their development.	9/13/2018 10:21 AM
18	Your overlay development standards really mean nothing at this point given there broad language. This was obvious at the Hockinson School meeting where officials stated that they could not address specific details until an actual development application was submitted.	9/13/2018 9:20 AM

19	e vehemently oppose these proposed changes, because of the negative health impact on Brush Prairie residents. Allowing industrial manufacturing such as asphalt plants and chemical and leather manufacturing in such close proximity to residential areas and schools is reckless given the fact that in the production of these types of industrial products, carcinogens and other harmful gases are introduced into the air. According to The Occupational Safety and Health Administration of the United States Department of Labor, the detrimental health effects from exposure to asphalt fumes include headache, skin rash, sensitization, fatigue, reduced appetite, throat and eye irritation, cough, and skin cancer. I strongly urge you to veto this proposed change, which would jeopardize the health and safety of the families in our area.	9/13/2018 9:04 AM
20	I would like to see stronger restrictions for development on farm or agg zoned properties.	9/13/2018 8:49 AM
21	Only a 20ft setback on a minimum 10 acre development, doesn't seem to give enough space to have good screening from public view. Deeper set back would be better.	9/13/2018 7:58 AM
22	I didn't see anything in the development plans that discusses amelioration and mitigation or impacts for residential and school properties impacted by the development.	9/13/2018 7:54 AM
23	These standards only consider the development. It is not clear if the existing investment that will be impacted by the potential development is considered and given weight.	9/13/2018 7:37 AM
24	Already have provided feedback many times - what makes me feel your listening? Again it's all about the money!!!!	9/13/2018 6:57 AM
25	It looks like the developers are still running Clark County. For the residents these mostly low paying jobs will not improve quality of life, and the traffic in these areas is already over capacity due to the unfettered building of residential developments.	9/13/2018 6:43 AM
26	They should not be allowed.	9/12/2018 11:50 PM
27	protecting current uses from impacts of railroad transport is concerning as well	9/12/2018 10:54 PM
28	None of these buildings should be permitted in this area outside of State Hwy 503.	9/12/2018 10:11 PM
29	You need to stop trying to pave over the earth. It will kill us all.	9/12/2018 10:06 PM
30	As with most things the county/City of Battle Ground do, the concerns of the people are largely ignored because they want the tax revenue. These uses do not belong in this rural community.	9/12/2018 10:03 PM
31	Relax these standards, as long as a building meets code let it be. If the goal is to open business opportunities, and I feel it should be, please dial back development standards to grow the local economy.	9/12/2018 9:56 PM
32	The buildings are too tall. 100 feet tall is excessive for this area.	9/12/2018 9:33 PM
33	See the pattern now ? NO DEVELOPMENT !!!	9/12/2018 9:31 PM
34	None	9/12/2018 9:29 PM
35	The land if proposed to be changed should be used for High Technology, medical, education and other opportunities that provide a higher tax base, and cleaner end use.	9/12/2018 9:16 PM
36	Under no circumstances should oil be allowed. We fought this fight wrt Vancouver Port and there is no need to even consider allowing oil a "back door."	9/12/2018 8:19 PM
37	Ten story buildings? Are you kidding me?	9/12/2018 8:05 PM
38	The zoning change will destroy our properties value.	9/12/2018 7:51 PM
39	Section 4 a Light and Glare is vague.	9/12/2018 7:46 PM
40	The standards are too restrictive particularly the 20 acre requirement. Many businesses that could use the railroad will not need that big a site.	9/12/2018 7:11 PM
41	This process seems very underhanded.	9/12/2018 6:58 PM
42	No standards will be needed so long as there is no building.	9/12/2018 6:00 PM
43	Not very confident but want to be optimistic.	9/12/2018 5:47 PM
44	The biggest problem with standards is when the County changes them. Put them on paper clearly referencing reasonable affordable requirements.	9/12/2018 5:34 PM
45	The highest standard of development was selected that will protect the community and the environment.	9/12/2018 2:28 PM

46	Again, the advisory committee has failed to comply with the enabling legislation. This should have been corrected by staff.	9/11/2018 5:04 PM
47	See above comments	9/11/2018 4:01 PM
48	The county has always put development first, one example fee holiday, and seems to put it's residents last.	9/11/2018 10:39 AM
49	The development standards acknowledge that these types of businesses are dangerous to our land and communities. The standards proposed do not do enough to protect our community from the harmful effects of these proposed uses. That the county council is considering these uses and development standards is a disgrace.	9/11/2018 12:04 AM
50	This plan will put my family's health at risk and decimate my home's value.	9/10/2018 11:02 PM
51	The roads cannot support the traffic	9/10/2018 7:31 PM
52	Businesses should adhere to strict development standards. Development should be limited to 1/4 mile from the center track of the line, which means roughly 1,320 feet on either side.	9/10/2018 4:47 PM
53	The proposed set back is not acceptable in regards to any future industrial development.	9/10/2018 3:27 PM
54	Considering the potential negative impacts of the permitted and conditional uses, the proposed development standards do not address the need for CLEAN, SAFE, NON-TOXIC uses in the middle of Brush Prairie. This is where we raise our food, animals, and children. This is not the place for glass manufacturing (remembering Bullseye Glass) or other toxic manufacturing processes.	9/10/2018 2:10 PM
55	Development Standards are detailed and sufficient	9/10/2018 1:20 PM
56	I like that there will be a plan and these items can't be thrown in at random	9/10/2018 1:09 PM
57	We the people should be treated like we matter. Like our dreams of having a safe home matter. As if our lives were more important than some mendacious business persons making more money.	9/10/2018 12:47 PM
58	Development standard E, 5: Does this mean you need to have a 20 acre parcel to develop 10 acres? Development standard E,7: No height limit for accessory towers? Could be a tower as high as a cell phone tower? Is this reasonable? Development standard F,37: Clarification needed with respect to asphalt plants. Development standard F, 40: Clarification needed with respect to asphalt plants. Fifty feet is too close to and asphalt plant! page 3/6 Item 3 Major Odor Sources: Please give an example of an asphalt facility using best available technology for odor and emissions control.	9/10/2018 12:33 PM
59	Again who exactly started looking at the obscure loop hole to get the area rezoned	9/10/2018 9:24 AM
60	The county has no right to dictate these standards to local land owners. The county does not own the land.	9/10/2018 7:27 AM
61	Keep the restrictions to only health & safety to keep costs low to attract as many jobs as possible.	9/10/2018 12:08 AM
62	These development standards are woefully in adequate. A six foot berm and some trees and plant does very little to mitigate industrial operations. Obviously these are just lip service to the real problems of developing industrial in a rural and residential areas.	9/9/2018 9:55 PM
63	there is presently a 50 foot setback for industrial - why would industrial be any less? anything that has a potential for an adverse smell or causes significant noise in the area should be eliminated from the potential list of acceptable use address the entire request on a business by business basis - do not give them a large blank check written on our backs and lives. it is easy to read between the lines and see how many different very intrusive business types could be allowed that would significantly impact the lives of anyone living near the area	9/9/2018 7:14 PM
64	Landscape standards should insure that development is screened from view. Larger setback, on all sides, should be required to buffer the significant unsightly impact this will have on the community. Some of the negative impact this development will have could be offset by requiring businesses/industries to fund construction of a section of bike path alongside the railway. Developers should be required to fund road improvements to accommodate the increased traffic the business or industry will bring to the area.	9/9/2018 1:00 PM
65	Your using some obscure railway zoning to destroy our property	9/9/2018 7:57 AM
66	Clark County thinks of how to make \$\$\$ and disregards livability for the current residents in and surrounding the proposed areas.	9/8/2018 6:01 PM

67	No matter how tall the shrubbery and berms, you can't hide an asphalt plant. I don't care how progressive an asphalt plant is, you still can't hide the smell. No amount of screening is going to hide what these proposed tenants will do to the environment.	9/8/2018 1:07 PM
68	These areas are unsuited for the areas I have cited.	9/8/2018 12:45 PM
69	The Odor Abatement is "best possible" mitigation. What if the best possible mitigation results in covering the area with odor that didn't exist prior to this development? People live in this area because it is peaceful and remote but accessible. This allows for the degradation of the quality of life (constant smell of asphalt or other) without any mitigation so long as they are using "best possible" technology.	9/8/2018 12:04 PM
70	The area in which we live is both residential and agricultural. There are other areas better suited to entertain the possibility of SOME industrial growth, however a much more comprehensive analysis is necessary to determine nearby impact of air quality, traffic, safety and noise.	9/8/2018 12:01 PM
71	Are applicants required to show how they will utilize the rail services in conjunction with their business? Or, is this just a way to open up more land for commercial/industrial use? Where is it stated that a new business in this area has to use rail service? Having been in the short-line railroad industry, I know how expensive it is to build rail spurs to serve a rail customer. How will this process be managed? Who will pay to extend rail service to a prospective customer that is potentially a mile away from the track? If no, spur is built, how will drayage service connect the business to the rail service?	9/8/2018 8:17 AM
72	NO MORE BUILDINGS NO MORE BUSINESSES!	9/7/2018 5:57 PM
73	The minimum lot size is prohibitive to the smaller more likely development. You could cut the size in half (5acres) and still comfortably fit a rail spur and a small manuf building and enable smaller more speciatly mfg to access a rail line.	9/7/2018 10:48 AM
74	The development standards do not need to be re-created. There is already development code for these types of developments.	9/7/2018 10:30 AM
75	Limit to agriculture, farming, and recreation, only.	9/7/2018 9:02 AM
76	building height of 100ft is too tall, and setbacks of 20 feet are too small for a minimum development area of 10 acres especially when the development area is adjacent to current residences. a 10 acre square lot would be 660x660 therefore minimum setback for buildings should be 200 feet with parking or lot area setback (landscaped in between) should be at least 100 feet	9/7/2018 7:53 AM
77	The standards are not very stringent in terms of making new development not overpower the existing areas.	9/6/2018 10:55 PM
78	The standards look "good" on paper but by making the minimum lot size 20 acres, many small farms could be potentially impacted. Will some industries be encouraged to build by giving them tax breaks? The school districts in the effected area need the revenue.	9/6/2018 9:29 PM
79	For the health and wellness of our community, I STRONGLY object to zoning industrial land within Brush Prairie. It is a family friendly area, including a ball-park where kids play every day. Do not make our families, children and at-risk individuals guinea pigs for public health risks related to industrial land. From the American Journal of Public Health: >>>With noxious land uses and environmental burdens, exposures are uncertain and risks cannot be definitively determined; therefore, health outcomes are hypothetical. The question is, should this lack of absolute certainty prevent public health action on behalf of the populations most likely to be affected by noxious land uses and zoning decisions about industrial districts?	9/6/2018 5:40 PM
80	No scenic uses or transit, but cement manufacturing and asphalt allowed? Whoever wrote this list has no consideration whatsoever for neighbors, farms and working forests, or water resources.	9/6/2018 3:41 PM
81	No industrial in residential area!	9/6/2018 1:47 PM
82	Too much growth for the area. Brush Prairie & the Battle Ground area are small and should stay that way. With the proposed adding industrial space, comes houses shoved on top of one another and massive growth. Our infrastructure isn't designed for it. Nor is the small town feel. If I wanted to live in the city, I would move there. Keep the area small.	9/6/2018 12:27 PM
83	These standards are very general in nature and can be subject to interpretation by whoever makes the determination, who may not be onjective.	9/6/2018 12:20 PM

84	Standards seem generally appropriate for safeguarding the community from undue indirect effects of industries in the area, but note that parcelizing agricultural land into mixed use facilitates decline of ag business viability by decreasing the efficiency of operations. Contiguous ag parcels are much more conducive to efficient farm operations. Equipment becomes is harder to move (crossing busy roads, needing right-of-ways, landowner permissions) and operate in the field (large equipment becomes hard to maneuver in smaller and more angled parcels, and push the need for smaller equipment), along with potential community complaints of dust, noise, pesticide applications etc. in closer proximity to other businesses and residents.	9/6/2018 10:55 AM
85	See earlier comment about trail for pedestrians and bicycles. Transportation corridor.	9/6/2018 9:53 AM
86	Why is it development is allowed to happen but nothing, absolutely nothing, is being done to the secondary roads. There are no shoulders or sidewalks to walk on. This is part of the development process but shortcuts are permitted which allow developers to keep on building without consequence. We pay a high tax to live here. We need to get something in return other than more development and more traffic. If industrial sites are allowed then we will also get more noise and odors.	9/6/2018 9:03 AM
87	This is crap	9/6/2018 1:01 AM
88	Re "Major Odor Sources" (F.3.a): The code requires that the applicant comply with "the best available control technology", which translates to "do the best you can." If the development is an asphalt plant, that is not reassuring.	9/5/2018 10:09 PM
89	Industrialization does not belong in this area!	9/5/2018 8:25 PM
90	Not community friendly. Not here.	9/5/2018 8:14 PM
91	Overall this plan seems lacking in numerous important areas. Consideration of effect on community, total predicted payout, public support, and most notably there appear to be little or no requisites regarding chemical and waste management for businesses that would occupy the rezoned land. I highly recommend that ypu take the time to consider the full effects of this proposal.	9/5/2018 4:52 PM
92	There are not requirements for chemical and waste, which could possibly negatively impact the land. Should have specific requirements for natural disaster-resistant infrastructure.	9/5/2018 3:22 PM
93	The standards are pretty minimal for this big of a change of in land use. The 100' height limit with only a 100' setback is excessive. 100' is a 8-10 story building. That's too high for this area. The lighting and odor criteria seem too loose. They need more definition. This is an area of the county where you can still see the night sky and smell fresh air. We don't want that turned into a port area feel lit up all night, traffic noise and industrial smells.	9/5/2018 1:24 PM
94	High standards matter, but what matters more is that we DO NOT WANT this in our rural / residential area.	9/5/2018 1:04 PM
95	Stop this project! This project will simply degrade the nature of this area- industrial development will cause economic loss due to future public expense to improve infrastructure- this area is too small too close to residential.	9/5/2018 11:54 AM
96	Please do not move forward. We have an opportunity to design a community of value- not of industrial use. Property values are rising, demographics are shifting- don't cut progress off at the knees.	9/5/2018 11:44 AM
97	The rules are fine in an industrial/commercial area, but are worthless in a residential neighborhood.	9/5/2018 9:19 AM
98	Is there any thinking on using the rail line as a commuter line.	9/4/2018 11:13 PM
99	I see no requirements for storage of chemicals and waste. Something to withstand the possibility of earthquake, flooding, and terrorism. All three are possible.	9/4/2018 10:54 PM
100	100 ft tall buildings should not be allowed. Residential and Farmland was here first... property values will decrease when looking at a manufacturing facility rather than our beautiful Mt. St. Helens and nature. Our skyline should be what God has provided!	9/4/2018 10:32 PM
101	WE DONT NEED THIS	9/4/2018 8:32 PM
102	Stop adding to the congestion.	9/4/2018 7:37 PM
103	Only if the development adheres to the WA GMA. The zoning exceptions appear to not comply with current law. I do not agree with the county leadership sanctioning this as acceptable policy.	9/4/2018 5:51 PM

104	This is the first I've even heard of this project.	9/4/2018 5:49 PM
105	I think I already made my thoughts clear. NO INDUSTRIAL DEVELOPMENT.	9/4/2018 4:59 PM
106	Once again, there are better areas for these type of buildings that are less disruptive and potentially hazardous to the children of Glenwood/Laruin school.	9/4/2018 4:02 PM
107	I am not pleased with proposal to increase rail-dependent industrial zoning along this corridor which was planned for multi-use pedestrian/bike path. The rail-line should be used for passenger ground transit, if anything.	9/4/2018 12:23 PM
108	Family lands will now be neighbors with nicely landscaped factories. Doesn't matter how nice it looks, it's destroying our community.	9/4/2018 9:58 AM
109	As Eric Temple noted a six foot tall berm with planting will be screen this. You wont be able to screen the manufacturing noise, the railroad noise, the lights in the yard and the industrial work noise. Even if you cant see it, you will be able to hear it. Its a bad idea all around for existing residents.	9/4/2018 8:41 AM
110	No. It's an incredibly beautiful stretch of land. No industry there. None.	9/4/2018 7:19 AM
111	We need the jobs and industry. Don't bow to the not in my back yard whiners	9/4/2018 1:16 AM
112	This would appear to be a tax subsidized project that will cost more in public debt than it will raise in revenue.	9/4/2018 1:14 AM
113	No. Do not allow this.	9/4/2018 12:08 AM
114	Building heights to tall. Setbacks not enough.	9/3/2018 9:22 PM
115	Why did you carve out a section for this for something that is supposed to be manufacturing? Odor sources 13 b cooking of grains.	9/3/2018 9:14 PM
116	Don't want it.	9/3/2018 9:09 PM
117	It doesn't mean it will happen. Who will approve or reject applicants? Who stands to make money off the approval process?	9/3/2018 7:53 PM
118	Very little to none of this has been public knowledge and any and all plans should be much more transparent to the public	9/3/2018 7:42 PM
119	Shouldn't be building large warehouses etc. on rural lands.	9/3/2018 7:34 PM
120	N/A	9/3/2018 7:33 PM
121	Though I am against the amount of government regulation I do recognize it is needed. This is one of those times	9/3/2018 7:29 PM
122	Spineless. Who will pay to revert the property back to AG after the industrial use fails?	9/3/2018 7:20 PM
123	I support local agriculture. What farmland remains in Clark County should remain farmland to the extent possible.	9/3/2018 6:33 PM
124	No further comment.	9/3/2018 6:32 PM
125	Fail to understand why #324 Petroleum and Coal products manufacturing is excluded. Cheap energy is required for human flourishing and a moderate sized facility handling those products seems reasonable for the area, unless it represents a significant local risk to the immediate vicinity due to risk of fire/explosion or release of pollutants beyond the property line.	9/3/2018 6:10 PM
126	This process should be stopped and abandoned.	9/3/2018 5:33 PM
127	large commercial warehouses and buildings within 20 ' of existing homes? NO.	9/3/2018 5:06 PM
128	There is too much development	9/3/2018 4:39 PM
129	In the event you have not read nor understood the answers I provided to your questions, my answer to this entire questionnaire is that it is not a proposition that in any way supports, enlightens nor provides any enhancement to the now property owners.. One has to query, after reading all the questions asked, and most of them repetitive, the veracity of the entire proposition.	9/3/2018 4:30 PM
130	It all depends on type of business and the impact on area surrounding the rail line. I would approve of some non-hazardous or dangerous kind of operation	9/3/2018 3:30 PM

131	These seem to be geared to favor developers and businesses at the detriment to local landowners and residents.	9/3/2018 3:23 PM
132	Please use existing industrial land closer to I-5. Battle Ground/Brush Prairie is not the place for this type of industrial use.	9/3/2018 2:31 PM
133	I suggest the council consider the expansion and development of parks, green spaces, and homes for our community.	9/3/2018 2:21 PM
134	I believe they are sufficient however many will believe they need to be expanded.	9/3/2018 1:44 PM
135	stop trying to cram this down our throats	9/3/2018 1:28 PM
136	I do not feel this should happen here in Brush Prairie this is a ploy to get the asphalt company here and we do not want that at all what happened to the trail that was to be built along the track and the natural areas for wildlife and park on the state land along the creek. this zoning change should not happen for pro industry we don't want a concrete or and asphalt plant any where near Salmon Creek. This is just a way to slide this in stop this plan now	9/3/2018 12:15 PM
137	Railroads are outmoded. Manufacturing is mentally and physically taxing on a society. Rather than looking backwards 100 years, Clark County needs to look forward and be inovative and imaginative with our growth.	9/3/2018 12:12 PM
138	Just the fact that there is this huge extensive list of required standards, shows you that any thought of keeping a small town, rural living is a fantasy.	9/3/2018 11:27 AM
139	I am just an average person who owns a home in this area. I don't want to be anti business or hysterical when it comes to land use, and i see a great deal of thought was put into this proposal, however i am asking that the board ALWAYS consider the affects on the land owners near by and make conscientious decisions regarding the choices of approved industrial sites going in.	9/3/2018 11:25 AM
140	The section regarding venting and odor abatement are far too lax.	9/3/2018 9:28 AM
141	height too high, minimum distance for buildings from boundary too low	9/3/2018 8:57 AM
142	Too close to homes and farms.	9/3/2018 7:46 AM
143	Anything other than agriculture should not be allowed.	9/3/2018 6:50 AM
144	Fruit valley road would be a better location with existing industry	9/2/2018 8:19 AM
145	100 foot height = 8 story building- not acceptable	9/1/2018 1:50 PM
146	No development!	9/1/2018 11:18 AM
147	We don't need future expansion in that area.	9/1/2018 9:33 AM
148	Not guaranteed to be effective in eliminating impacts to surrounding residences.	8/31/2018 8:40 PM
149	100 ft tall buildings seem excessive for this area. Seems to me that the county wants us to become part of an industrial area with all the noise, dust, smell and other pollution that comes with it. Property values will fall and the very atmosphere we came here for will be gone. I grew up next to a railroad and this alone will add to the noise of not only passing through, but servicing industries in the area.	8/31/2018 4:08 PM
150	The development standards are much less the agreements that were made for industrial landbank uses. The standards are inferior and will not protect the rural living standard that people who moved here want. 100 foot building heights? That's insane.	8/31/2018 3:27 PM
151	Building height of 100 feet too high. Appreciated set back and landscaping requirements	8/31/2018 9:07 AM
152	100' building height, limit should be no more than 50'.	8/31/2018 8:41 AM
153	Odor standards are not strong enough. Visual buffering standards should consider the destruction of views, such as Mt. Hood and Mt Saint Helens that may be caused and landowners should be compensated for lost views.	8/29/2018 5:22 PM
154	We do NOT want any Freight-Rail Dependent Development or ANY Commercial Development in Brush Prairie! This needs to be left a small rural unincorporated community.	8/29/2018 4:50 PM
155	As previously stated...only previous zoning of properties along the Railroad should be allowed	8/29/2018 4:23 PM
156	Our property falls in the 1 mile zone and we do not feel that the county has taken into consideration the homes in the area. To us it seems that we pay high property taxes for an area that could be taken away from us at some time in the future.	8/29/2018 4:21 PM

157	If this is approved why have standards at all or is that only for gated communities?	8/29/2018 3:03 PM
158	Setbacks too short when close to residential homes.	8/28/2018 7:36 PM
159	The prairie must be preserved. These standards do not preserve the nature of the area.	8/28/2018 4:58 PM
160	These standards will significantly degrade quality of life for miles around; they will especially threaten nearby school and park lands.	8/28/2018 4:55 PM
161	I am not sure why you have excluded Automobile repair, Petroleum and coal product manufacturing, Scenic and sightseeing use, and ground passenger transportation. I would love to see the tourism industry promoted.	8/28/2018 1:30 PM
162	to restrictive.	8/28/2018 9:22 AM
163	You may need bigger footprints for some bigger bussniss.	8/28/2018 12:33 AM
164	it will be an eye sore	8/26/2018 10:01 AM
165	100 feet tall buildings?! No. See below for my recommendations. The county must remember that these industrial buildings would be plopped down in the middle of residential farmland. This requires more of a buffer but I will be lenient... Minimum lot area: 40 acres Minimum site width: 300 feet Minimum site depth: 145 feet Maximum building height: 40 feet Minimum building setback: 40 feet Front/street side: 40 feet Side (interior): 40 feet Rear: 40 feet Minimum landscaped area: 25%	8/23/2018 5:54 PM
166	100 foot buildings in Brush Prairie are you serious? If there is one business or property that you are targeting, just say so and be honest so as not to think the people in Brush Prairie are uninformed country bumpkins.	8/23/2018 5:09 PM
167	This whole thing stinks.	8/20/2018 8:36 PM
168	I don't believe Eric Temple is being forthright about what he has planned. 45 M to develop a track and bridge for a 30 car train isn't a good return for the investment. I believe he is looking to the north and wants to transport gravel into Vancouver. It's a slippery slope with him.	8/20/2018 5:02 PM
169	Appreciate the responsible analysis, but let's keep in mind that we need industry to live and to supply our people and lifestyle.	8/18/2018 7:26 AM
170	Buildings of this extent will negatively impact existing environments.	8/18/2018 7:09 AM
171	I am pleased to see that a Rail Use Plan is required for any development in the corridor. Still, a description of a how a structure is dependent on a short-line railroad does not guarantee that the development will actually use the short-line railroad. The business could simply conclude that it is more economical or convenient to use truck freight instead since the code does not require the applicant to actually use the railroad. Again, this overlay seems to be a way to convert prime agricultural land to industrial use in an end run around the state's Growth Management Plan.	8/17/2018 11:56 AM
172	although the standards look adequate, I am still against any development.	8/15/2018 9:14 PM
173	No industrial building. I think I've made my position very clear already.	8/15/2018 4:03 PM
174	The last thing Clark County needs is another rail system/Industrial zone. The existing train was under investigation some years ago to become a bike and walking path and should have become one. The train seldom runs and is an eyesore as well as a cost factor for the County. I pay for Salmon Creek to remain clean. This proposal does not take that into consideration or the latest which is archaeological destruction. As a property owner that is living in the proposed area I am very definitely against another train system/industrial zone in Clark County. This area has been promoted for a Clark County centralized County maintenance yard, an asphalt processing plant and now this. Isn't it time to do with what we have?	8/15/2018 3:09 PM
175	See comments above	8/15/2018 2:52 PM
176	Odor and other themes directed at nearby residences are kind of ridiculous. Like 50 feet away an odor won't be noticed?	8/15/2018 1:46 PM
177	We do not want any odor causing industries	8/15/2018 11:44 AM
178	Building height is too high, setbacks are not far enough, lack of landscape berming of L3- L5 is not sufficient.	8/15/2018 11:36 AM



179	This will totally destroy the prime AG land and the health of the area in terms of pollution both chemically and regards noise. It will harm the health of all whom live, work and farm in that are. Also habitat of the land will be destroyed too.	8/15/2018 10:25 AM
180	Set backs seem too small, given the impact on adjoining residential properties in regard to noise, odor and shade. Example: 100 foot height at 50 foot setback would shade an adjoining lot. Example: "The venting of odors, vapors, smoke, cinders, dust, gas, and fumes shall be directed away from residential uses within fifty (50) feet of the vent." This standard will not protect adjoining residential properties from odors or dust, as 50 feet is an inadequate standard.	8/15/2018 9:17 AM
181	I think you get the drift of my thinking on this...don't need to repeat myself. This proposal gives no evidence of thoughtful, well-researched design thinking. It's based on old business and economic development models. Where is the innovation in thinking and the opening up of entrepreneurial opportunity? I don't see it. I see a plan to benefit Eric Temple...and whatever best serves him and his business goals.	8/15/2018 8:37 AM
182	Once you take down trees to make way for industrial buildings, you have damaged the ecosystem. Putting trees and landscaping back into the project helps somewhat, but the trees should never have come down. Replanting trees after you finish cutting down old, established trees does not mitigate the damage.	8/14/2018 11:42 PM
183	I do not agree with expansion of the FRDU. I have serious concerns with the impact to the local environment and ecosystem. There is a tremendous amount of wildlife in the proposed FRDU that could be displaced. I would like to see provisions to study the impact of the expansion on the ecosystem as well as mitigating factors. Furthermore, I have serious concerns about the impact on our local groundwater supply from which many homes in the residential areas within the 1 mile corridor draw their drinking water.	8/14/2018 8:24 PM
184	git er done	8/14/2018 5:48 PM
185	The landscaping standards appear to be very fair to neighbors	8/14/2018 10:41 AM
186	The railroad is here to create jobs	8/14/2018 10:26 AM
187	I don't want to live in an industrial park!	8/13/2018 4:25 PM
188	why require 10 percent of a very large lot to be "landscaped?" Why not just have a width towards non industrial uses or something simliar. You don't need 10 acres out of a 100 acre industrial yard to be landscaped.....just the permeter so that neighbors have something nice to look at.	8/13/2018 4:15 PM
189	This development document says nothing about the residents whoes lives and properties are going to be impact by the developers.	8/12/2018 12:19 PM
190	Proposed developments don't belong in this area so commenting on "building standards" is mute.	8/11/2018 4:51 PM

## Q15 Please provide any final feedback on the proposal.

Answered: 304 Skipped: 340

#	RESPONSES	DATE
1	Last note: annual freight car counts do NOT provide a useful measure of a successful 'rail oriented' industrial area!	9/14/2018 12:09 AM
2	This would destroy beautiful land with gorgeous views and encroach on 1 of only 3 off leash dog parks in the county. We deserve better.	9/13/2018 10:40 PM
3	Cancel proposal completely.	9/13/2018 9:55 PM
4	Shame on you for even considering this.	9/13/2018 9:19 PM
5	I grew up in Hockinson/Brush Prairie/BG area and was pleased to see the neighborhood growing strong with the same small town charm I remember. I moved back here to raise our family with that same sense of community. By industrializing, the quiet balance that attracts the family element may be replaced with an environment not conducive to or safe for said families.	9/13/2018 9:14 PM
6	Railroad should be used to transport material and passengers from one location to another. It should never be an excuse to industrialize a residential neighborhood.	9/13/2018 8:31 PM
7	The one mile proposal is too large it should be reduced and future expansion should be delayed until at least 90% of the available area is occupied and functional.	9/13/2018 7:59 PM
8	The State Representatives for the 18th Legislative district passed a law to allow development along the length of the Chelatchie Prairie Railroad. Yet the county's proposal barely makes it into the 18th district. Listen to the voters and allow development along the length of the Chelatchie Prairie Railroad.	9/13/2018 5:50 PM
9	I think the proposal would lead to more jobs in the area it would be a great thing for the local economy. At the same time it could destroy a local farm that has been in the area for a long time.	9/13/2018 5:18 PM
10	Please reconsider this proposal and get maximum feedback from neighboring properties.	9/13/2018 5:07 PM
11	We support this railroad overlay and really see it as an opportunity for Clark county to take a solid step forward. We see the county as ready to become a larger business and manufacturing hub. A leader not just in SW Washington but in the Washington State and the NW region. We really look forward to seeing how this Railroad Overlay helps the county and the communities involved continue to grow.	9/13/2018 4:55 PM
12	Our county commission should represent the people who live here. In this case I have suspicion that there is a hidden agenda not being shared with residents, who are strongly opposed to this plan.	9/13/2018 4:53 PM
13	After attending the open house, I am even more against this land use change than I was before. From comments I heard, it sounds like most residents in the area don't want industrial development so close to their homes. It seems like the primary beneficiary of this change is the Lagler property owner and the railroad company, with major detrimental effects to most property owners in the area. Extending the definition of adjacent to one mile to allow inclusion of Lagler property on the east side of Hwy. 503, far from the rail line, generates distrust in the process. Showing Ackerlund and Lagler properties as RILB when that is being litigated is misleading, indicating they are already approved for industrial development when they are not. Proposing sewer extension when that is not allowed outside of UGA's also makes me suspicious of the process. It is unlikely based on current limited use of the railroad that the proposed changes will result in businesses that are truly dependent on the railroad. The GMA amendment and this process seem designed to benefit a small group of people and to generate a small number of jobs while causing a significant impact to quality of life and property values for residents of the area. Since the railroad isn't viable, converting the right of way to a trail would seem to benefit more people. I see the answers to the questions raised at the meeting haven't yet been answered on the FRDU webpage, so it seems too soon to be setting a deadline for comments.	9/13/2018 4:47 PM
14	Focus on creating jobs that do not degrade the livability of existing and future homes in Clark County.	9/13/2018 4:11 PM

15	Please open up other areas along the railway....all the way to Chelatchie Prairie!!!	9/13/2018 4:07 PM
16	Please don't allow this. Put yourself and your home and your family within these changing boundaries, how would you feel?	9/13/2018 3:56 PM
17	I support Business/Industrial use direct along SR503 but NOT uses tied the Rail Specific Industrial. These Rail/Industrial categories are not suited for a future healthy growing county. They do not help attract businesses that provide the type of professional jobs people are commuting to Oregon for. We need to bring those businesses to this side of the river. Having these freight dependent usages will work against the quality of life factors these businesses look at for attracting a workforce. We have skilled workers and Universities generating steady supply, focus on incentives to bring the right businesses not freight rail.	9/13/2018 3:53 PM
18	I like the rail line and would like it improved but hold the growth in, don't let it spread out.	9/13/2018 3:18 PM
19	I support promoting development along the railway corridor, but I'm opposed to developing a large slash of industrial development in the center of Clark County and don't consider it to be the best use of prime agricultural land.	9/13/2018 2:36 PM
20	Do not agree with the proposed plans.	9/13/2018 2:08 PM
21	These changes are illegal and not following the GMA rules.	9/13/2018 1:50 PM
22	Great idea, more local jobs without having to commute to Oregon	9/13/2018 1:43 PM
23	Traffic ingress/egress must be carefully planned for optimum benefit of businesses, nearby residential areas. Adequate automated traffic controls are mandstory.	9/13/2018 1:08 PM
24	I think there are other areas in Clark County that would be much more cost effective and would not be as detrimental to the environment.	9/13/2018 12:44 PM
25	I guarantee there isn't a single County Commissioner whose home is located right next to this change. Eileen Quiring said in a March County Commissioners meeting that anyone who lives near the railroad should have expected this change. Just the opposite is true. Because I previously lived near the railroad (since 2004) I felt confident in purchasing acreage in 2015 to built knowing it ran only a few times per week.	9/13/2018 12:09 PM
26	The committee meetings were structured in a manner that did not encourage useful public comment. In the first meeting, the opportunity for comment was minimal. In subsequent meetings, comment was allowed only after all committee discussion and relevant voting had taken place, so that comments from residents and local businesses had no impact on decision making.	9/13/2018 11:38 AM
27	We live in rural Clark County because of the rural setting and quality of life. Please don't ruin this for the sake of endless growth and the financial incentives that must be the primary driving force for this plan. Once this land is covered in buildings and residents have to adjust to increased rail activity and more traffic in general the quality of life in this area will be seriously negatively impacted.	9/13/2018 11:22 AM
28	This broad brush, open ended approach to designating virtually all land adjacent and/or within 1 mile of the railroad for future, generalized industrial development goes against all historic Clark County Washington land use zoning approaches. It ignores Washington State land use law and public process. The public meetings held were a joke because none of the officials wanted to give concrete answers to valid questions. It looks like the fix is in and that the process was designed to avoid true public input and scrutiny.	9/13/2018 9:24 AM
29	It appears to me the current railroad in its currently use is not financially viable. The county owned railroad is being leverage against local residents to make it sustainable. The proposed uses have no place in rural non rural residential areas. A classic example is the new Battleground City subdivision next to the Cedars Golf course. I can't even begin to imagine the negative impact of a asphalt plant or cattle feed lot a mere 500 feet from a subdivision. This nothing more than a end run, back door method to justify a poor County investment in a short line Rail Road. Government overreach in its purest form	9/13/2018 9:15 AM

30	e vehemently oppose these proposed changes, because of the negative health impact on Brush Prairie residents. Allowing industrial manufacturing such as asphalt plants and chemical and leather manufacturing in such close proximity to residential areas and schools is reckless given the fact that in the production of these types of industrial products, carcinogens and other harmful gases are introduced into the air. According to The Occupational Safety and Health Administration of the United States Department of Labor, the detrimental health effects from exposure to asphalt fumes include headache, skin rash, sensitization, fatigue, reduced appetite, throat and eye irritation, cough, and skin cancer. I strongly urge you to veto this proposed change, which would jeopardize the health and safety of the families in our area.	9/13/2018 9:04 AM
31	I like the idea of Clark Co being able to provide access to manufacturing jobs outside of Vancouver city limits. We can't keep building houses without providing living wage jobs for citizens.	9/13/2018 8:00 AM
32	I believe there are many other parts of the county that can be better utilized for much of the proposed uses of this area. Valuable agricultural land would be lost and it seems short-sighted to give that up for industries that will have a negative impact on the land and could be located in already developed areas.	9/13/2018 7:55 AM
33	The development has the potential to undermine millions of dollars of investment by individuals who live in the area. It appears that this process ignores that investment and focuses solely on the development, which is short-sighted, inappropriate and unfortunate.	9/13/2018 7:39 AM
34	No, don't do this!	9/13/2018 7:02 AM
35	Just do not do it.	9/13/2018 6:43 AM
36	Legislation was ill-conceived. Adopting a voluntary program is also ill-conceived. Leave this area alone.	9/13/2018 5:54 AM
37	Leave the land alone and let us have our paradise. Find somewhere else to build.	9/13/2018 2:53 AM
38	What do the map ID letters mean? IL = Light Industrial IH = ?Is that heavy industrial? BP = ? Brush Prairie?	9/13/2018 2:12 AM
39	Keep commercail expansion out of this area!	9/13/2018 12:03 AM
40	Would you do this to your neighborhood?	9/12/2018 11:51 PM
41	you need earlier links to zoom in on maps for more detailed feedback	9/12/2018 10:55 PM
42	DO IT!!!	9/12/2018 10:54 PM
43	You need to minimize government controls to environmental quality only. Let businesses decide the best use of the land	9/12/2018 10:38 PM
44	The county is attempting to rezone a huge area that only a small part of will be able to participate in within the average lifespan. The proposal will significantly reduce the quality of life and value of the majority of the parcels within the proposed area, many of which have been family owned for decades and generations, and most of which represent a significant investment for the owners. The area is much too large for consistent development and will result in a checkerboard of commercial and other uses that will destroy the quality of life for every remaining resident who does not get commercially developed. I have not seen a worse proposal from this county in my 58 years of life.	9/12/2018 10:16 PM
45	NO NO NO NO NO	9/12/2018 10:03 PM
46	Oh hell no. I can't believe you corrupt "lawmakers" think this is a good idea.	9/12/2018 9:58 PM
47	It's crazy to think that you can pick out a huge area that is not adjacent to the rail line, Use the property that is actually touching the rail line. I'm sure there are some of these property owners who would like the opportunity to develop their property adjacent to the rail line. By creating a huge 1 mile area you have created animosity and more distrust in the government process. Once again it sounds like big money and polititions are railroading our neighbors and neighborhoods.	9/12/2018 9:43 PM
48	The majority of the proposed overlay properties are residential homes with families. You are suggesting this will bring jobs to the area however the younger generations do not want to work in these types of occupations. Keep Brush Prairie rural.	9/12/2018 9:37 PM
49	NO DEVELOPMENT !!!	9/12/2018 9:32 PM
50	Let it go to a public vote.	9/12/2018 9:30 PM
51	Do not expand any railroad use in the area	9/12/2018 9:29 PM

52	Please outline the names of the FRD committee members, their employers, and relationships that they have in the community. If the proposal will negatively impact property value will the county buy my property (at it's currently assessed value) so that I can move? Will all businesses that enjoy the benefits also contribute DIRECTLY to the schools (and only those schools) that have students in the impact areas?	9/12/2018 9:16 PM
53	The overlay area needs to be reduced to only those parcels that are adjacent to the track	9/12/2018 8:55 PM
54	Under no circumstances should oil be allowed on this line.	9/12/2018 8:20 PM
55	I have a six mile commute to work. I have to drive over the tracks three times. No amount of development is best for those of us who have to drive to work and live near the tracks.	9/12/2018 8:16 PM
56	Take your industrial property somewhere else. Smells, truck traffic, light pollution, possible toxic air and ground pollution. Warehouse type light industrial is okay	9/12/2018 8:05 PM
57	The Rehab center that is north of Brush Prairie was approved before it was proposed to the public ( Madore) some of the concerns of the public are coming true and now we just have to live with it. I suppose I will just have to learn to live with this industry along the rail line for the greater good of Clark County	9/12/2018 7:59 PM
58	Dumb idea!!!	9/12/2018 7:51 PM
59	The land and ground soils may not be conducive to the proposed uses. Cannabis and hemp production and processing most definitely could be included as a permissible use, without a conditional use permit status.	9/12/2018 7:48 PM
60	There should be an adopted impact limit at the on noise and air pollution at the boundary line of the permit.	9/12/2018 7:48 PM
61	Proposal needs to be rejected. Tying our next generation's future to Freight Rail Dependent use is not well thought out proposal. Uses are to broad and have safety public safety and environmental issues.	9/12/2018 7:41 PM
62	My primary concern is the traffic, both trucks, passenger vehicles and train that will impact an area which today is almost entirely residential where my home is located within the one mile corridor.	9/12/2018 7:37 PM
63	I just think the heart of the county should not be developed into an industrial zone (with the possible exception of right along Hwy 503). We should preserve and promote agricultural lands and encourage recreation and natural uses.	9/12/2018 7:33 PM
64	This railroad has been in use for over 100 years. Development of the entire length of the road from Vancouver to Chelatchie Prairie will provide significant economic value and honor the history of the county.	9/12/2018 7:13 PM
65	My property is adjacent to the proposed maps. Your plan will negatively impact the value of my home and the quality of life in an area I have lived in for many years.	9/12/2018 6:59 PM
66	This concept is fraught with problems. Development is not the answer.	9/12/2018 6:46 PM
67	Do not move forward with this proposal.	9/12/2018 6:44 PM
68	please whatever you do, listen to the people already living in this area. This is a primarily residential area and new local businesses needs to be as unobtrusive as possible	9/12/2018 6:30 PM
69	How would you like it if your home of 40 years, on property of your families for over 100 years, now overlooks an industrial out your living room window. County does not care about homeowners, just the almighty dollar.	9/12/2018 6:11 PM
70	very bad idea	9/12/2018 6:07 PM
71	Thank you for the survey.	9/12/2018 5:48 PM
72	We all know Clark County needs this growth and the momentum has to be in the direction of making it happen, otherwise Clark County is surrendering to being the bedroom community for Portland who wants to toll every commuter that crosses the river and welcome them with traffic gridlock.	9/12/2018 5:39 PM
73	Meetings at casee are more convenient than taking a day off to go to an early morning meeting downtown	9/12/2018 5:33 PM
74	Don't need this	9/12/2018 4:50 PM

75	The freight rail development will provide development of industry in Clark County that provides a significant number of family wage jobs for residents of Clark County. I also provides appropriate protections to the community and sensitive areas.	9/12/2018 2:30 PM
76	I really do not favor farmers/ranchers losing land to industry. Nor do I agree with industrializing a section of Vancouver that is growing in terms of residential sites.	9/11/2018 11:04 PM
77	Terrible plan.	9/11/2018 5:51 PM
78	next time provide a more balanced representation on the advisory committee. When their is a dominant group of proponents, you are bound to get skewed results as is the case here.	9/11/2018 5:06 PM
79	Will Glenwood Primary be relocated if the BG/BP Railroad becomes in use?	9/11/2018 4:54 PM
80	This would give financial gains to those selling the land and leave all the consequences to be borne by the rural community and farmers.	9/11/2018 4:02 PM
81	The work of the Rail Advisory Board appears to have been diligent. The stated goal of bringing more jobs into the county is commendable. However it does not appear that the Board has taken into the account the negative impact this proposal will have on surrounding residential neighborhoods. I would urge the county to re-think the boundary lines, by relocating the northerly boundary further south to 159th Street, hence reducing the impact on existing and future neighborhoods. In addition I would highly recommend that the county review and amend the list of Permitted Uses, changing them to Conditional Uses. Thereby allowing public participation in the process. In order to avoid any potential claims of conflict of interest, I would also recommend that it would be appropriate any county commissioner associated with the real estate industry,(realtor, developer, etc.) recuse himself or herself from voting on this proposal.	9/11/2018 3:16 PM
82	I do not like either proposal and like the area to remain as it exists. If implemented these proposals would change Clark County as we know it now and not for the better. I am not looking to bring the big city to Clark County. With global warming, air pollution and water pollution these proposals can only make our environment worse. These proposals will only make a few people rich and impose more buried on the taxpayers to fund the needed infrastructure and keep them viable. Thank you for time and consideration.	9/11/2018 2:16 PM
83	As stated earlier, agriculture and food production in Clark Count is most important. We must not allow any development that will interfere with agriculture.	9/11/2018 11:09 AM
84	I would like to see the cost analysis for this project. I am greatly concerned about the cost to the taxpayers via State grants and county match. I would like to know if any General Fund moneys will be used in this project? Will this line be able to pay for itself or will tax payers have to continue the maintenance of the rail line? What happened with making the line a rails to trails?	9/11/2018 10:43 AM
85	As the rest of the Pacific Northwest is actively working to reduce the environmental impact of energy generation and distribution, and clean up our long history of dirty industrial superfund sites, it is appalling that Clark County is courting this type of development in our community. As a resident of Clark County in the proposed area I strongly disapprove of development along the Chelatchie rail corridor.	9/11/2018 12:09 AM
86	This plan will put my family's health at risk and decimate my home's value.	9/10/2018 11:02 PM
87	This is a poor idea. Putting light industrial in residential neighborhoods is unconscionable. Clearly is product of well funded industrial lobby without meaningful consideration to the average citizen.	9/10/2018 8:14 PM
88	This is a residential area and the roads will not support the traffic	9/10/2018 7:32 PM
89	There was obviously a strong negative opinion expressed by a majority of the individuals who attended the open house at Hockinson High School. My husband and I were among them. The committee should take those opinions into account when going forward and develop a plan that is more in line with the people they represent. Yes, the county is looking for revenue (as expressed by Ms. Quiring) but whatever plan is adopted must not sacrifice this area's livability	9/10/2018 4:57 PM
90	Please put 5 acres multi family homes.	9/10/2018 4:06 PM
91	This is a highly desirable suburban community. Our community needs responsible growth Which best meets needs of the community as a whole. Industrial development should be limited to areas that do not raise the risk of safety for our children (Schools and RR crossings/traffic) and destroy the desirability of building homes the pacific NW culture. Not industrial. This proposal will have a negative impact on residential property values in the area and I believe is short sighted. What is the counties vision for our community....I no longer have any idea.	9/10/2018 3:40 PM

92	I feel this project would benefit the community with economical growth including jobs more jobs for the local community.	9/10/2018 2:18 PM
93	If the list of uses were refined to exclude the conditional uses, I would be inclined to support the FRDU proposed area. I have zero problems with the area shown on both the proposed overlay and the proposed expansion area for the overlay. My problems are all with regard to the uses proposed within those areas.	9/10/2018 2:12 PM
94	I can't believe our Clark county commissioners are going to do this to their residents- for a wealthy Bellevue Wa opportunist who is trying to make money off of the railroad. I hope they've considered the many many terrible problems and accidents that come along with a railroad. Especially one in this shape.	9/10/2018 1:51 PM
95	I support Freight Rail Dependent Development. It can be the future of Clark County. We need the opportunity to take advantage of geography and assets of Clark County. Its sad to see big employers like Georgia Pacific leave our community. We need to be recruiting companies like GP to support future job growth. Limiting opportunities for industrial manufacturing is limiting our ability to sustain and support our local community. Large corporations donate and support youth sports programs, local hospitals, and other community events. Look at what the NIKE corporation has been able to do for the University of Oregon.	9/10/2018 1:30 PM
96	It is breaking my will, to be in this unfair battle yet again. How is it that some agency has the right to perpetrate these damaging, home-wrecking, life-wrecking, health-destroying actions on the PEOPLE living here, and we are powerless to stop it? How would each of you people feel, if this were being done adjacent to YOUR home and YOUR property? How is it just to do this to anyone? What has happened to people's decency?	9/10/2018 12:51 PM
97	I followed the proposal to develop the Lagler farm into a light industrial land bank. As soon as the railroad advisory group got involved they attempted to change the designation to an industrial land bank, which would allow heavy industry such as cement and asphalt plants. Fortunately the State of Washington objected to the proposal as it conflicted with growth management guide lines. This proposal to create an industrial zone to support the railroad is an attempt to circumvent the growth management plans at the expense of the residents in the area who clearly are opposed to further industrialization. Please drop the project. .	9/10/2018 12:47 PM
98	We don't want a railway going through our town. We recently moved here and love the small town feel and don't want any developers putting in factories and causing more pollutants in our area.	9/10/2018 10:02 AM
99	Many people in Clark County are fond of railing against capitalism and its abuses. Proposals like this are a perfect example of politicians picking winners and losers to favor the squeaky wheels or the politically connected. It's crony capitalism, plain and simple. What the county should do is lift all existing arbitrary zoning restrictions while simultaneously strengthening neighbors' rights, and then let the chips fall where they may. Of course, that would mean less power for the county officials reading this, and fewer political favors to hand out. We couldn't have that, could we?	9/10/2018 7:30 AM
100	This proposal will ruin quality of life fore those with homes in the impact area. The risk to the environment and with moving hazardous material in residential areas is totally unacceptable. This project reeks of industry lobby looking our for themselves with no regard for people that own property and homes in the impact area.	9/9/2018 9:58 PM
101	look closely at the existing open spaces - do not enable the larger area being proposed to be a fallback for whatever is desired - it will be companies coming from elsewhere that will build here and choose to live elsewhere - few people would choose to live close to an industrial area - agricultural space is one of our areas treasures - they should be treasured and it is our civic duty to make every effort to prevent any negative impact on those areas - we already owe apologies for all of the impacted individuals, especially the farmers for even giving consideration to this industrialization proposal.	9/9/2018 7:19 PM
102	IT IS NOT WANTED.	9/9/2018 6:26 PM
103	It seems clear to me that the Advisory Committee, the 2017 State Legislature and the Clark County Commissioners in support of this action do not have the effected residents' best interests at heart. This would have a detrimental affect (for some quite large) on the quality of life, environmental quality and value of property in the affected area. I can only conclude that this is serving some small group's political interests and not the interests of the area's residents, constituents and good citizens.	9/9/2018 4:04 PM
104	Do not develop this area	9/9/2018 3:15 PM
105	Leave that area alone!	9/9/2018 11:25 AM

106	We will fight this with everything we've got including a lawsuit against you	9/9/2018 7:57 AM
107	NO INDUSTRIAL!!!!!!	9/8/2018 11:19 PM
108	Druid doesn't like the allowance of logging without conditions. Those trees can be heard screaming by an experienced druid a mile away, and it hurts. :/	9/8/2018 8:10 PM
109	I suspect that the county needs to better utilize their rail "asset" and if they don't, they'll have to abandon the tracks. This would be an impetus to raise the demand for the rail line. This "1 mile" rule is arbitrary in the negative sense. Access to the tracks (and roads) and proximity to (away from) houses should have been the highest priorities. There are parcels already in industrial areas that could be developed before some foolish spurs go winding around Brush Praire (and Westminster Walk). This particular overlay area was poorly conceived.	9/8/2018 7:40 PM
110	The wishes of people who live in the proposed area need to be taken into consideration. The board members should disregard their bias and support the wishes of people who live in this area. At the Hockinson HS meeting one board member expressed her bias supporting the project in 2 ways- in her words and by only associating with supporters of the rail project after the meeting.	9/8/2018 6:10 PM
111	It's likley that the people who live here will have no voice and \$\$\$\$ will outweigh anything else with the county. It's sad that the county doesn't honor the history of the area, nor the desire for folks to live in a rural residential area that is now close to the city, Very sad	9/8/2018 4:20 PM
112	This area is for homes and agricultural. DO NOT change that.	9/8/2018 3:06 PM
113	I am appalled at how these arbitrary decisions are made - it's NIMBY on steroids. I hope you will seriously reconsider the way you make decisions. It is not just a map with colored hash marks - it's people's lives.	9/8/2018 2:19 PM
114	The Clark County Council needs to stop this proposal from going forward . It is not a jobs generator . It is not good for the environment . It is not good for our neighborhoods. The Council should market our existing industrial land to prospective tenants and not rezone agricultural land. Ag land should stay agricultural. That's what's good for Clark County.	9/8/2018 1:11 PM
115	Better utilization of areas within Clark county that are already zoned rural commercial, rural industrial would be best. Consider rezoning agricultural land only where it has little to no impact on adjacent thriving neighborhoods.	9/8/2018 12:53 PM
116	It's a bad idea. Wrong for the area - population and traffic. It will result in fewer people wanting to choose Battle Ground as a place to live. These are areas with significant property value and growing economic power. Making it more unpleasant to live in the area by creating traffic problems on 503 and could also produce odor that is Omni-present (and compliant) are just two reasons. We all like to add jobs to the local economy. This is just a very bad place to add railway dependent industry due to the already settled area and increasing traffic. Setting aside another area, outside of established communities and not interrupting traffic on a major road would be a better idea.	9/8/2018 12:15 PM
117	I think it is the consensus of many that the existing railway is an excuse to push through an industrialization plan of our residential area. What happened to prior discussions of developing the RR tracks into a walking/bike path to preserve the surrounding trees and animal habitat?	9/8/2018 12:06 PM
118	Where is it stated that a new business in this area has to use rail service? Having been in the short-line railroad industry, I know how expensive it is to build rail spurs to serve a rail customer. How will this process be managed? Who will pay to extend rail service to a prospective customer that is potentially a mile away from the track? If no, spur is built, how will drayage service connect the business to the rail service?	9/8/2018 8:17 AM
119	I vote HELL NO! Keep your businesses out of our only remaining farm lands in Clark County. Keep your business and employees away from our property, our homes, our fields, our streets. We have lived here for many years- not trying to live in an industrial area with trains passing through my tranquil land.	9/7/2018 10:21 PM
120	The ability to provide long term economical business opportunities on our side of the river, connected to rail transport, is vital to our county's growth. If done right, it means people on our side of the river can get good paying jobs, raise families, and contribute to our citizens without commmuting.	9/7/2018 7:57 PM
121	In the last 10 Years, new homes and new businesses, and gaudy strip malls are popping up everywhere. We are over populated. Housing prices keep climbing, yet no one can afford to buy. Home. Why would you allow new businesses?	9/7/2018 5:58 PM



122	Project would be great for the economy in the future and ensuring the growth can be supported with jobs and industry. Will bring local jobs and tax revenue into the County providing opportunities for our residents while not precluding existing uses.	9/7/2018 2:50 PM
123	Move forward with this. JOBS!	9/7/2018 12:08 PM
124	An accurate map needs to be presented to the citizens that accurately demonstrates the parcels that would qualify for freight rail-dependent development. Currently, there is no such map and the map that is available is very misleading as the majority of the parcels outlined fail to qualify for various reasons. Most of those parcels are already residential and need to be eliminated from the map.	9/7/2018 11:01 AM
125	Why is the evidence about environmental impact for thisproject?	9/7/2018 10:44 AM
126	This survey is impressive, but how do you confirm where each of the entries come from? Since it is on-line, how do you verify that each entry is a Clark County citizen who would have a vested interest in this railroad line. In addition, how do you verify how may times a particular person submits an entry? There must be verifiable information for eacy entry to assure this survey will pass the legal test.	9/7/2018 10:34 AM
127	I was not satisfied with the prohibited list, though this survey only addressed the other two categories. Most items prohibited should be moved to conditional or accepted.	9/7/2018 9:51 AM
128	Don't destroy our beautiful home, please.	9/7/2018 9:03 AM
129	I answered that we would keep our property in the area of development mainly so we would have the opportunity to sell for development and get out of the county. Having our property removed while others adjacent to us remain would solve the frustrations we expect to experience with the development over time.	9/7/2018 7:54 AM
130	You need to do a lot more work to show us residents of this mid county area why this is even necessary. Use this county property for a rail to trails project that can connect the whole county with some recreational opportunity.	9/6/2018 10:57 PM
131	I am skeptical that the county will closely follow the standards as written that exceptions will be made to encourage growth. The county has not been a friend to small farms in this area and seems to think that all farmers want to develop their property and make money on it. I am also concerned about about what will be done to protect Salmon Creek and the other small creeks that flow into it. There are a lot of wetlands in this area and hopefully they wouldn't just filled over like the ones down the street from us. I would also like to be assured that the businesses would be accountable for improving roads and that doesn't fall to the tax payers.	9/6/2018 9:35 PM
132	There are suitable locations available for this sort of manufacturing which are not rural and suburban residential, farmland, and forest. Try looking at land nearer to river shipping like the Port space made available by the end of the oil terminal.	9/6/2018 3:44 PM
133	There are plenty of areas of Clark and Cowlitz Counties that have rail access to industrial areas. There is no need to expose a residential area to these uses. You have not proven a need for additional industrial area with need for rail in the county. No! No Rezoning!	9/6/2018 1:50 PM
134	Who thinks this stuff up? Are they on the payroll of certain parties?	9/6/2018 12:37 PM
135	Too much growth for the area. Brush Prairie & the Battle Ground area are small and should stay that way. With the proposed adding industrial space, comes houses shoved on top of one another and massive growth. Our infrastructure isn't designed for it. Nor is the small town feel. If I wanted to live in the city, I would move there. Keep the area small.	9/6/2018 12:27 PM
136	I can appreciate that the county would like to expand it's industrial base but I think the county should try to focus on those area already zoned industrial instead of rezoning existing rural or agricultural property	9/6/2018 12:24 PM

137	In short, non-agricultural industrial development throughout much of the corridor will essentially eliminate a future for agricultural production in this area. This is despite the fact that these are prime, highly productive agricultural soils located in a climate favorable for growing many types of high value crops capable of providing sustained, perpetual economic returns to the community. Many of Clark County's soils (including these) are equally productive as the those within the Oregon's Willamette Valley- one of the most productive, and high value crop growing regions in the country. One of the fundamental differences between these two regions though is that in contrast, policy in Clark County to date has been ineffective in supporting our agricultural businesses. If industrial development can be sited in more appropriate locations, the County would be able to capitalize on both the rail line and the productive potential of potential of these soils, rather than choosing one or the other.	9/6/2018 11:19 AM
138	IT STINKS TO HIGH HEAVEN!	9/6/2018 9:03 AM
139	Again, as a long term area resident I am strongly opposed to this proposal. Our rural and agricultural community is being squeezed from all sides by development of various kinds and this would put factories right in the middle of our rural area, with a negative impact on families, small agriculture, and wildlife. We need to be looking for ways to retain as much as possible properties where children can play, families can grow some of their own food, and pollinator habitat is preserved, not looking for ways to industrialize more and more of our land.	9/6/2018 8:13 AM
140	How dare you try to kick people out of their homes! This should not be allowed!!!	9/6/2018 1:02 AM
141	Would YOU want to live next to these factories? Would YOU want to be run out of your family home? Would YOU want to raise your children in that environment? The homeowners and farmers were here first and have a right to the quality of life that we have now. The lives that we have built here for GENERATIONS! This isn't progress, this is destruction, greed, pollution and just WRONG!	9/6/2018 12:44 AM
142	Many in the community were surprised to learn about this. We are paying attention now, and we vote. Please demonstrate you are serving the interests of the community and not a select few.	9/5/2018 10:15 PM
143	We live in a beautiful county that is losing its identity as a quality place to live. We are allowing building to occur without a plan to maintain quality of life. Don't continue on this destructive path. Think ahead. Do things right. If there is a need to develop this spur rail line, think about changing the plan to create a bike path that will allow people to enjoy the natural beauty of this area. Look to other places that have used old rail lines for this purpose. The area is mostly residential and having recreational development would enhance the area not detract from it.	9/5/2018 8:35 PM
144	We the people who live here don't want industrial buildings in our backyards. Please listen to us and drop this proposal.	9/5/2018 8:34 PM
145	This is not the vision the community has for this area. This area is scenic and has important environment, such as water table and Salmon Creek. No manufacturing!	9/5/2018 5:45 PM
146	Though providing jobs is an important goal, the negatives of this proposal outnumber the advantages. It will be costly to develop the railroad, and community and environment will be negatively affected. In summary, at best the proposal dedicates to much land to its objective.	9/5/2018 4:55 PM
147	The amount of land included in the proposal is to large. The development should be restricted as to not disturb the quality of the community.	9/5/2018 3:24 PM
148	You are proposing a radical change to the central part of the county with hardly any protections for those of us who live here. If our neighbor decides to sell out for a light industrial use we are stuck with all the repercussions. At the very least any future development should stay close to where the railroad and Highway 503 intersect so that the traffic impact on neighborhoods will be minimized. I think the "rail to trails" idea that was in the original purchase reasoning should be revisited. The recreational opportunities could be a great way to link the county together from S.W. to N.E.. this has been done in other areas of the state with good results.	9/5/2018 1:39 PM
149	What happened to the 2008 Rails to Trails project? That is something many residents would be in favor of. I certainly think it would enhance our area and bring people into the area as well. <a href="https://www.clark.wa.gov/public-works/chelatchie-prairie-rail-trail-project-maps-and-reports">https://www.clark.wa.gov/public-works/chelatchie-prairie-rail-trail-project-maps-and-reports</a> <a href="https://www.clark.wa.gov/sites/default/files/dept/files/public-works/Parks/Chelatchie/draft_chelatchie_rwt-2b.pdf">https://www.clark.wa.gov/sites/default/files/dept/files/public-works/Parks/Chelatchie/draft_chelatchie_rwt-2b.pdf</a> I believe the Clark County council should focus on building businesses and light industry along the 503 corridor, and not incorporate the RR at all. It will require tax payers to rebuild a diminishing rail infrastructure, for a use that no one wants to see in the area. Clark County Council should focus on what the residents of the area want, and not what local special interest groups, ie., real estate developers, rail road companies, and campaign donators want.	9/5/2018 1:15 PM

150	Thank you for soliciting feedback. I will work to educate myself more about this proposed project. I missed the public meeting due to my fire assignment, so would appreciate another opportunity to provide feedback on an open forum and learn more about the project.	9/5/2018 12:45 PM
151	Please consider using railroad right of way for public access, bicycles, horses/carriages	9/5/2018 12:18 PM
152	The people that developed this concept have no idea how this will impact this section of Clark county. I hope this county listens to us and this 8/30/18 meeting is not just a waste of time to meet legal requirements.	9/5/2018 11:55 AM
153	You never comment on someone's writing- that could be someone with a handicap.	9/5/2018 11:48 AM
154	So far this Aug 30th meeting is shady at best. We are citizens, not the enemy!	9/5/2018 11:46 AM
155	I want to see the rail road maintained and upgraded over its entire length.	9/5/2018 11:32 AM
156	NO! People who don't live here are wanting dollars dollars dollars... if you think this is such a great idea, plop an asphalt plant next to your house! STAY AWAY FROM OUR FIELDS.	9/5/2018 10:27 AM
157	You have an opportunity to develop Brush Prairie in so many meaningful, positive ways. Look to McMinnville, WallaWalla. It is the heart of the county. It's a perfect place to live, and could be a perfect place to visit. Instead you are wanting to permanently change the character of Brush Prairie - and the county - into something ugly and unlivable and poorly planned for the future. Industry and commerce are great! Yes, we should be doing that in our county. I support that all the way. Do it at the outskirts, on the non-arable land, near ports - not in the middle of an old, established neighborhood.	9/5/2018 9:22 AM
158	Brush Prairie is a quiet town all this construction and new companies will forever change it and not for the good	9/5/2018 8:43 AM
159	We need light industry that would benefit Battle Ground PS tax base.	9/4/2018 11:14 PM
160	The rezoning of land to create jobs is a necessary part of community development. I believe the current proposal for the FRDD is too wide ranging and does not do enough to protect the water, air, and feel of the current community. The development should be restricted to the 503 corridor and the railroad built to supply it accordingly.	9/4/2018 10:58 PM
161	I do believe that Clark County needs an economic boost, but using an old railroad line to excuse building manufacturing in an area with wetlands is extremely irresponsible.	9/4/2018 10:35 PM
162	I understand the need to rezone for the sale of the big farms off of 503-- but that's IT. Leave the rest of the houses alone. To rezone all the way to the Cedars majorly screws with home values in Brush Prairie. Do what you want with the willing sellers, but leave us single family homes alone.	9/4/2018 9:01 PM
163	Way to screw over the City of Battle Ground-- they're gonna love the smells this creates.	9/4/2018 8:55 PM
164	With approval of these changes you are forcing good families to relocate and that is a damn shame. You have families who moved here from the East Coast to escape some tragic circumstances-- like Sandy Hook and now that they're FINALLY settled in our neighborhood you drop this bomb on them. They will be forced to move which means another new school for their surviving children and little value out of the sale-- or allocation of their property by one of your new industrial partners. Do not approve this rezoning.	9/4/2018 8:45 PM
165	Who actually thinks this is a good idea? I mean really.	9/4/2018 8:33 PM
166	I AM SADDENED TO THINK THAT THE SAME PEOPLE I VOTED INTO OFFICE NOW WANT TO TAKE MY HOME AWAY	9/4/2018 8:32 PM
167	This is asinine. Please stop the madness.	9/4/2018 7:58 PM
168	Unbelievable. You all should be ashamed of yourselves.	9/4/2018 7:53 PM
169	Stop adding to the congestion.	9/4/2018 7:37 PM
170	Please simply agree to allow economic development in our county.	9/4/2018 6:22 PM
171	As a north Clark County resident for 54 years, I urge you to consider the environment and preserve ag land designations and limit industrial development to clean manufacturing only. As a member of the Solid Waste Advisory Committee, I see first hand the issues of land remediation and the multi-generational affect toxic materials can have on the environment. I fear the next generation will look back on this decision and wonder what we were thinking to allow "industrial development at all costs", including breaking GMA rules to appease out-of-state developers who stand to profit at our peril. Thank you for your consideration.	9/4/2018 6:06 PM

172	This is one-sided and political. I plan to contact the Governor, as do many others. The railroad is heavily represented on the committee: Mike Bomar - Port of Vancouver director economic development Kent Cash - Port of Vancouver COO Dick Clairmont - Formerly with federal railroad admin. On railroad advisory board Sam Crummett - Battle Ground Community Development – Planning supervisor Eric Fuller - Fuller Group Commercial Real estate company Anne Lawrence On Clark-Cowlitz County Farm Bureau Lloyd Lycan - Railroad advisory board. Retired Union Pacific Railroad. John Shaffer - Railroad advisory board John Spencer - Camas Washougal Port Ray Steiger Greater Brush Prairie neighborhood association Eric Temple (ex-officio) president of the Portland Vancouver Junction Railroad (the company that operates the rail) Daniel Weaver Railroad advisory board We plan to publicize this and defeat it.	9/4/2018 5:02 PM
173	I understand the need to provide areas for new businesses to expand into, but this is a poor choice for an area that already had the County support and vision to encourage recreation. Please continue with the original vision and find another more suitable spot for this type of business activity.	9/4/2018 4:05 PM
174	this is another one of the Clark County counselor's SNEAKY, CONNIVING "good faith informing the public" of something that's most likely already approved and happening regardless of public outcry. It's disgusting the way they change the lives of the people in this community without a fair discussion. ☹️	9/4/2018 2:23 PM
175	As I said earlier, I love railroads, but I can head to Ridgefield or Vancouver for my fix. I can foresee a big traffic accident where the line crosses 503 in Brush Prairie.	9/4/2018 2:05 PM
176	We own our rural properties so we can maintain a quiet, rural lifestyle. Development like this would not be stood for in an urban neighborhood. Why are we being forced to watch our rural neighborhoods be destroyed? We are being punished for making life choices to be out of cities and urban development. This isn't fair. It isn't right. Keep asphalt and all other manufacturing in industrial areas where it belongs. Stop shitting on our home.	9/4/2018 10:02 AM
177	It's a bad idea all around for existing residents. Think about the Camas mill, that already has a railroad line and water access. Lets not make a terrible decision because the railroad lease holder wants to use this to get rich with his special interests.	9/4/2018 8:42 AM
178	This proposal seems to allow for opportunities for good development and jobs for Clark County.	9/4/2018 1:52 AM
179	This would appear to be a tax subsidized project that will cost more in public debt than it will raise in revenue.	9/4/2018 1:14 AM
180	Leave the country alone, keep manufacturing in the city where it belongs	9/3/2018 11:56 PM
181	There are huge implications for the proposed use. This seems totally short sighted and unnecessary. Do not do this!	9/3/2018 10:11 PM
182	How about working with the railroad to make a better community experience with education, restaurants, and family oriented activities.	9/3/2018 9:43 PM
183	Don't do this. This will ruin this beautiful agricultural area. Do this somewhere else where people don't live and food doesn't grow.	9/3/2018 9:41 PM
184	Keep development by the I5 corridors in not in the agricultural areas.	9/3/2018 9:23 PM
185	Manufacturing uses in the rural area are supposed to be dependent on natural resources.	9/3/2018 9:15 PM
186	Reject all of it.	9/3/2018 9:09 PM
187	This needs to be MUCH more widely discussed, with much more community involvement. Don't just push it through.	9/3/2018 7:54 PM
188	That land could be much better used as agriculture	9/3/2018 7:43 PM
189	We attended he meeting the other night and while we agree with economic development and growth for the tax base of the county, this is a poorly thought out and designed proposal with many issues. The questions that were proposed and attempted to be answered by the committee the other night did not give me optimism that many major issues have been addressed and discussed properly. In my opinion it seems as though there has been little thought into the dramatic and far reaching impact this would have on the Brush Prairie area but also residents in Hockinson and Brush Prairie outside of the proposed area.	9/3/2018 7:39 PM
190	I'd bet money that the whole thing is pretty much set in stone and all this survey and meeting stuff is only to placate the people who would have the biggest stake in how it effects their lives.	9/3/2018 7:36 PM

191	We need industry, especially in the area proposed. People want the "old feeling" in their community and to have clean industry, this will be hard to meet those expectations. I have no confidence that Quiring can do anything good. The rest of the Council can.	9/3/2018 7:31 PM
192	you really need to hire someone from the Railroad industry with years of experience in developing properties along railroad tracks to give you the insight and doable items that will work. this proposal is such a shotgun approach by unknowledgeable planners as to be a discredit to the county and its residents, particularly those on or near the the rail tracks.	9/3/2018 6:58 PM
193	We have lived in this beautiful area for many years. We do not want your industrial business here. It does not belong here. We have all paid hard earned money to live in this area. We chose it because it is quiet and wide open. Your proposal to make this industrial will cause the value of our homes to decrease in value. This will be hurting many people financially. I am sure there are plenty of wide open spaces that could be used for industrial business without disrupting so many peoples lives. Please take your business elsewhere. It is NOT wanted here.	9/3/2018 6:45 PM
194	Agricultural land in Clark County needs to be preserved. It is disappearing too fast.	9/3/2018 6:33 PM
195	keep the rail line for use to EXISTING industrial areas. improve the line as need be. this sounds like the tail wagging the dog, since we have a rail lets change our growth management plan.	9/3/2018 5:09 PM
196	I believe I have made myself very clear.	9/3/2018 4:31 PM
197	The City's and countys squandered away previous industrial land rezoning to residential and commercial, now you want to take land that has other uses and impact those land owner. Keep the industrial areas, quit rezoning, and if you are going `to rezone limited to main highways/arterials. It appears the county is not `going to be satisfied until we look like Portland/Multnomah county and a loss of life style. Zoning needs to take in to consideration diversity, not everyone wants to live in an urban environment and the development is causing property values to increase along with taxes for those of us who do not want to develop our property. I am a 50 year resident of the county and have moved `3 times due to development creep.	9/3/2018 3:55 PM
198	This entire idea is good; however, it is vastly too soon to approve of anything. Lets see the list of proposed businesses. As a 50 year investor and former manufacturing executive, I urge caution. Remember BoomStub and Ked and the problems they caused with chromic acids and trichlorethylene that we are still trying to clean up.	9/3/2018 3:33 PM
199	Totally opposed to the entire idea. There is already a railroad area developed for the same purposes. Clark County development is rampant and as a result so is the destruction of our livability.	9/3/2018 2:35 PM
200	Would hate to see this go in and lose a large amount of wetland/wildlife properties along with the many existing houses.	9/3/2018 2:32 PM
201	I oppose all industrial zone expansion in the residential communities of Brush Prairie, Battleground and Hockinson.	9/3/2018 2:22 PM
202	Not a good area for development. It is too hilly and a watershed area. Not suitable for commercial development. I do not have property in this area.	9/3/2018 1:59 PM
203	This should have happened decades ago. The rail lines were there for a reason and should be still.	9/3/2018 1:59 PM
204	I'm pleased that the county is finally advancing to make good economic use for the railroad!	9/3/2018 1:45 PM
205	I am totally disgusted with this.. If this was every to be done, it should have been started 50 years ago before housing was built along this line, no housing should every have been built.. .. how ridiculous	9/3/2018 1:29 PM
206	I am saddened that this is the best that the Committee could come up with.	9/3/2018 12:59 PM
207	There is great risk in bringing Raul dependent industries to a rural railroad line. It is imperative that this development is done through the lens of a string, vibrant, healthy community. Jobs created need to start at a minimum of twice minimum wage. Environmental impacts needs to be negligible and non-chemical.	9/3/2018 12:45 PM
208	Thank you for using this tool to allow community feedback.	9/3/2018 12:22 PM
209	I do not want the industrial zone in or around Brush Prairie and Salmon Creek I would rather see a trail along the railway and a park on state land along Salmon Creek	9/3/2018 12:17 PM

210	I want to live in a city and county that I can be proud of because they are forward thinking and put the average citizens mental and physical quality of life first. Manufacturing and train focused businesses will have the opposite impact.	9/3/2018 12:12 PM
211	There's plenty of area in Clark County to develop and grow, already near rail, including the west side where rail already exists.	9/3/2018 11:37 AM
212	This coupled with other proposals for development spells the end of this beautiful part of the country.	9/3/2018 11:28 AM
213	Good job laying out proposal in a way that plain ol' citizens can understand	9/3/2018 10:24 AM
214	What about conference centers and/or looking at growing information technology careers. Bring in jobs and businesses which will support the community and our environment.	9/3/2018 9:57 AM
215	I am opposed to this project. It will damage my community and my family in terms of quality of life and home value.	9/3/2018 9:51 AM
216	Do we really have to lose all good aspects of Clark County just for the greed and benefit of a few?	9/3/2018 9:45 AM
217	This proposal is not feasible. We cannot afford to bring in more dirty industrial complexes. We cant have these trains running through our area now especially with our infrastructure so tied up in knots already. The Evergreen state needs to go all green. Lets use our areas to bring on new sustainable products and services.	9/3/2018 9:38 AM
218	Awful idea. Please stop	9/3/2018 9:28 AM
219	This proposal is a terrible idea. If it is approved I will be moving out of the area!	9/3/2018 9:06 AM
220	Notification area of changes not large enough Notification must be timely. Reissue of notifications if public comment was solicited over 2 years in advance of project moving ahead to site plans etc. Public notification in additional to neighborhood notification. Too many of the notifications for this proposal have been focused only on the immediate neighbors. This project potentially affects all county residents.	9/3/2018 8:52 AM
221	Progress and growth can be RESPONSIBLE. Careful planning based on solid evidence and overseen by people without a political agenda should result in positive development.	9/3/2018 8:32 AM
222	No heavy manufacturing in Clark County!	9/3/2018 8:22 AM
223	I have lived in this area for almost 30 years. What you propose will change not only the rural feel of this area but will damage the fragile ecosystem that currently exists because of all property development that has gone on. This proposal is based upon business greed and not upon what the true financial impact will be on this area. The proposed businesses are better suited to other more established areas that are not near creeks and wetlands.	9/3/2018 7:55 AM
224	Chelatchie railroad is a positive development. Thank you for including my opinion.	9/3/2018 7:24 AM
225	No!	9/3/2018 6:50 AM
226	We don't want this going thru at all and leave well enough alone.	9/2/2018 10:47 AM
227	Don't do this.	9/2/2018 8:41 AM
228	This whole idea to turn ag,rural and residential properties into heavy industrial for outside interests is criminal.	9/2/2018 8:20 AM
229	Please do not ruin our town	9/2/2018 12:32 AM
230	I am absolutely opposed to Freight Rail Dependent proposal. It will destroy property values. If any of the permitted uses were actually put in place it would further erode property values. I would ask one simple question. How would you like it if a cattle feed lot lot butted up to your property. Or better yet a chemical manufacturing plant. Quite frankly I stunned this even up for debate.	9/1/2018 5:18 PM
231	Please look down from the Fremont Bridge to see if this is what we want for Clark County in 20 years! Drive through the railroad yards of any big city- to see if this is what we want for rural Clark County!!! My experience has been that administrators do what they had already pre-determined to do- that this type of outreach is just a fog-screen. Please prove me wrong for the sake of our grand children,	9/1/2018 1:58 PM
232	The railroad is ok. All the other developments will forever change this part of the county. NO developments!	9/1/2018 11:19 AM

233	There is already too much industrial development along 503 which is more conducive to industrial development but will mean even bigger issues for traffic and transportation issues. School buses, cars and trucks can barely turn onto 503 as it is. Keep the area near the railroad free from industrial development.	9/1/2018 11:09 AM
234	I am NOT in favor of further utilization of the railroad through Brush Prairie. I am not anti-business development, but business development should be focused along the 503 corridor, where it is appropriate for further development, that does not impede on current housing and rural use. We bought our home in this area three years ago, and purchased it BECAUSE it was a rural and family housing area. It incorporates prime farmland that should not be squandered on industrial development. Also, the railway is old and will not be able to handle the proposed increase in use, and we taxpayers will have to pay for it to be updated. The railroad will ultimately increase congestion on surface streets in our area.	9/1/2018 10:33 AM
235	We don't need future expansion in that area.	9/1/2018 9:33 AM
236	The nature of this proposed development area has changed dramatically since the railroad's heyday. Many homes have the tracks practically running through their back yard. Many others are close enough to be well within smelling and hearing range. Wells, streams and ponds are well within pollution range. Minor country roads are not designed for major commercial vehicle traffic. We feel that many industries which are considered normal and acceptable in an industrial zone are inappropriate for these neighborhoods. Thank you for your consideration of our opinions.	8/31/2018 9:55 PM
237	1. Does or will the rail line produce any revenue for Clark County? Is the rail operator profitable? Is the rail line operation subsidized by Clark County or the state? 2. At the recent Hockinson open house no real case was made for why Clark County should proceed with this proposal. Can you name several benefits of the project that would help to mitigate any air or noise pollution, increased traffic conditions, and loss of rural open space?	8/31/2018 4:12 PM
238	Having developed this part of the county with houses has encouraged families in the area. Now you want to destroy the existing atmosphere and ambience with industries. That doesn't seem family-friendly to me.	8/31/2018 4:11 PM
239	The large property owners who want to sell their land 'bought' the politicians who tricked the legislature to vote for and the governor to sign this bill with vague wording. They won big time here with this committee. Zero concessions from them and probably a much more generous proposal than they ever imagined. But the people who live here don't want to live in an industrial zone. We already had 2 families in our neighborhood put their homes up for sale to escape from ending up in the middle of industrial encroachment. Quality of living and environmental concerns were not even taken into consideration when the proposal was changed to the one mile radius last minute. The councilors now have the responsibility to listen to the will of the people and go back to the drawing board.	8/31/2018 3:35 PM
240	Please be stringent with permits with will lead to overdevelopment of industry in this open space area.	8/31/2018 12:49 PM
241	I purchased my property in 1979 with 2 acres and have since purchased 2 adjoining properties totally 5 acres. I have enjoyed living in a rural area. I understand there will be future development. I believe the best use of surrounding property would be for residential. I have been a Realtor in Clark county for 40 years and have always believed in real estate as an excellent long term investment. To surround these rural properties with industrial and manufacturing will decrease their value as less desirable visually plus noise, air & well water pollutants.	8/31/2018 11:46 AM
242	In general, I am opposed to the proposal, as it exists. Limit the size of the proposal- too large a geographic area impacted. Prohibit specified businesses. Many more details needed from railroad.	8/31/2018 9:12 AM
243	Stay out of the prairie!	8/31/2018 1:21 AM
244	The concept of Freight Rail access is a great use of existing assets. To let more employment opportunities slip by borders on criminal. You have a massive local workforce who remain idle and are suited for this type of work. It's time for the blue collar to enjoy the American dream.	8/30/2018 5:35 PM
245	The FRDD is needed for future development of Clark County. The rail will provide jobs and opportunities for the young and old ,now and in the future. Young school age students will be able to see the many jobs and careers that will be available to them during their school years in the form of part time jobs, job shadowing and apprenticeship programs,that can lead to full time careers after high school. The many jobs that will be available for our workforce now in Clark County and the many new jobs available for the new workforce moving to our county is the key to our growth and prosperity now and in the near future. The FRDD is a major factor to our future!!	8/30/2018 4:45 PM

246	The proposal is taking over land that doesn't need to be removed.	8/30/2018 8:47 AM
247	You're slashing the entire heart of the BP community.	8/30/2018 7:51 AM
248	A one mile swath includes way more land than land that is "adjacent" to the railway. In other places in Clark County Code adjacent is defined as abutting and not even across a street is included. The definition of adjacent should be reconsidered and restricted. there is ample land for development that abuts the railroad. Transporting goods from more distant locations will be a nuisance to residents.	8/29/2018 5:25 PM
249	We feel that the county is not taking into consideration the value of our homes and land near the railroad. It would be better to change the railroad land into a horse/bike/hiking trail that people could use to travel north on.	8/29/2018 4:24 PM
250	To provide a persons (business) gain at others expense is a poor trade	8/29/2018 4:24 PM
251	The average citizen will not benefit for this proposal and will only be negatively impacted!	8/29/2018 3:05 PM
252	The rail needs some serious upgrades if the county is seriously going to start using it for industrial purposes. It is old light weight rail. I'm hesitant that the county is trying to transform so much residential / ag land into industrial. That is typically the realm of cities. I'd rather the county encourage development along the rail line in the cities of Vancouver and Battle Ground instead of getting involved themselves. Afterall once the rail line operator starts to turn a profit they can start paying the county for its lease. The county should be focused on increasing carloads traveling along and not on industrial property which I think is just a new way for increasing revenue through new industrial "fees" and higher property taxes. The county has not done a good job at all at explaining why this would be beneficial for the county overall. What are the actual goals of this project?	8/29/2018 2:49 PM
253	Here is the concern: County Councilors do not have credibility regarding the monitoring of what's allowable and what gets "special permission". It is clear that stakeholders, such as Eric Temple, are running this show and that the railroad and industries are in the back pockets of County Councilors. This is no longer about "jobs". This has become an issue regarding quality of life in Clark County.	8/29/2018 10:57 AM
254	The railway is needed for the future of Clark County and the cities around, like Battle Ground, Yacolt and Amboy.	8/29/2018 10:20 AM
255	I am not satisfied the committee was looking at all of the rail line and some what feel big money is behind this project. But I'm told we must have progress, to survive I can always move.	8/28/2018 10:15 PM
256	Performance Standards are extremely concerning when a residential street is nearby--how can the venting of odors, vapors, smoke, cinders, dust, gas, and fumes be directed away from all homes? All 16 sources of odors will bother my asthma.	8/28/2018 7:41 PM
257	If it passes as proposed, you can be certain of this: the residents will seek litigation.	8/28/2018 4:59 PM
258	It should be scrapped. Barring that, it should be greatly reduced and integrated into a more fully developed county planning process that is not dominated by developers.	8/28/2018 4:55 PM
259	Stupidity at its best	8/28/2018 9:58 AM
260	Just get out of the way and let something happen.	8/28/2018 9:24 AM
261	This is ludicrous that it is even being considered. Having industrial areas focused on freight rail so far away an existing established railroad, in addition from from I-5 and The Columbia River makes no sense.	8/28/2018 9:19 AM
262	We support this project and want our parcel to be part of it!	8/28/2018 12:34 AM
263	Traffic is already abysmal on SR503 and other main arteries. We don't need trains running up and down making it worse. Already intersections are failing, with more houses and apartments being built without the needed infrastructure. No, no, no!	8/27/2018 3:40 PM
264	We ne development for jobs in Clark County plan sounds good.	8/27/2018 6:35 AM
265	This bill was passed up in Olympia for a small railway of 6 miles that already had industrial all around for miles . Now to bring this bill down to Brush Prairie railway a 37 mile track that goes through prime Salmon Habitat ,Rural farm lands , schools districts land , and a community is one of the worst things that has happen since the Asphalt plant tried to set up shop. Stop sprawling and wasting prime land and wild life habitat and major ground water reserves . If this passes it will continue along the entire 37 miles of the railway .	8/26/2018 10:10 AM



266	There are a bunch of single family homes in the area and it will reduce our home value, not be as safe for our kids, and cause more traffic and noise issues	8/24/2018 6:46 AM
267	The proposal is full of bias and does not take into the consideration the needs and desires of those currently living in the community. Brush Prairie is not here to support Battle Ground. We are our own presence and have no desire to turn our lands into a latrine for their benefit. Bring industrial development to the line that runs through Battle Ground and leave our little prairie alone.	8/23/2018 5:54 PM
268	Again, this is a gross overstatement of the Washington State Senate bill that was signed into law. Follow the letter of the bill, and there would not be the public outcry that there already is. Adjacent means next to the railroad, not 500 feet, or one mile, or any other distance. You want to wordsmith the Senate to suit your needs. Be honest with the people you serve.	8/23/2018 5:12 PM
269	I would like to see how this development benefits others in addition to the business people who are pushing for it.	8/22/2018 2:24 PM
270	15 days notice is not enough.	8/22/2018 8:20 AM
271	The jobs promised with this project are a pie-in-the-sky dream. This is a way to break through the Growth Management Act in a way that is going to promise haphazard development. Have any of the politicians taken a look at the housing exploding along 119th and the consequences thereof? Drive over to the Laurin/Glenwood campus. Take a look at a school which is exploding way past any sensible size. Most classes in portables. If you are promising jobs, where are people going to live? You already have a business park in BG which isn't full developed. You have businesses along St. John's which is right next to the railroad. One of the customers for the railroad is Omega. That business has 400 employees spread over several states. No where near the thousands that are being suggested. Whose interests are being served with this industrial development instigated by an outsider? We're not ignorant in this neighborhood. We can think and analyze. And this plan doesn't make sense.	8/20/2018 5:15 PM
272	The invalidity order pertaining to the RILB is still in appeal, which makes this attempt to get a rural industrial overlay in place prior to the resolution of this legal process egregious. It is absolutely untenable to allow for the industrial development of 600 acres of prime ag land, without any ag land preservation and/or mitigation strategy.	8/20/2018 3:55 PM
273	This development will destroy the residential quality of life in Brush Prairie near Caples Road.	8/19/2018 10:02 AM
274	Let's go! Time to start creating jobs!	8/18/2018 7:26 AM
275	This is unnecessary.	8/18/2018 7:09 AM
276	This proposal should wait until the invalidity order regarding the proposed Rural Industrial Land Bank appeal is settled.	8/17/2018 11:58 AM
277	We need job creation in Clark county. This is a very positive step. It shows the county is open for business.	8/16/2018 5:59 PM
278	Generally, I find your process to be slanted and opaque, and overly biased toward development at the expense of some prime ag lands. Trying to stack the outcome is poor practice and ill serves the citizens of Clark County.	8/16/2018 10:04 AM
279	I feel that this project falls under the counties concept of highest and best use for land. The concept is based on income production, not need and diversity. Agriculture in not a large income producer for the county, but is very necessary for a divers economy. If Agriculture we nurtured in the county we would not only have the ability to feed ourselves, but we could build processing plants and export millions of dollars of fruits and vegetables, and meats, grains.	8/15/2018 9:29 PM
280	Given the county's ownership of the RR, this whole proposal is fraught with potential conflicts of interest. How can the county be counted on to be objective when it stands to gain financially from certain development. The papers have already reported that the county was offered a "bribe" of 100 jobs and monies for rail improvement if it agrees with the location of an asphalt plant.	8/15/2018 9:09 PM
281	Keep the Asphalt, Chemical and plastics plants out of this proposal.	8/15/2018 4:15 PM
282	I think the residents are being railroaded by this proposal. I see no one on the advisory board/committee who does not stand to gain from the plan being shoved through. No one is on the board who represents the view of protecting nature and agricultural land. It is entirely one-sided, short-sighted and egregious. Go play with your trains somewhere else.	8/15/2018 4:09 PM

283	The last thing Clark County needs is another rail system/Industrial zone. The existing train was under investigation some years ago to become a bike and walking path and should have become one. The train seldom runs and is an eyesore as well as a cost factor for the County. I pay for Salmon Creek to remain clean. This proposal does not take that into consideration or the latest which is archaeological destruction. As a property owner that is living in the proposed area I am very definitely against another train system/industrial zone in Clark County. This area has been promoted for a Clark County centralized County maintenance yard, an asphalt processing plant and now this. Isn't it time to do with what we have?	8/15/2018 3:09 PM
284	This proposal feels like an end run around land use protections. I do not trust it.	8/15/2018 2:55 PM
285	I think this issue will be huge come the election. People are tired of big money running everything at no consideration to the interests of the voters. This should really bring out some votes against the people who believe this is a good thing for a county that already has huge infrastructure problems with traffic flow.	8/15/2018 1:48 PM
286	I and many others who reside within the new proposed boundaries feel that this project is nothing more than a government land grab. It will not benefit any of the residents affected, and may significantly reduce our quality of life due to known or unintended consequences. The fact that developers have more weight in the process than their potential neighbors is a disturbing trend, especially when my own county rep (Quiring) has been championing this expansion since the beginning.	8/15/2018 1:32 PM
287	STOP THE PROPOSAL ...	8/15/2018 1:12 PM
288	More information is needed	8/15/2018 11:44 AM
289	Please carefully consider ingress and egress that does not adversely impact Laurin School (buses are all ready a problem at the intersection of 131st and 503 with extreme delays in the morning commute hours) or the host of existing residents in R5 and other residential zones.	8/15/2018 11:38 AM
290	This should be voted on by the people in the county. Not a few days notice to a few people in the county. This is a major degrading of lovely agricultural land, beautiful homes, schools and small businesses and more. These changes could decrease the property values of all that live in the area. Decrease the healthy environment of people whom work, play and go to school in the area.	8/15/2018 10:35 AM
291	As home owners and residents in the proposed 1-mile zone we have grave concerns about the commercial development along the short line corridor. We are concerned about: - Increased traffic along 119th and 131st/134th due to commercial activity - Increased noise from traffic and commercial/rail activities - Increased pollution and/or smell from commercial/rail activities - Negative impact on property value - Proximity to our children's school - Glenwood-Laurin - More frequent traffic disruptions at rail crossings on 119th and 131st	8/15/2018 9:33 AM
292	I'd like to see a public listing of who is driving and supporting this proposal.	8/15/2018 9:19 AM
293	This proposal is an affront to sincere and authentic public engagement/citizen involvement and is an assault on my grandchildren's future. It is a blatant example of how the self-interest of one business owner and ex-officio advisory board member is allowed to drive the decision-making of county government to their advantage. The drumbeat of "jobs, jobs, jobs" does not hold when one inquires about details of exactly what types of businesses would/could provide how many jobs into the future. No one I talked to had any real answers to the question of how will the proposed industrial development of this area provide jobs for, let's say, 10% of the 60,000 people who allegedly drive to Oregon everyday for work. That's 6,000 jobs. Exactly what sectors, what types of business enterprises, do you all see recruiting to establish in this proposed industrial area that will generate 6,000 jobs? Or even long term 600 jobs? As far as I can tell, this proposal is unattached to any reality other than the short term business interests of Eric Temple and his friends and does not represent what I believe to be the obligation of my elected officials and taxpayer paid county staff to protect the diverse short and long terms interests of all the people who live in Clark County. Yes...population will grow. How are we going to provide shelter and food? What jobs could be created with present resource limitations (natural, financial and human capital resources) and the future in mind that will provide shelter and food for an ever increasing population? When are we going to have that conversation? This proposal does not serve any well thought out, and consensus driven future. It serves a very small group of landowners and developers...and should not be approved.	8/15/2018 8:58 AM

294	This expanded overlay is a sham. It is basically a land grab to change the designation of certain parcels that are zoned agriculture and thus untouchable for development. Calling these parcels "freight rail dependent" in order to develop them is shameful, especially when they are over a mile away from the railway line. Anything that far from the railway line is obviously NOT freight rail dependent. The environmental impact caused by development along the railway, the quality of life deterioration for people living along the tracks and the loss of agricultural land incurred by developing these parcels are all too costly to remotely justify any development along the rail line. This proposal is ill conceived. It is being rushed through too quickly without fully considering the impact this proposal's implementation would have on families and the environment. I strongly encourage the council to dismiss this proposal and find a better place in Clark County to encourage industrial development.	8/14/2018 11:57 PM
295	I do not support FRDU expansion. I would like to see FRDU reduction and the rail line turned into a community green space for hiking, biking and wildlife to flourish.	8/14/2018 8:25 PM
296	Please, please, please, don't ruin more of Clark County. We can't use the land to live on a nice lot, but it is OK to make a commercial mess on it. I am not a proud resident, in fact we have guests from AZ coming next week, and I am honestly afraid they will think we live in a horrible place. Litter, weeds, unkempt properties, potholes, a garbage hauling company right in the middle of it. A new truck stop affair on 117th and Padden and storage facilities EVERYWHERE. Under all lies the land. Please take steps to protect it.	8/14/2018 7:53 PM
297	looking forward to see whats next clark county needs more employment oportunitys then driving to portland	8/14/2018 5:50 PM
298	I'll finally be able to find a good job near my house. Hooray for the council and Lynda Wilson.	8/14/2018 11:23 AM
299	It's the best thing to ever happen to Clark County	8/14/2018 10:41 AM
300	Please move forward ASAP and let's get some new jobs as well as improved funding for the Battle Ground School district	8/14/2018 10:26 AM
301	What the heck are you all thinking? How will this benefit the home owner in this area? The County has been pushing for the area to attract manufacturing and high-tech here for 20 years - yes, since I moved here in 1998. I haven't seen that happen. So, what? Is this the new "big idea?" WHY are you seeing to do this?	8/13/2018 4:27 PM
302	The proposal should be dropped. Go back to the drawing board and find an area that has not been developed for residential use.	8/13/2018 1:41 PM
303	This proposal doesnt include the impacts on humans and environment. I'm highly disappointed.	8/12/2018 12:20 PM
304	It comes down to Quality of Life. The new and long-term residents of the Brush Prairie area would be affected negatively in ways that would impact health, safety and peace. There are existing parcels that are already zoned (for good reason) for industry and manufacturing. Placing them adjacent to and near residential areas is just plain wrong! This proposal needs to be sent back to its originators DOA.	8/11/2018 4:55 PM