

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Friday, July 6, 2018 11:15:30 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Kimbereley
Last Name: O'Hara
Email Address: kohara42@gmail.com
Phone Number: (360) 908-5155
Street Address: 12308 NE 103rd Ave
City: Vancouver
State: Washington
Zip Code: 98662
Message Subject: FRDU letter to the Councilors
Parcel Number:
Comments: Dear Councilors:

I am sending you this letter as public comment on behalf of Friends Of Clark County. As you know, Eric Temple and his affiliate companies have had the lease for the railroad for over a decade. E-mail confirmations from Jerry Barnett obtained via public records requests confirm that neither Mr. Temple, nor his affiliated companies, has paid any money to the County for leasing the railroad since at least the 2004 lease. Thus, he has made money (although we do not know how much because the lease does not provide for informing the County) while the County has not made one dime of revenue.

In addition, a review of public records shows that Mr. Temple is regularly promising that such revenue is coming and all he needs is the support of the County to achieve that goal (See, for example, March 12, 2018 e-mail to Dan Weaver, Amber Carter and Jerry Barnett and new promise of unidentified asphalt batch company promising 10 million dollar investment and 100 new jobs). He keeps sounding more like Whimpy in the Popeye cartoons "I'll gladly pay you Tuesday for a hamburger today". Public records also reveal that even if he achieves his goal of more than 1000 cars per month (which he has failed to reach in 14 years), the County only receives \$10/car for the next 1,000 carloads-a total of \$10,000/year in exchange for Mr. Temple to own the lease of the railroad.

Moreover, in December 2017, at the time when he was pushing for broader language to include more property in the FRDU overlay, language that public records show was ultimately agreed to during an executive session and conveyed to him in advance of public release of the information, the County approved a sale to him an of easement near one of the major intersections on the FRDU without so much as a public bidding process. See Clark County Staff Report/Public Works/Chelatchie Prairie Railroad Date December 12, 2017, item #4 consent agenda Council Hearing December 12, 2017 and P10483_JBarnett_emails_w-BATES_1-46.

Since the passage of 5517 the Council has conceded the following powers to Mr. Temple:

1. Allowed Mr. Temple to hand select the original committee in the fall of 2017 and let his lobbyist, Amber Carter, and lawyers, Steve Horenstein and Jamie Howsley, control the FRDU process up through October 2017 (See generally public records request #s P008165-092017 and P008763-110617);
2. Allowed his lawyers, Steve Horenstein and Jamie Howsley, to speak at a work session and advocate against instituting a Comprehensive Plan Change in the implementation of FRDU over the objection and legal opinion of the County's civil attorney;
3. Allowed him to convince the Councilors, at least for a short time, to relieve Ms. Cook from being the legal advisor for the FRDU issues and, instead, requiring the then Chief Civil Deputy Chris Horne to render an opinion regarding whether the county had to adopt a Comprehensive Plan Amendment prior to moving directly to the adoption of new development regulations to implement SB 5517;
4. Allowed his lobbyist, Amber Carter, to work directly with County staff in September and October to draft the County's FRDU plan to implement 5517 even when other outside groups were requesting an equal seat at the table;
5. Granted his specific language changes to the Comprehensive Plan in December and January despite the same language being rejected by the project manager, planning staff and a 6-1 vote of the Planning Commission; and
6. Allowed Mr. Temple to be an ex officio member of the FRDU committee that the County appointed after challenges to his hand picked committee on the grounds that the composition of that committee violated the public participation process element of the GMA.

Although technically a non-voting member, a review of the submissions to the committee, and listening to all of the meetings, Mr. Temple has dominated the process, not surprising since $\frac{3}{4}$ of the membership is associated with the RRAB, and accomplished the following:

- a. Worked with RRAB members on the committee, to reduce the "majority" of votes it would take to pass "recommendations" to the County Council so as to marginalize the 3 (now 2) none RRAB seats on the FRDU committee;
- b. Pushed through allowing asphalt batch operations in the overlay, without even naming the company, or his relationship to the company (if it even exists), but promising 10 million dollars in new investments and 100 new family wage paying jobs and a healthy working spirit with the community. So with no information other than Mr. Temple's anonymous promise, the committee reversed an earlier decision and voted to allow asphalt batch plants near the Laurin Middle School; and
- c. Worked with other RRAB members to change the definition of "adjacent" from "500 feet" on either side of the Rail line that was passed by the Council to "one mile"---an expansion from 500' to 5280' is an increase of 900%---yes 900%.

It is difficult and time consuming to go through the entire process to determine the full extent of

Mr. Temple's influence, but he has certainly become emboldened. He has tenaciously undermined planning staff and baselessly attacked county legal staff. He has continued to attack Chris Cook after being rebuffed by the new chief civil deputy, Emily Sheldrick, regarding the lack of conflict of Chris Cook. His persistent and baseless attacks on Ms. Cook have even led him to go the Columbian in an attempt to try to convince Jake Thomas his lies about Ms. Cook were true. At least on public record showed Councilor Stewart has concerns regarding Mr. Temple's constant attacks on Ms. Cook.

Yet, not one Councilor has sent him any public document of which I am aware that supports our county's legal staff and/or rebuffs his attacks on County legal staff and their legally correct opinions. To the contrary, Councilor Quiring has sent repeated e-mails challenging Ms. Cook's legal opinions regarding the FRDU and, instead, is advocating that the Council rely on the opinion of the lawyer for the Republican Caucus, a person who by own admission is prohibited from giving legal advice, yet give legal advice she does.

Assumedly, if no Council member says publicly that Mr. Temple's actions will not be tolerated, then he will continue to engage in that conduct. If you want him to do so, then please let the community know that is your position. Everyone recognizes that Mr. Temple has a free speech right to speak his mind but the County Councilors have a right to defend their staff, legal and planning. Sadly, it appears only 1/2 of that equation is occurring. Rather, the Councilors, either implicitly or explicitly, are directing the Planning staff and legal counsel to bend to the will of Mr. Temple.

As another example of how emboldened Mr. Temple has become, one need only look at the following language he is telling the FRDU committee that they should recommend to the Council. He "recommends" that the County "shall" give a lot of deference to the RRAB which, let's face it, he controls because no one on the RRAB is against him. Here is his proposed language:

The county shall review recommendation of the Railroad Advisory Board (RAB):

- a. RAB shall work with staff to undertake an inventory of potential FRDU land;
- b. RAB and staff shall review requests from land owners, business interests, and municipal organizations;
- c. RAB shall make a preliminary assessment that the applicable statutory criteria are met and that the proposed location is recommended for inclusion in, or exclusion from, the FRDU overlay;
- d. RAB shall make recommendation to the Council no later than November October 31st.

(emphasis supplied)

As an attorney, I know the difference between the discretionary "may" and the non-discretionary "shall". Under Mr. Temple's proposal, the RRAB will have almost veto power over staff, and requires staff to work with the RRAB. This language is a boon for a non-elected, non-resident individual who need not promise anything of value in return, much like his leases with the County.

The stated reason for the County failing to appoint a broad community based committee that was not dominated by Mr. Temple and the members of the RRAB, the County was hoping to not get sued. Well, it appears from all the records, especially the ones against Ms. Cook, he is laying the

foundation for a lawsuit. It appears clear from all the records, that if he does not get his way, he has more money and more lawyers to sue the County than community groups selling greens and fruit to make a living.

Interestingly, the FRDU committee has totally failed to address the requirement that Comprehensive Plans have a concurrency requirement with Capital Facilities Plans. The County CFP has been operating at deficit for years. In addition, as I understand the leases that Mr. Temple has negotiated, and our decision-makers have approved, the County, not Mr. Temple or his corporate affiliates, is responsible for major maintenance of the rail lines. There has been absolutely no discussion in the Comprehensive Plan Amendment process, or the FRDU committee process, that addresses the deficits in the County's Capital Facilities plan as it currently exists, much less the economic pressure that will be brought upon the County's CFP should the recommendations of Mr. Temple win the day.

In conclusion, Mr. Temple is a non-resident of the county with a huge financial interest in a process he controls. He has little or no commitment to the betterment of the county's citizens unless collateral to his own financial benefit. He consistently and tenaciously attacks planning staff and legal staff to undermine their opinions and does so without rebuff from the Councilors or County Manager. He is rewarded with lease agreements for which he pays no, or potentially little, to the County. The path chosen by the Councilors has resulted in pre-ordained recommendations. There is an old joke where a CEO soon to be retired is asking potential successors the answer to 2+2. The person whose response is "what do you want it to be" gets the job. Mr. Temple is that person.

This letter was not written by me, but it reflects my opinions regarding the ongoing FRDU project. My concerns are the same. My misgivings about the whole project are adequately expressed by this letter. Councilors, it is not too late to rethink this project and the work done by the Advisory Committee, especially expanding the overlay to one mile from the original 500'. It is not too late to protect the farmlands and the rural homes along the railroad from Mr. Temple's agenda. This development will not produce family wage jobs on the scale that Temple claims, and the cost to the environment and the residents who live along the track is far too steep a price to pay.

From: [Young, Betty \(UTC\)](#)
To: celialouderback@gmail.com
Cc: LaboeB@wsdot.wa.gov; [Alvarez, Jose](#); [Barnett, Jerry](#); [Hunter, Kathy \(UTC\)](#); william@wsdot.wa.gov
Subject: FW: Portlandvancouver junction RR
Date: Monday, August 13, 2018 7:27:15 AM
Attachments: [image008.png](#)
[image009.png](#)
[image010.png](#)

Ms. Louderback:

Your email to WSDOT was forwarded to the Utilities and Transportation Commission (UTC) for response. The UTC regulates railroad crossing safety at public crossings in Washington.

The railroad you refer to already exists and is owned by Clark County (Chelatchie Prairie Railroad). The Portland Vancouver Junction Railroad currently operates on the line providing freight rail service. UTC staff inspect the crossings on this line routinely.

I contacted Clark County regarding the industrial use corridor you referenced. I was informed by Clark County staff that a new law passed last year allowing agricultural land adjacent to the railroad to be zoned for railroad-dependent industries ([Senate Bill 5517](#)). The County is currently writing rules to implement this law. There will be opportunities for public comment. If you have additional questions about this new law and the rules and would like to be kept informed about progress, please contact Jose Alvarez, Clark County planning staff at 564-397-2280 ext. 4898 or jose.alvarez@clark.wa.gov. I am copying Mr. Alvarez on this email.

I hope this is helpful. Please let me know if you have other questions about railroad crossing safety.

Betty Young

Transportation Planning Specialist
Rail Safety
(360) 664-1202

Utilities and Transportation Commission (UTC)

Respect. Professionalism. Integrity. Accountability.

www.utc.wa.gov



From: LaBoe, Barbara [<mailto:LaboeB@wsdot.wa.gov>]
Sent: Friday, August 10, 2018 10:27 AM
To: celialouderback@gmail.com
Cc: Hunter, Kathy (UTC) <kathy.hunter@utc.wa.gov>
Subject: Portlandvancouver junction RR

Thank you for your July 6 email to the Washington State Department of Transportation regarding the Portland Vancouver Junction RR. I apologize for our delay in replying.

While the WSDOT Rail, Freight and Ports Division sponsors passenger rail (Amtrak Cascades) and owns some freight rail lines in Eastern Washington, we do not regulate rail lines within the state.

The Washington State Utilities and Transportation Commission has some rail oversight responsibilities within the state, including ensuring train safety. I'm cc-ing Kathy Hunter of the UTC on this response so she can share details of their role in the proposed rail line use.

Thank you again for your email,

Barbara LaBoe
WSDOT Communications
360-705-7080
laboeb@wsdot.wa.gov



Re:

From: Celia Louderback <celialouderback@gmail.com>
Sent: Friday, July 6, 2018 1:08 PM
To: WSDOT State Rail Division <Rail@WSDOT.WA.GOV>
Subject: Portlandvancouver junction RR

Portlandvancouver Junction RR plans to use an old rail line in Clark County to facilitate an industrial use corridor.

This proposed RR is an old line through Clark County, and can be located on local maps. Using the local maps and tracing the RR route through Clark County, this railroad will be very hazardous for our citizens.

It would cross 11 important streets, roads, and highways. -- 117th Ave(Hwy503) 119th St. Andresen,Hwy 205, 78th St. St James Rd NE, Minnehaha, Hwy 99, Hazel Dell Ave, Fruit Valley Rd, and an major highway I 5..

How will these busy intersections be safe for street traffic? With safety lights, barrier arms, constructing over or under access, much of these costing 15 to 20 million dollars each! This cost should not fall onto citizens tax responsibility.

The railroad would result in reclassifying land use in farm land to industrial use. This is contrary to land use rulings.

If Portland Vancouver Junction RR can not fully pay for each safety devise required, it must not be approved.

If Portland Vancouver Junction RR can not pass Land Use guidlelines, It must not be approved.

I hope that your agency will see the damage to rural Clark County and not let this advance.

Celia Louderback

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Thursday, August 16, 2018 6:26:14 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: ROBERT

Last Name: GORDON

Email Address: RNH44@HOTMAIL.COM

Phone Number: (360) 892-8279

Street Address: 15220 NE 116th Court

City: Brush Prairie

State: Washington

Zip Code: 98606

Message Subject: Railway Overlay

Parcel Number: 197 ft

Comments: 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.

From: [Jon Clark](#)
To: [Alvarez, Jose](#)
Subject: RE: rail overlay question
Date: Monday, August 20, 2018 10:15:00 AM

Thank you. This is helpful. I appreciate your quick response.

At some point once the spur lines are agreed to, will they get included onto the map?

Jon

From: Alvarez, Jose [mailto:Jose.Alvarez@clark.wa.gov]
Sent: Monday, August 20, 2018 7:22 AM
To: Jon Clark <JClark@neea.org>
Subject: RE: rail overlay question

Mr. Clark,

On the interactive map the “proposed freight overlay” is the advisory’s committee’s recommendation for the area/properties that should be included/eligible for freight rail development with the understanding that most of these areas would require a spur line to be extended in order for development to occur. This process is intended to generate public input on the recommendations of the advisory committee including: the list of proposed uses, development standards that would be used and the “proposed overlay”.

Hope this helps. If you have any additional questions please let me know.



Jose Alvarez
Planner III
COMMUNITY PLANNING

564.397.2280



[Top of Form](#)

[Bottom of Form](#)

From: Jon Clark [<mailto:JClark@neea.org>]
Sent: Saturday, August 18, 2018 10:01 AM
To: Alvarez, Jose
Subject: rail overlay question

Hello Mr. Alvarez,

On the interactive map, what does "proposed freight overlay" mean? Does this mean that railroad tracks will come into this area? If the track is being extended (spurs?) how can I tell where the new track will go?

I've watched the you tube video on the website, but it still not clear to me what's happening, other than the fields north of me will be opened up for commercial uses.

Thanks

Jon

Jon Clark

12719 NE 119th ST

Vancouver, WA. 98682

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

Cathy N Steiger
16101 NE 183rd St
Brush Prairie, WA 98606

August 22, 2018

When this Freight Rail Proposal was first publicly disclosed, it made no sense. Industry with no sewer? No addition of roads? Development 101: propose something innocuous and non-sensical and then keep changing it. Take farmland in Clark County, put manufacturing on it to help out Puget Sound region. Let's pave over our farmland so that Puget Sounders can have food. ??? Really?? I propose to whoever owns the current N/S rail right of-way, add another track to run from Vancouver to Seattle. A line from Vancouver to Chelatchie Prairie (to Olympia)???

Why is there a caveat of long-term commercial significance placed on ag land?. Do our planners know how to make new productive soil? Our County needs investment on Ag (of green houses, cold storage, mechanical robotic "farmers.) If we listen to those predicting warming climate, crops in CA may do well here by the time this finishes in the Courts. There are many decrepit paved developed areas (old Highway 99, along the current St John's road) that has put in its 50 years and needs to start again. **Is intensity of land use** (ruin it to sterility) a measure of land's ability to be productive?? Why its it that our newer freight-rail train customer, in Brush Prairie , is not leading the way for development on the rail in Battle Ground ,has few jobs and lackluster success?

Ironic how precisely selected lands are to be considered in the bill:

Sec 3 Any county that borders both the Cascade mountains and another country and has a population of less than fifty thousand people, and any city in such county, may adopt development regulations to assure that agriculture, forest, and mineral resource lands adjacent to short line railroads may be developed for freight rail dependent uses. AND said counties can modify development regulations to include development of freight rail dependent uses that do not require urban governmental services in rural land.

My support for this proposal is conditional on placing new FRDU industry in the Hockinson School District **first, and second.** This area of the County needs money for schools and improvement of road services is relatively easy At least some longer term financial benefit to the rural area homeowners would be provided. Prohibit Commissioners from giving away taxing authority and other harmful incentives.

I don't like the "build it and they will come" mantra for paving over current green open spaces. If there was interest in investing in "raising food for Puget Sound" now, let it start without a train. Think differently. We have space for closed system food production. Cattle manure waste need not be garbage, but a water/nutrient source.

Ignorance, '30's thinking and yesterdays homebuilders(carpenters, surveyors, earth movers kept Clark County from progress once. Lets not let an opportunity for smart change make us the ne'r do well of Washington

From: [Susan Saul](#)
To: [Alvarez, Jose](#)
Subject: Re: Freight Rail-Dependent planning question
Date: Friday, August 24, 2018 3:45:17 PM

Thank you. Yes I plan to address the rail-with-trail in my comments.

On Fri, Aug 24, 2018 at 3:15 PM Alvarez, Jose <Jose.Alvarez@clark.wa.gov> wrote:

Susan,

The existing Chelatchie Prairie rail trail plan would have to be addressed during the site plan review of any proposed freight rail development so that it development is consistent with the rail trail plan. If you think that needs to be more explicitly called out in the development standards, I would suggest you provide that feedback through the survey, so we can share it with the Council.
Thanks



Jose Alvarez
Planner III
COMMUNITY PLANNING

564.397.2280



From: Susan Saul [mailto:susan103saul@gmail.com]
Sent: Friday, August 24, 2018 10:37 AM
To: Alvarez, Jose
Subject: Freight Rail-Dependent planning question

How does the proposed Chelatchie Prairie Rail Trail fit into the Freight Rail-Dependent Development planning?

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

August 25, 2018

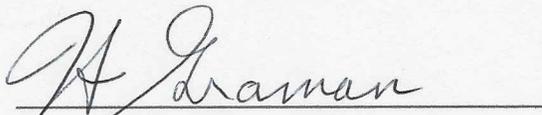
Clark County Council
1300 Franklin St
Vancouver, WA 98660

Dear Clark County Council Members,

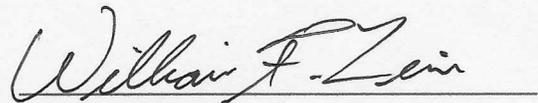
We, the undersigned, are owners of contiguous properties that lie within the proposed Freight Rail Dependent Use overlay. We believe our properties should maintain their current zoning designation and remain as resource lands used for agricultural and residential purposes only.

Therefore we respectfully request that our 2 properties both be excluded from the proposed Freight Rail Dependent Use overlay.

Thank you for your consideration.



Howard Graman
12816 NE Laurin Rd
Vancouver, WA 98662



Bill Zimmerman
9504 NE 119th St
Vancouver, WA 98662

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Sunday, August 26, 2018 3:34:42 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Mark
Last Name: Gawecki
Email Address: msgawecki@comcast.net
Phone Number: (360) 666-3398
Street Address: 17706 NE Homestead Drive
City: Brush Prairie
State: Washington
Zip Code: 98606
Message Subject: Freight Rail Dependent Development Project
Parcel Number: Property ID No. 119202204
Comments: Good afternoon Mr. Alvarez,

I am preparing the survey form on the above mentioned project. I have some questions. If the survey is submitted before 13 Sept. 2018 will it be included in the summary analysis for the council work session scheduled for 26 Sept. 2018 @ 10:30 AM? On Map 2 my home is in a purple area just above the dash line. What does the purple indicate? Battle Ground? My home is in one of the islands of Brush Prairie which is shown on another one of your site maps. Does the dash line indicate the limit of the urban growth zone of Battle Ground at the north end of the map and the urban growth zone of Vancouver on the south end? How did the advisory committee come up with a one mile industrial zone proposal adjacent to the RR tracks? This seems rather excessive. Who is a good contact on this project at the Okanagan County site?

I'll probably have more questions at the 30 August meeting

Thank you.

Mark Gawecki
Greater Brush Prairie Neighborhood Association

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Wednesday, August 29, 2018 8:22:45 AM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Edward

Last Name: Runyon

Email Address: super67sport@yahoo.com

Phone Number: (971) 563-7578

Street Address: 13711 NE Laurin Road

City: Vancouver

State: Washington

Zip Code: 98662

Message Subject: Existing Residence Property Value and Zoning

Parcel Number:

Comments: Will our home of 35 years property value increase or decrease ?
If we sell our property will it be able to re-zone as light industrial ?

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Wednesday, August 29, 2018 4:39:55 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Wayne and Judy
Last Name: Harpel
Email Address: jharpel44@gmail.com
Phone Number:
Street Address: 12910 NE 110th Ave.
City: PO Box 490 Brush Prairie
State: Washington
Zip Code: 98606
Message Subject: concerns about industrail use plans
Parcel Number:

Comments: We have lived on this property for just over 30 years. Our home was built to our needs and we have spent a great deal of time, money and energy on landscaping and improving our home. At this time we feel that all of our hard work and effort to keep our neighborhood nice and clean will be destroyed if the adjacent land is converted to an industrial park. Increased noise, light pollution, and possible odors will certainly impact our property if an industrial park is built. If this happens, our property value will decrease. On that note, our property taxes continue to go up each year as the value of the homes in the area sell. If this industrial development goes through, we will be asking for a reduction in our property taxes as a result of the decreased value in our home. It would be very helpful if you would remove the industrial overlay that the county put on our area so that we would not have to worry about future development in our neighborhood.



Project: Freight Rail
Date: 8-30-18

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

What about people health with some of these
Manufacturing plant like Asphalt, Concrete etc

Plus will it damage our ~~well~~ water wells.
ARE AIR QUALITY.



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

The area around us is all residential next to the golf course. I don't believe Cedars View Dr, Maddox Ct should be part of the overlay. The expansion will hurt our property values.



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: RAIL LINE

Date: _____

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

THE OVERLAY IS TOO BIG. IT SHOULD BE DEFINED AS
ADJACENT IN THE STRICT TERM - "NEXT TO" NOT IN
"PROXIMITY" WHICH INCLUDES THE PROPOSED 1/4 MILE STANDARD



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: ~~Freight Rail~~ Freight Rail Dependent
Date: 8-30-18 USE

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

The biggest fear is the asphalt plant.
And other chemical plants that will leak into to
ground water

Noise is also a concern. If it could be guaranteed
they don't travel after 6pm OR before 8am.



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

The Comprehensive Plan map shows 2 small blocks of Industrial Zoned land, both just off of Cooper Road. They stick out like a sore thumb. Please do not do a repeat of that special-interest-driven shenanigan here.





Project: _____

Date: _____

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

I am opposed to this law allowing the reconsideration of the use of this land. This will devalue the neighbors & families who moved to this area to create family, neighbor friendly environments. Also, we will lose valuable



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.

Farm land.



Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

whistles
The railroad is part of the history of the county and needs to be maintained. I live a couple of city blocks from the line and love hearing the whistles of the tourist trains. In addition north county needs commercial and industrial development. Maintaining and upgrading the route will help reach that goal and honor the history of railroads in the county.





Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

- I am worried my quiet safe home will be a terrible place to live
- I am worried the value of my property will go down.
- I am worried the mfg. operations will cause contamination in our water & air.
- I am worried about the noise
- I ~~can~~ not approve this plan of rezoning the property.
- If the value goes down then my retirement fund will be affected



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.

◦ I vote NO



Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

- ~~UNEMPLOYMENT~~ UNEMPLOYMENT RATES ARE AT
ALL TIME LOWS - BRINGING JOBS TO
THE AREA IS NOT A CONCERN OF THE MAJORITY
- TRADE WORKERS ~~ARE~~ RATES ARE DECLINING →
WHAT HAPPENS TO THESE FACTORIES IN 20 YEARS?
 - HOW MANY JOBS WILL THIS BRING?
~~PLEASE CONTACT THE CLARK COUNTY BOARD OF SUPERVISORS~~
- o



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

We are 100% in favor of the Freight Rail-
Dependent proposal to increase job development
in Clark County and to increase Commercial TAX
Base for Clark County —
Leo & Linda Cotton





Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

*We are in favor of the freight Rail
Dependent proposal.*

Jan Cotton





Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

- ① One mile is NOT ADJACENT! The original area was a correct definition of adjacent. (500') One mile is absurd!
- ② Why not use/develop existing industrial parcels rather than create an overlay area w/ new parcels that will negatively impact homes in the area?
- ③ I am completely against this proposal. The train is literally in my backyard. I DON'T WANT



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.

THIS !!



Project: _____

Date: _____

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

You didn't explain why you focused on the railroad to create jobs and generate revenue for the county.

Why don't you think about bringing high tech companies into Clark County? Loss of a footprint, create lots of jobs that are already in the Portland area. High tech companies can generate a lot of tax revenue with less pollution, less traffic, less use of land.



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

THIS PLAN IS OUTRAGEOUS AND COMPLETELY CONTRARY TO WHAT THE STATE LAW INTENDED. 100 FT TALL BUILDINGS, NUCLEAR PLANTS? ARE YOU SERIOUS? I AM ADAMANTLY OPPOSED TO MAKING BRUSH PRAIRIE INTO A WASTELAND! ADJACENT MEANS NEXT TO, NOT 500 FT, NOT 1/4 MILE, NOT 1 MILE, NOT ANY OTHER DISTANCE! FOLLOW THE LAW!

→ SB 5517 Pg. 3 P. 9 "... USE IS DEPENDENT ON AND MAKES USE OF AN ADJACENT SHORT LINE RAILROAD."



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.

ADJACENT = NEXT TO, ABUTTING, HAVING NO MATTER OR SPACE BETWEEN ENTITIES.



NOTE 80% + OF THOSE PRESENT VIA HAND SURVEY WERE OPPOSED TO THIS!

Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

DISASTROUS IDEA! THIS IS GOING TO CAUSE
NOISE, POLLUTION, CRIME (MORE POLICE PATROL
EXPENSES) DESTRUCTION OF PROPERTY VALUES
A SHORT SIGHTED IDEA — GROWTH &
GREED WILL DECIMATE THIS BEAUTIFUL
RURAL AREA! (NOT ENOUGH SPACE FOR INDUSTRY)



For other formats, contact the Clark County ADA Office: Voice (360) 397-2000; Relay 711 or (800) 833-6388; Fax (360) 397-6165; E-mail ADA@clark.wa.gov.

(8/30/18 MTG)

JAMES M. SCHWARTZ, BS, MA
PO BOX 1552
BATTLE GROUND - 98604



Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

I think that it should be turned down. This County is growing yes, but I do not believe that this will help the residents that live in Clark County. I also think that the Rail Road should be responsible for there own upkeep, do not put it on the Residents.



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: Freight Rail

Date: 8/30/18

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

I am concerned that Asphalt manufacturing & chemical manufacturing
are listed as "conditional" rather than "X" prohibited.
(hazardous material)

I want them listed as prohibited.

I was disappointed that the railroad rep. did not address # of trains,
speed of trains, noise. I hope answers can be provided
before Commission meeting.



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: FREIGHT RAIL-DEPENDENT USES

Date: _____

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

THIS IS NOT CONDUCTIVE TO THE LIFE STYLE
THAT THE PEOPLE OF THIS AREA PAID TO ENJOY. IT
IS TANTAMONT TO CONFISCATION.



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.



Project: Freight Rail Dependent Development

Date: August 30, 2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

Was Blanket Planning. Adjacent & near
definitions Don't Fit Map -
Was there an Market Analysis -
No Phasing Plan - Needs EIS
Should be zoning.
Need to Address Environmental Impact
Impacts To Private Property
Taxes Report





Project: FREIGHT RAIL RECOMMENDATION

Date: 8/30/2018

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

I am initially opposed because I do not feel the explanations at this meeting were clear enough to make a decision.

I feel the Asphalt Plant "People" are pushing this expansion. If that is true I will never agree to this. The Asphalt plant was turned away once, and here they are again trying to get into our community.

Also I do not want to see Manufacturing that could poison the ground or Air or water in and out of the proposed AREA.



For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.

- OVER -

I do want to see good jobs come into Clark Co.
but not at the expense of the people who live here
in or adjacent to the proposed AREA.

So it is on you to convince me you have
our community at heart and not just the back
pocket of the big money behind this...



Comment Card

Please take a moment to complete this card and give us your feedback on this project.

Thank you for your valuable help!

Comments:

Wilson - Pike very helpful. Hmm... no surprise.

The environment and desires of home owners be damned. They are hand-in-hand with big business as political donors. Disgusting.

Owners of land who love here, not large land owners who plan to sell - bail out, should have more say in this process.

So, why won't you answer the state law vs. this plan

 For other formats, contact the Clark County ADA Office: **Voice** (360) 397-2000; **Relay** 711 or (800) 833-6388; **Fax** (360) 397-6165; **E-mail** ADA@clark.wa.gov.

question?

So you destroy our living area AND we pay for this →

privilege in the form of possible increased taxes,
sewer fees and road fees? seriously?

DO NOT BUILD
A 1/2 MILLION DOLLAR
HOME IN THAT AREA

RON

"ACTIVIST"

AR P

COMMENT

Stop this to keep

the area livable -

~~unfilled jobs~~

We have plenty of

unfilled jobs

NOW .

Does Clark County for see
a County which is broken
up into various parcels?
5 acre blueberry farm next
to a 5 million dollar home
next to a 10 acre chemical
plant next to a school?
Take Glenwood/Lauren/Cassee
center, next to a vineyard
next to a dog park next to
a protected forest mixed in
with a cement factory.

Jose Alvarez ought to check his facts. Current rail use was not accurately reflected in his monologue.

What right does the county have to redefine words in the English language?

1/2 in 500ft \neq adjacent

1/2 in 1 mile \neq adjacent

2 lots (by true definition) cannot be adjacent if property lies between said lots.

See 3ESB 5517 Sec 2 (A)

"use is dependent on AND makes use of adjacent short line railroad."

AND \neq OR

8/30/18

Stop this outrageous and illegal
Project NOW!

ADJACENT SHOULD BE PHYSICALLY NEXT
TO THE RAIL LINE, NOT 500 FT OR
1 MILE.

RAILROAD LAND USE EXPANSIION

On your initial presentation last fall you started with for the most part a reasonable application for structuring wise use of the railroad property in developing adjacent land to enable rail road availability and use.

You now have gone crazy in expansion dragging in much land no longer with a lot of it's performance having any major relevance to the railroad. A strip of 700 feet maybe on each side (that's over a ¼ mile wide) and definitely no more than a 1000 feet for direct application of an adjacent side spur only, seems logical.

In this change to dragging in wide expanses of other land into industrial use which I understand Lagler has been heavily pushing, with his land other than that near the railroad to be included, You are in no way wisely planning for the future . This is but a short sited move to expand another need which is that of an employment base for the growing population.

You are defying your claims to be supportive of maintaining large acreage farm land. High grade soil, particularly near population centers, in the future is going to become much more important as population increases and water becomes scarce in the Midwest and elsewhere.

I agree that there is need for additional land needed for industrial expansion but it should be located on land that is not able to produce the important need for food production that this land possesses and can again become important in the future.

Going both North and South East are soils more appropriate for industrial application and while going North some could also be closer to the railroad than this wider format presents were adjacent land to the railroad made available.

ALFRED G. FOLKERTS

6315 NE 47TH STREET

VANCOUVER, WA. 98661

30 Aug

Freight Rail Dependent Uses

Support the Advisory Committee Recommendations

Safety—Provides access to significant rail and water freight facilities in the State and since 2004 the railroad has removed the impact of over 14,000 freight trucks from local roadways.

Environment— Reduces impact on the environment by using existing rail infrastructure. Allows access to utility services to prevent the need for commercial size sewer systems. Proposes the highest level of buffering requirements to prevent impacts on neighboring properties.

Economy— Provides access for highly sought rail served land.* Clark County is a commercially poor area of the state that will greatly benefit from local job opportunities. Revenue from new employers and jobs will increase money available for schools, addressing homelessness and other critical local programs.

* Data provided by the Columbia River Economic Development Council (see reverse).

BRIEF FACTS ABOUT THE CHELATCHIE PRAIRIE RAILROAD

- 33 mile short line railroad from Vancouver to Amboy.
- Under Clark County public ownership since 1987.
- Connects to an international port of entry, major highway systems, I-5 and 205.
- Freight service is provided by the Portland Vancouver Junction Railroad (PVJR) and currently runs from milepost 0.0 to 18.58.
- Railroad speeds are at 10mph.

FOR MORE INFORMATION CONTACT:

Eric Temple, PVJR Owner
etemple@pvjr.com

FREIGHT CUSTOMERS & PRODUCTS

- BONNEVILLE POWER
- OMEGA INDUSTRIES
- FOOD EXPRESS
- LINDE GAS
- ROADWISE
- TRUCK RAIL HANDLING
- MALARKEY ROOFING
- LANE MOUNTAIN SILICA
- CANFIELD TRANSFER
- ANDERSEN DAIRY
- SAND & SILICATES
- PLASTIC PELLETS
- RAILROAD TIES
- STEEL RAIL
- RAILROAD TRACK PANNELS
- INDUSTRIAL GASES
- ELECTRICAL TRANSFORMERS
- SLAG AND AGGREGATES



Amber Carter
amber.carter@comcast.net

Date: July 17, 2018

Re: Large Site Inquiries with Rail – 2018 YTD

2018 YTD Clark County Large Site Inquiries with Rail

DATE	NAME	INDUSTRY	ACRES	EST. JOBS	RAIL
1-18	Salt	Dist/Logistics	20	300	Preferred
2-18	Rock	Unknown	50+	Unknown	Required
3-18	Developer	Mfg	20-100+	Unknown	Required
5-18	Pony Express	Mfg	350+	3,039	Required
5-18	Press	Paper Mfg	200+	Unknown	Required
6-18	Inspirit	Mfg	70+	Unknown	Preferred

2017 Clark County Large Site Inquiries with Rail

DATE	NAME	INDUSTRY	ACRES	EST. JOBS	RAIL
3-17	Crystal	Glass Mfg	100 - 150	500-800	Preferred
4-17	Julep	Paper Mfg	30 - 50	100	Required
5-17	Tile	Mfg & Office	22	100	Preferred
7-17	Zen	Chem Mfg	10 - 15	20	Required
7-17	Supernova	Battery Mfg	150	500	Required
7-17	Noah	Mfg	100 - 200	Unknown	Preferred
8-17	Mitt	Metals Mfg	500 - 1,000	1,000	Required
8-17	Eagle	Clean Tech Mfg	150 - 400	1,000	Required
9-17	Epic2	Paper Mfg	100	150	Required
9-17	Renaissance	Clean Tech Mfg	20+	1,000	Preferred
10-17	Fish	Warehouse/Cold	10-20	Unknown	Preferred
11-17	Bold Eagle	Clean Tech	160	3,500	Required
11-17	Sawdust	Mfg	10-20	500	Preferred
11-17	Ellis	Paper Mfg	800-1,000	600	Required

Former Clark County Large Site Project Inquiries

YEAR	NAME	INDUSTRY	ACRES	RAIL
2011	L'Aurora	Food Processing	100	—
2012	—	Food Processing	200	—
2013	Rush	Mfg	200 - 300	—
2013	—	FTZ Mfg	45	—
2014	Wildcat	Mfg	40 - 80	—
2015	—	—	200 - 300	Required
2015	—	—	150	Required
2015	—	—	100 - 250	Required
2015	—	—	100	Required
2016	Epic	Warehouse/Dist	50 - 60	—
2016	Tremendous	Warehouse/Dist	50 - 100	—

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Thursday, August 30, 2018 11:47:52 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Jerry

Last Name: Winters

Email Address: Deerfeeder@juno.com

Phone Number: 360-694-8696

Street Address: 5420 Idaho st.

City: Vancouver

State: Washington

Zip Code: 98661

Message Subject: Looks like my parcel should be included in Freight Rail -Dependent Uses

Parcel Number: 198087000

Comments: I attended the open house tonight, the good sized crowd of negative people were opposed. I am for the project. I've asked to include our 20 acres several times. The same with RILB, the urban growth boundary, And the comp plan. We have a light industrial overlay. As ag. 20 we could only build one house. Back then the open house, at the maps I talked to staff and also Olivier O. On the multicolor map (Freight Rail Recommendation) I used my handout and made a sample scale, 1.1 miles from the map. It overlapped our parcel from more than one place. Staff and Olivier said to write my findings on a comment card and to be sure I get on the record. We really support your proposal and would like to be included.

THANK YOU Jerry & Michelle Winters

Please cc Jose & Olivier. Thanx.

From: [Tony & Margie Morrell](#)
To: [Quiring, Eileen](#)
Cc: [Alvarez, Jose](#); greaterbrushprairie@gmail.com
Subject: "Open House" Freight Rail Dependent Development
Date: Friday, August 31, 2018 5:56:14 PM

Councilor Quiring,

I want to express to you my appreciation for your taking the time to sit in on last night's Open House.

It was good for you to hear, first hand, just some of the concerns expressed by my neighbors. Apparently, there are a lot of issues and obstacles that need to be addressed before this proposal can go forward. Even in the abstract, this proposal is tearing at the heart of this community. I think you would agree that the degree of opposition portrayed last night was broad based and clearly palpable. In fact, it reminded me of those "Lakeside" meetings we witnessed years ago. Have we learned nothing from that experience?

While we would all agree that the pursuit of jobs is laudable, we can't pursue that goal recklessly, forsaking the livability that is the end result of one's labor. For the County to simply say that it can locate industry anywhere just because there is a conveyance nearby (and nearby is a mile away) is outrageous. Following that logic, any highway would serve the same purpose

It came as a shock that the County envisions the possible transport of petroleum products and even hazardous materials. through residential neighborhoods. Clearly, there is no place for this type of cargo through residential prairie neighborhoods. Furthermore, it is hard to accept that the cost of improving the railroad would be borne by the residents themselves, the very ones whose home values would be negatively impacted by the development!

Lastly, I don't know how you balance industrial vs. residential tradeoffs. That is why most counties separate the two land uses. Given that the County is the owner of the railroad and would benefit financially from any industrial development, one might question the County's objectivity which would only undermine the possibility of a successful resolution.

Recognizing your family's long association with our community, I ask you to reconsider your support for this proposal and to stand with your constituents in opposing this proposal going forward.

Respectfully submitted,

Tony Morrell
Brush Prairie, WA. 98606

From: [Michael Harmon](#)
To: [Alvarez, Jose](#)
Subject: Freight Rail Development
Date: Saturday, September 1, 2018 4:00:20 PM

Mr. Alvarez,

I am a Brush Prairie resident and am vehemently opposed to the proposal to expand industrial land in my community. Many long time residents cherish the semi-rural atmosphere and sanctuary that our land gives to the animals and people who call Brush Prairie home. Industry threatens to create noise pollution, air pollution, groundwater contamination and disrupt the wildlife that inhabit this land.

Instead I encourage you and those elected officials making these assessments consider the positive growth and revenue impact of dismantling the railroad and creating a green-way for bicyclists, walkers, joggers and wildlife to benefit from. Look no further than Boise or Bend for good examples where development of green spaces have bolstered tax revenues, business growth and population in a healthy and constructive manner.

Kind regards,
Michael Harmon
Brush Prairie homeowner

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Saturday, September 1, 2018 9:21:20 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Stacy

Last Name: Sexton

Email Address: Bullhamsters@aol.com

Phone Number:

Street Address: 15909 ne 142nd Ave

City: Brush prairie

State: Washington

Zip Code: 98606

Message Subject: Rail road

Parcel Number:

Comments: Will the county automatically change the zoning of my property?

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Sunday, September 2, 2018 9:14:59 AM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Robert

Last Name: Burda

Email Address: robert_b@comcast.net

Phone Number: 3608922995

Street Address: 13202 NE 145th ave

City: Brush Prairie

State: Washington

Zip Code: 98606

Message Subject: Proposed zoning change for Brush Prairie Rail project

Parcel Number:

Comments: Little definitive information came out of the open house. Below is what we did take away from the open house and how we view this proposal.

How is it that our local politicians are willing to destroy our quality of life by putting in a heavy industrial area in an Ag 20 and residential region. The opt in or out zoning change for a mile either side is an nearly a carrot to garner support for this project. Besides what I call spot zoning who can afford to get the right of way across various properties for a factory one mile from the rail line much less secure an investor without a serious financial commitment. And if the business is rail dependent that can only define a large and noisy tenant. An increase in noise, toxic air, traffic and light pollution is what we can be assured of and the good people of greater Brush Prairie get to pay for it all! That was confirmed.

This is all about an asphalt plant and profits for Eric Temple of Bellevue, Wa. and Clark county. No haz mat, waste water and traffic plan and no knowledge of train frequency yet your willing to commit to a deal for the asphalt plant. We were told that hazardous materials would be hauled on this rail line. And the County stands to profit after a certain amount of train traffic, but I repeat, that number of trains hauling toxic materials was unknown. This doesn't even take into account the increase in heavy truck traffic. We decided to live and retire in greater Brush Prairie for many reasons. This sellout for heavy industry for special interests is not what we pay taxes for!

Protecting our quality of life creating green space better transportation corridors and better schools should be the focus instead of destroying our property values with heavy industry. Last, but not least shame on Wilson, Pike and especially Quiring. I doubt any of the politicians creating and supporting this disaster live in or near this proposed heavy industrial park. What would Pike's position be if this was near her beloved Shangrila. Quiring touts jobs for our children and grandchildren. At what cost??

We and our neighbors are bewildered and not happy about this horrid plan to destroy our property investments and our way of life! Currently these zip codes hold some of the higher property values in Rural Clark county.

From: [Maria Klyutkina](#)
To: [Alvarez, Jose](#)
Subject: Rail proposal for Brush Prairie
Date: Monday, September 3, 2018 2:24:27 PM

Mr. Alvarez,

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.

Kind Regards,
Maria Harmon Klyutkina

From: [D.Collins](#)
To: [Alvarez, Jose](#)
Subject: Proposed rail-dependent development off 119th
Date: Monday, September 3, 2018 4:17:23 PM

I was unable to attend the meeting regarding this development. I was under the understanding that it was north of 119th and now I see that it will impact our subdivision (Westminster walk) which is south of 119th. If there is more information regarding this action, please let me know as it would affect our property values if this were to pass.

Thank you,

Deidre Collins

Sent from my iPad

From: [Tom Griebe](#)
To: [Alvarez, Jose](#)
Subject: Development Plan for the Chelatchie Prairie Railroad
Date: Wednesday, September 5, 2018 3:15:23 PM

Mr Alvarez, just a note to say that I totally oppose the proposed development plan adjacent to the Chelatchie Prairie Railroad. This proposal is a huge expansion within an area that is already residential with small farms. Pushing this burden off on local residents is unfair and we will fight back, regardless of how much Mr Temple contributes to local campaigns and who he gets thrown off the oversight committee.

Tom Griebe

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Wednesday, September 5, 2018 5:48:55 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Paulina

Last Name: Oberg

Email Address: paulinaoberg@msn.com

Phone Number: 3607261468

Street Address:

City:

State: Washington

Zip Code:

Message Subject: RAIL OPEN HOUSE

Parcel Number:

Comments: Please schedule and advertise another Open House about the proposed railroad development. Councilor Quiring agrees that there should be another open house.

Thank you.

Best regards,

Paulina

From: [Susan Saul](#)
To: [Alvarez, Jose](#)
Cc: [Pierce, Troy](#)
Subject: Comments on Proposed Freight Rail-Dependent Use Overlay
Date: Wednesday, September 5, 2018 11:11:31 PM

September 5, 2018

Community Planning
PO Box 9810
Vancouver, WA 98666-9810
[submitted via email to jose.alvarez@clark.wa.gov]

Re: Proposed Freight Rail-Dependent Use Overlay

I am opposed to the Freight Rail-Dependent Use Overlay and the Development Use List as currently proposed.

The proposed overlay and development codes fail to mention the proposed 33-mile long Chelatchie Prairie Rail Trail, approved by the county commissioners in 2008. The proposed development codes would primarily impact rural agricultural land that would be traversed by the Chelatchie Prairie Rail Trail and affect the trail environment.

Any freight rail-dependent development should be consistent with the Chelatchie Prairie Rail Trail plan. Clark County acquired the railroad to maintain commercial freight and passenger use and to establish a non-motorized trail across the county. The rail-with-trail and its recreational uses – walking, bicycling, and horseback riding – should be explicitly called out in the development codes as one of the permitted uses in the railroad corridor. Trails and their non-motorized uses currently are not included in the list of uses allowed in the proposed overlay and development codes and the freight rail-dependent planning process has not mentioned the proposed trail.

We need more trails in Clark County as much as we need more industrial development. By 2040, Washington's population is expected to increase by 2 million people. Clark County is one of the fastest growing in the state. Currently, 8 out of 10 Washingtonians go outside for recreation. According to the 2013 Washington State Comprehensive Outdoor Recreation Plan, current facilities, including trails, can only satisfy 30 to 40 percent of the projected demand. As Washington's population increases, new trails are essential to preventing overcrowding of trails and ensuring everyone has a place in the outdoors.

We need to ensure rich, equitable trail recreation opportunities for the future by not forgetting the Chelatchie Prairie Rail Trail and the vision embodied in its plan. Clark County should continue to advocate for funding to construct the trail and collaborative management with residents and communities along the trail.

The Chelatchie Prairie Rail Trail is envisioned to link the communities of Vancouver, Brush Prairie, Battle Ground, Yacolt and the neighborhoods in between. It also would connect major recreation destinations, including the Burnt Bridge Creek Greenway, Battle Ground Lake State Park, Lucia Falls and Moulton Falls Regional Parks. It could be a major recreation attraction for Clark County and could be extended to connect to trails in the Gifford Pinchot National Forest and Mount St. Helens National Monument to become a regional recreation destination, fostering economically vibrant communities with a high quality of life.

Sincerely,

Susan Saul
10102 NE 10th St
Vancouver, WA 98664

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Thursday, September 6, 2018 7:12:28 AM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: David
Last Name: Malin
Email Address: CaptMalin@aa6rv.com
Phone Number: (360) 949-8282
Street Address: 14415 NE 76th Ave
City: Vancouver
State: Washington
Zip Code: 98662
Message Subject: Emergency Preperations
Parcel Number: 196489000 and 196507000

Comments: At the last community meeting at the High School I asked a few questions with regards to Emergency Planning and the simple answer was that responsibility falls on the Rail Line Company. I made those questions on that comment card, because I have gone through these issues before on a much larger scale. I made a comment in the back of the room and basically said that is not an answer and standing next to me was your lawyer, who basically said, yes that is a proper response and pointed to the gentleman who is in charge of the rail. I've been the Emergency Manager for the Port of Los Angeles for the past 16 years. At the Port of LA we handle almost 43% of the nations commerce, most of it leaves the Port of Los Angeles and Long Beach by rail. The rail companies, don't usually respond if their is an accident, other than with a check book. That burden usually falls within the community of First Responders where the rail passes. So when I asked who is writing the plan? To say that the rail provider is the proper answer, is absolutely the wrong answer. My proof, show me their capabilities on how they are going to respond to a fire, a hazmat spill, and security a perimeter. These incidents are going to fall on the counties in which this rail is going to run and any cities in which it passes. Carrying hazmat through residential communities is not something that should be taken lightly and until a sign off by the local Police and Fire Departments has been established, I personally can't support this project. I retired to this area, I'm about a mile and a half from the rail line. When I bought my property, I knew better than to purchase near a rail, highway or airport. Must of the public don't have a clue when it comes to what hazards travel specifically through their neighborhoods. Again, nobody even addressed the ADA issues, of evacuation of people with Access and Functional Needs. Don't just blow this off, there are lawsuits underway from a few who are going county to county and winning their cases just on ADA issues with regards to Emergency Planning. For the record, you have been informed in this public comment. In the City of LA, we had to go through all of our Emergency Plans and specifically address these issues. Better to address this now, than in the future under court order. <https://dralegal.org/press/city-of-los-angeles-ordered-to-hire-experts-t...>

<https://www.portlandoregon.gov/rdpo/article/622583>

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Thursday, September 6, 2018 8:33:12 AM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Heather
Last Name: Jolma
Email Address: Heatherjolmafray@gmail.com
Phone Number:
Street Address: 9400 ne 339th st.
City: La Center
State: Washington
Zip Code: 98629
Message Subject: Public Chelatchie RR meeting
Parcel Number:
Comments: Requesting a public meeting for comments

From: [Rebekah Berkompas](#)
To: [Alvarez, Jose](#)
Subject: Concerned Brush Prairie Resident
Date: Thursday, September 6, 2018 9:05:08 AM

Dear Mr. Alvarez,

We recently became aware that there is an imminent zoning change for Brush Prairie, WA: <https://www.clark.wa.gov/community-planning/freight-rail-dependent-uses>. Our property would be changed from Agriculture use to Freight Dependent Industrial use. Not only would this impact our resale value, but it would destroy the quality of life we, and our community, currently enjoy.

Acres of peaceful land in our backyard (a proposed 4,000+ acres) would be replaced by heavy rail and truck traffic and manufacturing noises and smells. According to this [article](#), it is very likely that asphalt, paver block manufacturing, and chemicals, including pesticides and agricultural chemicals, would be transported and manufactured on site. As a lowland, Brush Prairie already naturally accumulates a fog almost year round, so this would likely have huge impact on the quality of the air for residents. The environmental impact on the Salmon Creek watershed is another concern.

Creating an industrial complex in the heart of an expanding city and so near the many residents of Vancouver, Brush Prairie, and Battle Ground does not make sense. Regardless of the "jobs it will create", an industrial complex of this scale (that directly influences the land owners of over 4,000+ acres, not to mention the residents of greater Clark County) does not belong in the city. People should drive to their work and come back to a peaceful, non-toxic home, whether that is in the city or in the country.

This zoning change may benefit big corporations and a few land owners in Brush Prairie *who plan to sell and move away*, but it is an absolute LOSS for innumerable land owners in Brush Prairie and residents in greater Clark County who want to continue to live and love life HERE. They move away with padded pockets. We're stuck in a noisy, smelly, toxic living situation.

Please help the residents of Clark County and fight against this zoning change. We depend on you. Thank you!

Sincerely,
Rebekah Berkompas
[14311 NE 132nd Ave. Brush Prairie, WA 98606](#)
360-931-0954

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Thursday, September 6, 2018 11:30:01 AM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Tom
Last Name: Clark
Email Address: toms410judge@gmail.com
Phone Number: (360) 666-7494
Street Address: 17805 NE 130th Ave
City: Battle Ground
State: Washington
Zip Code: 98604
Message Subject: Rail use
Parcel Number:
Comments: Jose Alvarez

I am NOT in favor of utilizing the rail road to change the zoning of my property from rural to industrial. The very thought of having an industrial business next to me is not my idea of how I should be spending my retirement years. MY country living life style will cease to exist.

I know that my property is in the future expansion area but my concerns are once the companies move into an area the property values will decline and my investment along with them. The increased wear and tear of the roads is also a concern. The county is barely able to maintain the roads now, what will happen with more businesses settle into Clark county and they need more roads?

The argument for this was to increase the number of businesses and thus more tax income to the county and jobs into the county. One issue that is overlooked is the issue of housing.

Where will all of the newly employed people going to live if the area is zoned industrial?

If I were to vote on this issue it would be a big NO. Do not allow this to proceed any further please.

Thanks

Tom Clark

From: [Jessica DeNise](#)
To: [Alvarez, Jose](#); [Quiring, Eileen](#)
Subject: Freight Rail Proposal- opposed
Date: Friday, September 7, 2018 6:56:49 AM

Our home is located at the end of 152nd Ave, a dead end road. The Freight Rail proposal to rezone our neighborhood has us incredibly worried about the future of this great community, the environmental impact to the land and the unknown impact to our property.

Council promotes the added jobs and are likely excited about the taxes these companies will need to contribute. However, in 20 years when these factories are dead, the land is destroyed and property values have plummeted - are we going to be better off for this in the long run? Are these jobs answering the demands of our labor market in this community?

I worry about the roads, the wetlands, the rural farmers that will be uprooted. This can not be the best long term option we have - which leads us all to believe there is something else happening here pushing this incomplete and destructive plan forward.

Our community is growing - we can't stop that but now we need to take stock of the appropriate places to plan for growth, and as a community align on what makes sense for our citizens.

Camas is committed to a vision of building a community of non polluting jobs and their school system and community is thriving because of it. What is our vision for a community that promotes the future lives of our citizens. <https://www.camaspostrecord.com/news/2018/jun/21/camas-oks-massive-mixed-use-development/>

I look forward to having a voice and being heard.

Jessica DeNise

From: [Kurt Williams](#)
To: [Alvarez, Jose](#)
Subject: Rail dependent uses in Brush Prairie
Date: Friday, September 7, 2018 10:54:29 PM

Dear Mr Alvarez,

I am writing to express my opposition to the rail dependent uses rezoning of my neighborhood in Brush Prairie for industrial uses. Our neighborhood is a quiet idyllic neighborhood with farms, a golf course and lots of wetlands. It recently came to my attention that Clark county is looking to rezone to allow industrial facilities near the railroad. This will cause a great deal of hardships to my community in terms of property values, traffic, noise in addition to potential environmental and health risks.

I am vehemently opposed to this project.

Thank you

Kurt Williams

From: [Doug Warman](#)
To: [Alvarez, Jose](#)
Subject: Freight Rail Dependent Development
Date: Saturday, September 8, 2018 2:25:00 PM

Jose,

I attended the open house at Hopkinson High School and have read the online information about the plans to rezone the area around where my wife and I live.

I have a number of concerns:

1. Why include such a large area long distances from the railroad? You have the shaded area going all the way West over a mile to our street, 82nd Avenue a dead end residential street.
2. There is a lot of land close to the Railroad much closer in. Why not develop it first? You would have less mileage of track to get up to current standards. I think of open areas along St. Johns South of 78th Street, 88th Street and 72nd Avenue North of Costco. These areas are already in character for this type of development.
3. Why hop all the way out to the middle of the county and insert light industrial development in what is primarily rural residential areas when closer in land is available?
Who is pushing this development? It is not the people who live around here.
4. Your criteria to regulate this new zone is very loose. The 100' height limit will be a major impact on this rural area. The screening criteria is very minimal when it comes to protecting neighboring properties.
5. As was mentioned at the open house if you don't want to do this type of development you don't have to but there is no stopping your neighbor from doing it. This will lead to piecemeal development hop sketching across the land here in the middle of the county.
6. Traffic, light, sound and smells will be a major impact to what is a quiet rural area. A asphalt plant or red-mix operation would not be a good addition to our area.
7. The only logical place out here for this rezone would be a condensed area at the intersection of Highway 503 and the Railroad.

Thank you for considering these things.

Sincerely,
Doug

Douglas Warman AIA LEED AP BD+C
Warman Architecture LLC
Ph 360-576-8801
doug@warmanarchitecture.com

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Monday, September 10, 2018 11:07:04 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Kurt

Last Name: Williams

Email Address: kcwill2@gmail.com

Phone Number: (503) 705-8969

Street Address: 15415 NE 179th Circle

City: Brush Praire

State: Washington

Zip Code: 98606

Message Subject: Freight Rail Dependent Uses

Parcel Number:

Comments: This proposal will cause irreparable harm to my family. It will put my 9 year old child's health at risk and we will be force to sell our home at a diminished value and leave. Please do not do this.

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Monday, September 10, 2018 11:18:10 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Jeffry
Last Name: Cox
Email Address: d8400@reagan.com
Phone Number: (206) 450-2950
Street Address: 15304 NE 181st Loop
City: Brush Prairie
State: Washington
Zip Code: 98606
Message Subject: Railway Dependent Rezoning
Parcel Number:

Comments: To whom it may concern,
I am writing to voice my objection to the Clark County Railway Dependent Rezoning. As you are aware this was made possible with state legislative support of SB 5517. Being fairly new to the area (10 months) I don't know if you ever anticipated the potential of misusing the intent of this legislation. Just that is happening here in Clark County. What you may be unaware is the permitted uses and environmental mitigation is absolutely incompatible with the nature of the rural residential area. Of particular interest is along the rail track from the dead end of 152nd southbound. As an example, placing an asphalt plant along the railroad ¼ mile from the Cedars Golf course places existing residents of the risk of:

Damage to vehicles from loose aggregate.

Odors and smog from prevailing southerly winds.

Environmental consequences of hauling hazardous materials on the rail line to include accidental environmental damage due to spills and inevitable carelessness handling the material.

Loss of property values due having an asphalt plant (or any other industry) in close proximity. This issue is further compounded by the fact the only access to these residential areas is 152nd from the south.

Loss of wetlands habitat that contributes to a healthy ecosystem.

Issues with natural storm water runoff well known in this area.

These issues are not unique to this particular area but are shared with the entire final overlay area. This area was expanded 8-fold from the original 300 acres because the County commission determined the 300 acres didn't have financial viability to attract numerous industries. This is classic case of government catering to big dollar lobbyist without consideration to the community as a whole.

What the Clark County Commission is doing is actually worse than taking through eminent domain. At least taking through eminent domain at the property owner gets fair market value vs the devaluing of properties due to incompatible industries with no means of recourse.

In the end this proposal is a windfall for PVJR, related incompatible industries and offers

absolutely no benefit to the surrounding community. As a lifelong Conservative (60years), this government sponsored over reach has caused me to rethink my support for the Republican party.

I would encourage you to take a road tour with community members to see the real impact of this Railway Dependent Rezoning.

I would have enclosed a screen shots of the map view supporting my comments but this email program is not capable. Considering you have the various maps you will be able assess my concerns.

Thank you for taking time to review my comments.

Sincerely
Jeffry Cox
15304 NE 181st Loop
Brush Prairie, WA 98606

From: [Jeffry Cox](#)
To: [Alvarez, Jose](#)
Subject: Railway Dependent Rezoning
Date: Monday, September 10, 2018 11:19:35 PM

Mr Alvarez,

I am writing to voice my objection to the Clark County Railway Dependent Rezoning. As you are aware this was made possible with state legislative support of SB 5517. Being fairly new to the area (10 months) I don't know if you ever anticipated the potential of misusing the intent of this legislation. Just that is happening here in Clark County. What you may be unaware is the permitted uses and environmental mitigation is absolutely incompatible with the nature of the rural residential area. Of particular interest is along the rail track from the dead end of 152nd southbound. As an example, placing an asphalt plant along the railroad ¼ mile from the Cedars Golf course places existing residents of the risk of:

- Damage to vehicles from loose aggregate.
- Odors and smog from prevailing southerly winds.
- Environmental consequences of hauling hazardous materials on the rail line to include accidental environmental damage due to spills and inevitable carelessness handling the material.
- Loss of property values due having an asphalt plant (or any other industry) in close proximity. This issue is further compounded by the fact the only access to these residential areas is 152nd from the south.
- Loss of wetlands habitat that contributes to a healthy ecosystem.
- Issues with natural storm water runoff well known in this area.

These issues are not unique to this particular area but are shared with the entire final overlay area. This area was expanded 8-fold from the original 300 acres because the County commission determined the 300 acres didn't have financial viability to attract numerous industries. This is classic case of government catering to big dollar lobbyist without consideration to the community as a whole.

What the Clark County Commission is doing is actually worse than taking through eminent domain. At least taking through eminent domain at the property owner gets fair market value vs the devaluing of properties due to incompatible industries with no means of recourse.

In the end this proposal is a windfall for PVJR, related incompatible industries and offers absolutely no benefit to the surrounding community. As a lifelong Conservative (60years), this government sponsored over reach has caused me to rethink my support for the Republican party.

I would encourage you to take a road tour with community members to see the real impact of this Railway Dependent Rezoning.

I would have enclosed a screen shots of the map view supporting my comments but this email program is not capable. Considering you have the various maps you will be able assess my concerns.

Thank you for taking time to review my comments.

Sincerely

Jeffry Cox
15304 NE 181st Loop
Brush Prairie, WA 98606

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Monday, September 10, 2018 4:52:39 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Eric
Last Name: Peterson
Email Address: Peterson.e.c@comcast.net
Phone Number: 3608911135
Street Address: 16205 NE 125th Ct
City: Brush Prairie
State: Washington
Zip Code: 98606
Message Subject: Rail Project
Parcel Number:

Comments: Is this a money grab for the county? After listening to Jose, the rail is a Clark County asset. The county has contracted out to an operator and the county is not receiving positive cash flow on this asset. So now the county is trying to force rail service through ag and residential properties to increase their income. Jose also said the tax payers will get hit for the maintenance cost to the rail. What is the up side for the resident/tax payers??? Looks like a money grab for the county and the residents/tax payers will have to pay for it.



Project: Freight Rail-Dependent Uses
Date: 9-10-18

Comment Card

Please take a moment to complete this card and give us your feedback on this project.
Thank you for your valuable help!

Comments:

I have no problems with rezoning us to industrial use - but The Freight Rail-Dependent Use is ridiculous. It will just make our land undevelopable since no one will buy a place that needs a rail line that has to be paid for access by the ^{new} owner. From my land there is almost no way to access the rail inexpensively so any buyer would go anywhere else to buy their land - why would you stop development in our areas - we have ~~SR~~ SR 503 for good transportation and most of us are through farming.



For other formats, contact the Clark County ADA Office: Voice (360) 397-2000; Relay 711 or (800) 833-6388; Fax (360) 397-6165; E-mail ADA@clark.wa.gov.

state HWY 503 will not let us put another RR crossing - it hates the one that's already
(back)

(cont)
there - put your Freight Dependent Overlay
on the Rail road side of 503 but not
across as we will have no access to
a rail road - just a necessity that can't
be filled. Please come out to the neighbor-
hood - I would be glad to show you
what I'm saying. Your Maps are not
updated!

No Industrial Jobs will come because the
rail road track can't come.

Nancy Koski

(360) 254-1301

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Tuesday, September 11, 2018 12:23:54 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Diane
Last Name: Maley
Email Address: dimaley@comcast.net
Phone Number: (360) 254-5537
Street Address: 11308 NE 154 st
City: Brush Prairie
State: Washington
Zip Code: 98606
Message Subject: No Freight Rail in the middle of the county
Parcel Number:
Comments: Mr Alvarez,

You are aware you will turn the area Just north of Prairie High School to just South of the Condo's by Walmart off 117 Ave. into a Industrial Park. Please go to Google Maps, NW Yeon Ave, Portland, OR 97210, you will see Norwest Industrial and there stands Lake Side Industries.....an asphalt plant! I know what this area is like....NO ONE wants to live or should live there! Stop this insanity....we have trains going North and South already, we have trains going East and West already. Find land by current Freight train tracks that are located in an industrial area already. God willing this county will make the correct decision on this one as there is not buy back once implemented.

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Tuesday, September 11, 2018 6:30:48 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Kimberley
Last Name: O'Hara
Email Address: kohara42@gmail.com
Phone Number: (360) 908-5155
Street Address: 12308 NE 103rd Ave
City: Vancouver
State: Washington
Zip Code: 98662
Message Subject: FRDU proposal comments
Parcel Number:
Comments:

Jose:

This is a very informative analysis of concerns regarding the FRDU project. Please include it in the public record. I also have comments at the end of the analysis.

Here is an analysis of the Brush Prairie site for freight rail dependent uses overlay by Josh Seeds, of the Clark County Clean Water Commission.

Notes on Chelatchie Prairie Freight-Rail Dependent Use Proposal 9/7/2018

Proposed permitted uses include: Ready-mix concrete; electronic, electrical, and transportation equipment manufacturing; repair of commercial and industrial machinery; paper and wood manufacturing.

Proposed conditionally permitted uses include: Chemical, asphalt, cement, lime and gypsum, and metal manufacturing; waste management and remediation.

Proposed disallowed uses include: Animal slaughtering and processing; retail sales of produced goods; transit and ground passenger transportation; scenic and sightseeing transportation.

Issues for Consideration

Water Resources

The planning documents for freight rail dependents uses (FRDUs) make no mention of water resources and risks to those resources from the proposed permitted and conditionally permitted uses. Water resources are omitted from the maps.

Salmon Creek and its tributaries, such as Curtin and Weaver Creeks, are near the 1 mile corridor and the enlarged overlay recommendation. These waterbodies have already suffered substantial impacts from urbanization; further development will worsen impairment. Building and paving this primarily agricultural and natural area will further alter the hydrology of the Salmon Creek watershed.

Groundwater resources appear to be vulnerable within the existing FRDU overlay, the proposed enlarged FRDU overlay, and the 1-mile corridor. A review of soil information available from the US Natural Resources Conservation Service (NRCS) on their Web Soil Survey tool (<https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>) indicates that

groundwater is susceptible to pollutants percolating into the aquifer based on several factors. Individually or together they indicate pollutants can readily move into the aquifer.

- o Suitability for landfills and septic systems is very limited. The soils are not suitable for landfill cover.

- o The area has high nitrate leaching potential, particularly in the proposed overlay. (Nitrate is a form of nitrogen which commonly pollutes groundwater).

- o The eastern part of the overlays and 1-mile corridor has shallow groundwater, poor drainage, and occasional flooding, increasing the likelihood of pollution reaching water.

Industrial stormwater management may be problematic following building and paving. NRCS soil data show poor infiltration in numerous locations due to impermeable soil layers or high water tables. County stormwater inspection staff are already underfunded and overworked; additional stormwater facilities at industrial sites (such as asphalt and chemical manufacturing) will need extra attention and monitoring. Only 10% of the area is required to be landscaped, so effective impervious area can be expected to be high (up to 90%).

Transportation accounts for a significant water (and soil) pollution risk. Rail traffic produces dust, solvents, carcinogens (e.g. polyaromatic hydrocarbons), and petroleum products, as does concentrated truck traffic.

Many of the proposed permitted and conditionally permitted uses (metals, cement, chemical, asphalt, electronics) are significant sources of water pollution such as solvents, heavy metals, petroleum products, and salts.

Other Natural Resources

There are other natural resources at risk in addition to water resources.

The existing and proposed FDRU overlays are rated as “prime farmland” according to NRCS soil data. This is an irreplaceable resource which would be destroyed by heavy industry.

Many of the proposed permitted and conditionally permitted uses (metals, cement, chemical, asphalt, lime) are significant sources of air pollution such as dust/fine particulates, toxic compounds, and noxious odors.

These same uses are sources of soil pollution which is expensive or impossible to remediate.

The proposed venting code only requires a 50-foot distance between facilities and nearby residences (Code 40.250.120(F)(3)).

Transportation by truck and rail will introduce dust, exhaust, and other fumes into the air.

Social and Economic Implications

Heavy industrial development will result in loss of remaining rural character, creating noise, odors, pollution, traffic, and poor quality of life.

Pollution would likely impact the physical and mental health of those in proximity to the site should it be developed as planned. Contamination of drinking water wells nearby and downgradient is possible.

Property line setbacks for buildings are a mere 20 feet and could include very large buildings.

The proposed and existing overlays and the 1-mile corridor are in close proximity to schools, homes, prime farmland, small farming operations and homesteads, and natural areas. These features are omitted from the map and will be impacted by heavy industry.

Wildlife will almost certainly be negatively impacted by noise, vehicular traffic, and loss of habitat. This will in turn reduce hunting and wildlife viewing opportunities in the area for residents and visitors and reduce the quality of neighbors’ private lands for wildlife habitat and hunting uses.

Uses prohibited include retail sale of products produced within the overlay. Would this make farmstands illegal? There are several in the area. “Transit and Ground Passenger

Transport” and “Scenic and Sightseeing Transport” are also disallowed, unnecessarily restricting the ability of landowners to cultivate farm and forest recreation and direct farmer-customer contact.

Animal slaughtering and processing is disallowed. Does this mean that farmers and homesteaders are not allowed to raise, kill, and clean their own livestock on their own private lands for their personal use? If so, this is a seizure of private property rights. If not, why is this use not covered under permitted uses?

Infrastructure and Services

Many soils are rated “not suitable” for small commercial buildings, much less large manufacturing facilities, due to waterlogged, erosive, or otherwise unstable soils (see NRCS soil data).

AASHTO ratings for highway transportation of heavy loads are rated A-4 (fair) to A-8 (poor) in the overlay area. Roads will be poorly suited to numerous trips of heavily-loaded vehicles.

Highway and road infrastructure is already overloaded in this area. While the idea seems to be that rail will move freight, industrial facilities will without a doubt greatly increase truck traffic on this overloaded road network even if served by rail. For example, the Port of Camas-Washougal is served by rail and nevertheless has the truck traffic common to industrial areas.

The proposed code encourages extension of sewer service to industrial facilities in a fashion that creates risks of sewer overloading, breakage, or backing up of sewer lines through code changes that require “tightlining” of industrial facility sewer lines (“Tightlining of sewer means that a sewer is designed and sized to only serve a particular structure”, i.e. minimizing the size of required sewer lines to an assumed waste load rather than including a margin of safety). The code changes also exempt FRDUs from specifying a maximum number of sewer hook-ups, unlike any other development in Clark County (see 40.370.010(E)(4) in proposed code changes).

Industrial facilities create unique fire risks which are particularly prone to explosions, toxic fire by-products, dangerous gas releases, and carcinogenic compounds. A heavy industrial area will be a significant fire, explosion, and health risk to neighbors and fire fighters. It is unlikely that a rural fire district, even one as well run as Clark County Fire District #3, has the resources to deal with industrial fire risks from chemical, electronics, and asphalt manufacturing.

Available land at one of the local port district industrial areas would be much better suited for this type of economic activity. For instance, the Port of Vancouver has space available since the oil terminal lease is expired.

A Final Observation

Much of the land in and near the existing FDRU overlay is owned by a company called Ackerland LLC and one other private landowner (Clark County GIS <https://gis.clark.wa.gov/maponline/>). These parties stand to gain from industrial development, while the costs and risks will be borne by neighbors who stand to lose value in their agricultural and/or residential properties.

My question is this: having read through these concerns, I am wondering why there has not been an environmental impact study done to address these specific permitted and conditional uses? I know there was a study done awhile ago, but I don't think it addressed these specific concerns with an asphalt plant as the tenant.

This information is very disturbing to me as a homeowner who lives very near to the potential asphalt plant and the subsequent increased railroad traffic. To go further with this project without addressing these environmental concerns is irresponsible and unforgivable.

Again, I urge the Councilors to stop this project. It is not good for Brush Prairie and certainly

not good for the neighborhoods in the FRDU overlay.

Regards,
Kimberley O'Hara

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Tuesday, September 11, 2018 8:37:13 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Kurt

Last Name: Williams

Email Address: kcwill2@gmail.com

Phone Number: (503) 705-8969

Street Address: 15415 NE 179th Circle

City: Brush Praire

State: Washington

Zip Code: 98606

Message Subject: Jobs Data

Parcel Number:

Comments: Is there any data on the number and kind of jobs that this proposal will bring? What about the sustainability of those jobs? Will they be here in ten years? or will they be automated?

From: [Carolyn Hardy](#)
To: [Alvarez, Jose](#)
Subject: Railroad through Brush Prairie.
Date: Wednesday, September 12, 2018 10:51:30 AM

Please do not let this railway carrying coal and chemicals to pollute our beautiful country. Big business shouldn't be able to override good respectable families and our local businesses.

Thank you, CarolynHardy
1413 NE 17th avenue
Battle Ground, Wa 98604
360-723-0541
Sent from my iPad

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Wednesday, September 12, 2018 6:50:19 PM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Janet

Last Name: Petersen

Email Address: happygranny1492@gmail.com

Phone Number: (360) 597-4371

Street Address: 16716 N E 130 ave

City: Brush Prairie,

State: Washington

Zip Code: 99860

Message Subject: railroad develop

Parcel Number:

Comments: I am concerned about the proposal to industrialize Brush Prairie's railroad. I have heard a asphalt plant i planned. This is disturbing! An asphalt plant could potentially cause severe air pollution affecting all the surrounding area from brush Prairie to Battle Ground to Hockinsen.

And the water. most of the areas water is from wells. How long will it take to pollute the ground water?The value of our homes! Who wants to live in an industrialized area? The land value will plummet.

I love living in Brush Prairie, but this will be a disaster

ED & BEV MENTEER

PO BOX 636
BRUSH PRAIRIE, WA 98606



September 12, 2018

Clark County Community Planning

Attention: Mr. Jose Alvarez

jose.alvarez@clark.wa.gov

RE: Proposed Freight Rail Expansion

Dear Mr. Alvarez:

Thank you for the opportunity to provide comments to the proposed rail expansion. After reviewing the materials handed out by the County it appears that much hard work has been involved in reaching this point in the project. However as long term residents of Clark County currently living in the Cedars Neighborhood we are writing to express our concerns and the concerns of other neighbors to the proposed expanded commercialization of the rail line. I will offer up some alternatives to help alleviate our concerns in the final paragraphs of this letter.

Homeowner Concerns:

As I am certain you are aware, the Cedars is a quiet semi-rural residential community. Portions of the Cedars subdivisions are situated within the county boundaries, others were annexed into the City of Battle Ground. As you may also be aware the City of Battle Ground has been aggressively annexing properties and permitting commercial and residential projects. So much so that it is now nearing the existing urban growth boundaries. Has the County reached out to the City to help determine the impacts of increased rail traffic on residences and future residential developments?

As an example, the golf course has begun to build new high end homes adjacent to the rail line. In addition, new residential developments are projected south of NE 199th Street on the east and west side of the rail tracks. While strictly speaking all of these residential areas



are not within the proposed expanded overlay, each and every one of the residents will be significantly impacted by increased rail traffic. Noise from train traffic and potential odorous manufacturing facilities will exponentially degrade the overall quality of life.

I believe federal law requires trains to sound warning horns whenever they approach an intersection. It is one thing to see and hear one train with one car once a week, quite another to see and hear several trains per day, tooting and clanking their way through *adjoining neighborhoods*. Another important consideration for our neighbors is that increased train traffic will inevitably de-value of our homes. It's easy to say, well just move. But who wants to live next to a fully unrestricted commercialized railroad track?

Put simply our neighborhood concerns are that our quality of life will meaningfully diminish and home owners will suffer significant financial loss due to this proposal.

Process Concerns:

I would like to address some concerns regarding the approval process for the proposed Freight Rail Dependent Uses. A raw count of the Proposed Uses handout the county provided at the recent Hockinson public meeting discloses, that of the 77 listed uses, 56 are permitted uses, 8 are conditional uses, and 13 are prohibited uses. These classifications appear to have been taken almost verbatim from Clark County Code Section 40.230 085, without much thought as to its impact on affected neighborhoods.

As the Proposed Uses flyer points out and a reading of Clark County Code Section 40.510.01 confirms only conditional uses require applicants to submit to a public notice and comment period prior to securing a permit. This would appear a bit out of whack when considering the rather dramatic change from rural residential to industrial and heavy rail land uses. Why are applicants given an effective carte blanche as permitted uses on so many of the listed items? Given the nature of such uses as heavy civil construction, paper manufacturing, cement and concrete manufacturing, and rail transportation, to mention just a few, I would submit these should come under review via the Type II process.

In summary the classification of uses as presented in the County flyer should be reviewed and amended to suit this particular situation so as to allow greater public notice and opportunity for comment via the Type II conditional use process.

Boundary Line Concerns:

A review of the materials provided by the Columbia River Economic Development Council dated July 17, 2018, reveals that five of the six inquiries from interested parties would require acreages in excess of 50 acres. Nine of fourteen inquiries for 2017 required in excess of 30 acres. The northerly boundary line of the Overlay encompasses lands which are smaller rural residential type properties. It would appear from the numbers noted *above that these smaller parcels are not as suitable for industrial development.* A number of similar small parcels situated south of NE 159th Street in closer proximity to Highway 503 are within already within the boundaries of the proposal.

In order to provide a buffer between the City of Battle Ground Urban Growth Boundary, the more densely populated developments, individual rural parcels and the Proposed Overlay, I would suggest that the northerly line be relocated south to run east and west along NE 159th Street. Such a buffer takes some uncertainty out of the equation for some land owners and might also work to mitigate the impact of the Overlay on the surrounding neighborhoods.

These are our primary concerns, although there are others, such as the potential pollution of Salmon Creek (the track crosses the creek via a trestle at the golf course) in the event of an accidental spill of liquid or solid materials or the safety of kids and adults that routinely walk on the tracks. I won't touch on those.

Summary and Recommendations:

Homeowners in the neighborhoods are seriously concerned about diminished quality of life and the very real prospect of significant financial loss due to reduced home values. I would recommend that the county reach out to the City of Battle Ground to ascertain where and when future residential development is planned for properties in proximity to the rail line. These properties along with existing neighborhoods will be greatly impacted by the proposed changes. None of the neighbors I've talked with support this proposal.

Perhaps some of these concerns can be reduced if the County were to draft rules limiting the number of trains per day, the number of cars per train, and operating hours that a train may use the track.

The County is proposing a dramatic change to the traditional use of the affected lands. Moving from rural residential to industrial uses is fairly dramatic and for some traumatic.

I would recommend that the list of permitted uses should be reviewed and given the nature of the change, more of the listed uses should be open for public notice and comment under the Type II permitting process. At a minimum, doing so will provide the opportunity for neighbors to air their views on a given application before it goes to permit, without adding much burden to the applicants.

The northerly boundary line encompasses properties that would be of little value to industrial users. The parcels are primarily rural residential in nature. Adjusting the northern boundary line south to NE 159th Street, would provide a noise, smell, and lifestyle buffer to the more densely populated neighborhoods to the north as well as adjacent landowners.

Thanks again for the opportunity to express our concerns. Please feel free to contact us by return email with and questions regarding our thoughts.

Regards,

A handwritten signature in black ink, appearing to read 'Ed Menteer', with a long horizontal flourish extending to the right.

ED MENTEER



From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Thursday, September 13, 2018 1:52:26 AM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Rosalie
Last Name: Karalekas
Email Address: Kzeus4@msn.com
Phone Number:
Street Address: P.O. Box 1132
City: Brush Prairie
State: Washington
Zip Code: 98606
Message Subject: Opposition to proposed expansion
Parcel Number:

Comments: 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.

From: [Doug Warman](#)
To: [Alvarez, Jose](#)
Subject: Freight Rail Dependent Development
Date: Thursday, September 13, 2018 10:05:46 AM

Jose,

I am thinking that the rail to trails idea needs to not be forgotten in any planning for development along the rail line. This is an example of what is being done from Puyallup to Renton in South Seattle. Our county shouldn't do anything that would prevent this rail line right of way from being used as a recreational link from the Southwest county to the Northeast.

<https://www.thenewstribune.com/news/local/article183505931.html>

Sincerely,
Doug

Douglas Warman AIA LEED AP BD+C
Warman Architecture LLC
Ph 360-576-8801
doug@warmanarchitecture.com



LOCAL

Sneak peeks available as Foothills Trail expansion nears completion

BY CRAIG HILL

chill@thenewstribune.com

November 08, 2017 12:42 PM

A trail linking Puyallup and Buckley is not quite complete, but trail users can get a sneak peek.

Cyclists, walkers, joggers, skaters and other users are already exploring a new stretch of the Foothills Trail between South Prairie and Buckley. The paved is scheduled to be complete Dec. 31 at which time it will run 21 miles from Puyallup's Van Lierop's Bulb Farm to the White River in Buckley.

Currently, a 2.2-mile section of new trail beyond South Prairie is open. The trail ends abruptly, fenced off to keep traffic away from ongoing construction. A section of completed trail can also be accessed from the Buckley side.

A short section of the trail known as the Switchback Bridge still needs to be complete to link the trail, said Theresa Turpin, capital projects manager for Pierce County Parks and Recreation. A bridge destroyed by a wind storm is being replaced by a 51-foot culvert with retaining walls. The culvert has been installed, but the walls are not yet complete, Turpin said. When the walls are finished, the park will need weather conducive to paving the trail in order to complete the project.

“If the weather is uncooperative, I believe Parks will open it up with a gravel surface,” Turpin said.

Work is also planned to remove moss from the trail. Moss makes the trail slippery in some spots beyond South Prairie.

Turpin said a section of old trail in Buckley was repaved and a root barrier was added to prevent roots from ruining the trail.

A grand opening ceremony is planned for the spring. Trail advocates hope the trail will continue to grow. A bridge over the White River could link the trail with a section in Enumclaw. Advocates also hope the trail will eventually link to Tacoma and Thurston County.

The Foothills Trail can already be easily linked to the 6-mile Sumner Link and 4.3-mile Puyallup Riverwalk trails.

A 1.4-mile section of the trail closed for three months has reopened, Turpin said. The closure between the East Puyallup Trailhead and N. 96th Street was necessary so Puget Sound Energy could install a 230-kilovolt transmission line.

Craig Hill: 253-597-8497, @AdventureGuys



A newly unveiled section of the Foothills Trail is open. By the end of the year, people will be able to follow the trail from Puyallup to the White River in Buckley. Craig Hill - chill@bycraighill.com

SUGGESTED FOR YOU

From: [Stephen Hee](#)
To: [Alvarez, Jose](#)
Cc: ["Mark & Susan Gawecki"](#); ["Bev Menteer"](#); ["Ray Steiger"](#)
Subject: Freight rail uses
Date: Thursday, September 13, 2018 10:18:15 AM

Dear Mr. Alvarez, Clark County Community Planning and Clark County Council

Per your request for input on the expanded uses and area for short line oriented industry in Clark County:

I and an overwhelming majority of other county residents, as evident in the straw polling taken August 30, 2018 at Hockinson HS, are opposed to such action.

1. Increase in rail use presents a safety hazard all along its right of way. The current rail infrastructure is woefully inadequate in way of crossings, lighting, signage, etc.
2. It is usually heavy industry, logging/wood-products, pulp, paper and packaging, mining products, ore processors foundry, high volume grain transport, etc., that rely on rail transport. Lighter industry, tech enterprises, various small parts and specialty manufactures etc. are better served by trucking which is more timely and efficient.
3. The cost of the railroad is currently subsidized by county tax payers. There is inadequate market data to suggest that the rail could generate sufficient revenue to cover its upkeep and increased capital investments for improvements without being an increased burden to the taxpayers.
4. Increased rail use will require a commensurate increase in road infrastructure. This expense should be factored in.
5. From the standpoint of safety, environment and infrastructure adequacy, expanded RR use proposals are incompatible with the residential expansion boom currently underway in the county.
6. Other entities in WA have found that it is unwise to keep operating a short-line RR have converted to other uses where feasible. Cases in point are the Inter-urban trail from Algona to South Center. BN's short line in Bellevue, Chehalis Western, Milwaukee's mineral to Tacoma line etc.

During the meeting at Hockinson HS it seemed like the decision to move forward with rail use expansion had already been made and the committee was in process of fine tuning the communication procedures. This was especially true from the remarks made by a council person present at the meeting. I encourage you and the planning committee to reconsider the your proposal and long term strategy as it certainly is not in the interest of the county taxpayers and particularly those residents in the vicinity of the RR.

Perhaps an alternative use such as a walk and bike trail may benefit more current and future county residents.

Thanks for the opportunity to input.

With best regards,

Stephen and Arlene Hee
17714 NE Homestead Dr
Brush Prairie, WA 98606

From: [Mark & Susan Gawecki](#)
To: [Alvarez, Jose](#)
Cc: [Steve and Arlene Hee](#)
Subject: Comments on the Freight Rail Dependent Development (FRDD) Project
Date: Thursday, September 13, 2018 11:19:24 AM

Good Afternoon Mr. Alvarez,

Please forward this memo with photos to Clark County Planning and Clark County Council members.

Thank you for arranging the July 30, 2018 open house meeting on the FRDD project.

I completed the survey on line and noticed that there were not any questions about how residents just outside the overlay and overlay future expansion zone feel about this project. I understand that one of the reasons this particular section of the railroad is being considered for development is because the rails are in relatively better shape than the rails north and south of the proposed project.

The residents who live north and south of the project and adjacent to the railroad will also be subject to increased rail traffic. As you may know, Cedars Village is a 117 unit housing development under construction alongside the railroad at the Cedars at Salmon Creek Golf course and Cedars Landing just northeast of the Golf course with 168 lots is planned. The goods produced in the FRDD project zone may be transported by rail through these rapidly developing residential areas. I question whether the rails are safe enough to handle expected traffic.

Attached are two photos showing the current condition of the rails at the crossing at NE 131st Street / Laurin Road at the southern border of the current overlay and the condition of the rails near the crossing of NE 152nd Avenue / NE 181st Street at the northeast border of the proposed overlay. This is the Cedars at Salmon Creek Golf course and Cedars Village entrance crossing. These rails are not suitable for heavy industry like asphalt plants and cement plants. Moreover I believe it would be a safety challenge to transport more than the current usage.

Please reconsider the use of this railway for walking, bicycling, and equestrian use like the trail from Battle Ground Lake State Park south toward the City of Battle Ground.

Thank you,

Mark W. Gawecki

17706 NE Homestead Drive

Brush Prairie, WA 98606



09.12.2018 15:04
96 of 99



09.12.2018 05:46
97 of 99

From: [Cathy Steiger](#)
To: [Alvarez, Jose](#)
Subject: FRDUO
Date: Thursday, September 13, 2018 8:57:06 PM

It seems the leaders of the FRDUO have different concepts of the goal

Eric Temple will be reimbursed for his efforts by the developers of land south of BG and gather STate funds to rebuild the track to Chelatchie Prairie, where real opportunity lies.

Others involved with the "mile " overlay Eeast,see Tech Forest North on the east side of SR503 ,hundreds of acres waiting for jobs. The end of rural open space in the corridor. No roads, no sewer,just flat land waiting for a developer. A new diagonal access hiway NE will service to 152nd Ave (and beyond?) 300-400 acres?

Where does the \$45 million for the rail succeed while SR 500 turns to a parking lot? All of the political will is JOBS ha. But how will anyone move on our main roads?

I made a nightmarish error looking at zoning of lands in Brush Prairie proper Suddenly Heavy Industry zoning has taken over., quadrupled in area from ten years ago. whatever happens will totally change the "rural center of service" to not jobs,but ruination . Maybe we will be dead before Lakeside arrives to make asphalt from gravel hauled in from Yacolt to pave over what isn't already lost to urbanization

Clark county need not wonder what went awry, why no more Fisher, no insitu, no green industry start ups. The attractive closer to nature life available here is sold away.

From: [Patty Warman](#)
To: [Alvarez, Jose](#)
Subject: Freight Rail Dependent Development
Date: Thursday, September 13, 2018 11:36:20 PM

Jose,

I would like to know how you determined the 1 mile from the rail line. We live on 82nd Avenue and we drove from the Laurin railroad corner West to the bottom of our street the corner of 139th and 82nd Avenue. It was 1 1/2 miles from the railroad.

You have a property next door to our house which is another 1/2 mile up 82nd Avenue included in the blue shaded area. This is a dead end residential street.

To reach out to a property this far away from the railroad is totally a stretch and not appropriate with what you say is your criteria of 1 mile.

You need to rethink this whole proposal. Keep the development down where the railroad crosses 72nd Avenue by Mutual Materials. There is plenty of land down in that area to develop. You don't need to drag in a huge swath of land that is primarily agricultural and residential in nature to justify the county owning this railroad.

Use it for a rail to trail project that all can recreate along crossing the county from Southwest to Northeast rather than a sea of warehouses in the middle of the county.

Sincerely,

Patty and Doug Warman
14807 N.E. 82nd Avenue
Vancouver, Washington 98662

From: [Clark County Washington](#)
To: [Alvarez, Jose](#); [DL, Cnty Web Team](#)
Subject: Freight Rail Dependent Uses Comments
Date: Sunday, September 16, 2018 11:45:18 AM

FORM SUBMISSION from <http://www.clark.wa.gov/community-planning/freight-rail-dependent-uses-c...>

First Name: Mary
Last Name: Torjusen
Email Address: torj2m@msn.com
Phone Number: (360) 254-9377
Street Address: 13212 NE 93rd Ave.
City: Vancouver
State: Washington
Zip Code: 98662
Message Subject: Freight Rail Dependent Development
Parcel Number:
Comments: This letter was also sent to each individual Councilor.

September 14, 2018 Mary Torjusen
13212 NE 93rd Ave.
Vancouver, WA 98662

Re: Freight Rail Dependent Development

To Clark County Councilors:

This letter is in regards to the proposed Freight Rail-Dependent Development and how it will negatively impact our neighborhood. I wasn't able to personally attend the August 30, 2018, meeting however based on what I've heard and read upgrading and utilizing the antiquated Chelatchie Prairie Railroad appears to be an excuse to impose industrialization upon a well established residential area including three nearby schools and sensitive wetland areas of Salmon Creek.

This proposed development would not only negatively affect our property values, but our quality of life. A much more comprehensive analysis is warranted to address concerns about safety, air quality, traffic impact and noise. In addition, who will pay for upgrading the current out-dated tracks? Since we are on septic systems what about the incurred costs to bring in sewer and/or other utilities to adequately support industrialization? Bottom line, WE the Taxpayers will be paying for these improvements.

My husband and I have been in this area for nineteen years now. A few years ago there was discussion by the county to make the Chelatchie Prairie Railroad into a recreational pedestrian/bike path. The intent was to remove these unused/antiquated railroad tracks in order to preserve trees, wildlife and wetlands which are shrinking as the county continues to grow exponentially. What happened to this proposal? There are other more appropriate areas to consider for "some" industrialization however in either case more extensive analysis, (e.g., safety, noise, traffic, etc.), be performed and the outcomes provided to all concerned for further discussion. Some of the areas to consider for development are; (1) South of 78th Street

along St. John's; (2) Along Hwy. 503 corridor adjacent to other developments, (e.g., Walmart), or on the east side of 503); (3) Land along Fourth Plain Blvd., near Vancouver Lake; (4) Ridgefield, WA 10th street and/or Union Ridge Parkway. These cited are just a few locations for consideration. I think if diligent research was performed on existing industrial parks, it would be apparent that there is already much unused space for lease.

In summary, our area is prime farm/agriculture land that needs to be preserved in order to maintain trees, wildlife and sensitive wetlands. We chose to live in this area for a better quality of life for our family. In addition, we strongly support our neighbors especially those who work hard to maintain their farms and contribute to the local community. Please consider other more appropriate options that won't directly impact thriving neighborhoods and impede upon the limited agriculture land remaining in the county.

Thank you,

Mary Torjsuen

From: [Dave Shook](#)
To: [Boldt, Marc; Cnty Board of County Councilors General Delivery; Stewart, Jeanne; Cnty Board of County Councilors General Delivery; Olson, Julie \(Councilor\); Cnty Board of County Councilors General Delivery; Blom, John; Cnty Board of County Councilors General Delivery; Quiring, Eileen; Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Friday, August 31, 2018 7:13:43 PM

Sender Information

Name: Dave Shook
Phone Number: 5034735080
Email Address: Theshooksinfo@yahoo.com
Address:
15619 ne.caples rd. # 57a
Brush prairie, Washington

Subject: Rail expansion

Message:

Dear helen ,i think you have forgotten that your your position on the counsel is to represent your constiuants and not to try to make economic decitons for a select few with a monatary intrest to benifit them and not our comunity .the people in this area moved to this area to get away from the urban sprall and live where deer visit daily and we still get to hear the coyotes houll all night along with the owls hooting in the distance . this is one of the last vestiges of peace and quiet in clark county and you want to put a big outhouse in our back yard. heres a thought before you push any more expansion you might get a little more support if you use the area west of 503 as a test area and prove that what you are trying to acomplish will acually work and have the people that you represent behind it because i would hate to see a recall petition get going because you did not take into acount what our comunity wants to happen . the only reason this is taking place is because you ether dont think we will fight it or you think we are to stupid to realalise what you are trying to acomplish i belive you could acually do some good if you put yourself in someone elses place, we know you would not want something like this taking place where you live. All it will take is a small spill of oil or some chemical spill to contaminate every drinking well for miles. these tracks have not been mantained or designed for the use that you are proposing and it is a risk that our comunity is not willing to take .

Thank you for your concern about the future of clark county but its not your job to ensure the economic development of this county that job belongs to the mayor and state goverment not you . Thanks again for your public service .

From: [Dave Shook](#)
To: [Quiring, Eileen](#); [Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Friday, August 31, 2018 7:08:23 PM

Sender Information

Name: Dave Shook
Phone Number: 5034735080
Email Address: Theshooksinfo@yahoo.com
Address:
15619 ne.caples rd. # 57a
Brush prairie, Washington

Subject: Rail expansion

Message:

Dear helen ,i think you have forgotten that your your position on the counsel is to represent your constiuants and not to try to make economic decitons for a select few with a monatory intrest to benifit them and not our comunity .the people in this area moved to this area to get away from the urban sprall and live where deer visit daily and we still get to hear the cyotes houll all night along with the owls hooting . this is one of the last vestiges of peace and quiet in clark county and you want to put a big outhouse in our back yard. heres a thought before you push any more expansion you might get a little more support if you use the area west of 503 as a test area and prove that what you are trying to acomplish will acually work and have the people that you represent behind it because i would hate to see a recall petition get going because you did not take into acount what our comunity wants to happen . the only reason this is taking place is because you ether dont think we will fight it or you think we are to stupid to realalise what you are trying to acomplish i belive you could acually do some good if you put yourself in someone elses place, we know you would not want something like this taking place where you live. All it will take is a small spill of oil or some chemical spill to contaminate every drinking well for miles. these tracks have not been mantained or designed for the use that you are proposing and it is a risk that our comunity is not willing to take .

Thank you for your concern about the future of clark county but its not your job to ensure the economic development of this county that job belongs to the mayor and state goverment not you . Thanks again for your public service .

From: [Mary Torjusen](#)
To: [Quiring, Eileen](#); [Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Saturday, September 08, 2018 12:23:42 PM

Sender Information

Name: Mary Torjusen

Phone Number: (360) 254-9377

Email Address: torj2m@msn.com

Address:

13212 NE 93rd Ave.

Vancouver, Washington

Subject: Freight Rail-Dependent Development

Message:

Your statement to support rural property rights and policies that create "shovel ready" sites for future employers obviously does not impact your backyard. There are more appropriate areas to entertain SOME industrial development, however much impact analysis, (e.g., air quality, safety, noise, traffic, tax consequences, etc.), is warranted.

From: [Jeffry Cox](#)
To: [Olson, Julie \(Councilor\)](#); [Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Monday, September 10, 2018 10:59:51 PM

Sender Information

Name: Jeffry Cox
Phone Number: (206) 450-2950
Email Address: d8400@reagan.com
Address:
15304 NE 181st Loop
Brush Prairie, Washington

Subject: Railway Dependent Rezoning

Message:

Honorable Julie Olsen,

I am writing to voice my objection to the Clark County Railway Dependent Rezoning. As you are aware this was made possible with state legislator support of SB 5517. Being fairly new to the area (10 months) I don't know if you ever anticipated the potential of misusing the intent of this legislation. Just that is happening in Clark County. I read with interest the article in the Reflector dated August 13 2018. You seemed very supportive of the dog and pony show put on by Eric Temple and lobbyist for PVJR. The part you may be unaware is the permitted uses and environmental mitigation is absolutely incompatible with the nature of the rural residential area. Of particular interest is along the rail track from the dead end of 152nd southbound. As an example, placing an asphalt plant along the railroad ¼ mile from the Cedars Golf course places existing residents of the risk of:

Damage to vehicles from loose aggregate.

Odors and smog from prevailing southerly winds.

Environmental consequences of hauling hazardous materials on the rail line to include accidental environmental damage due to spills and inevitable carelessness handling the material.

Loss of property values due having an asphalt plant (or any other industry) in close proximity. This issue is further compounded by the fact the only access to these residential areas is 152nd from the south.

Loss of wetlands habitat that contributes to a healthy ecosystem.

Issues with natural storm water runoff well known in the area.

These issues are not unique to this particular area but share with the entire final overlay area. This area was expanded 8-fold from the original 300 acres because the County commission determined the 300 acres didn't have financial viability to attract numerous industries. This is classic case of government catering to big dollar lobbyist without consideration to the community as a whole.

What the Clark County Commission is doing is actually worse than taking through eminent domain. Taking through eminent domain at least the property owner gets fair market value vs the devaluing of properties due to incompatible industries with no means of recourse.

In the end this proposal is a windfall for PVJR, related incompatible industries and offers absolutely no benefit to the surrounding community. As a lifelong Conservative (60years), this

government sponsored over reach has caused me to rethink my support for the Republican party.

I would encourage you to take a tour similar to the train trip with local community members to see the real impact of this Railway Dependent Rezoning.

I would have enclosed a screen shots of the map views supporting my comments but this email program is not capable. Considering you have the various maps you will be able assess my concerns.

Thank you for taking time to review my comments.

Sincerely
Jeffry Cox
15304 NE 181st Loop
Brush Prairie, WA 98606

From: [Jeffry Cox](#)
To: [Quiring, Eileen](#); [Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Monday, September 10, 2018 11:09:02 PM

Sender Information

Name: Jeffry Cox
Phone Number: (206) 450-2950
Email Address: d8400@reagan.com
Address:
15304 NE 181st Loop
Brush Prairie, Washington

Subject: Railway Dependent Rezoning

Message:

Honorable Eileen Quiring,

I am writing to voice my objection to the Clark County Railway Dependent Rezoning. As you are aware this was made possible with your support of SB 5517. Being fairly new to the area (10 months) I don't know if you ever anticipated the potential of misusing the intent of this legislation. Just that is happening right here in Clark County. I read with interest the article in the Reflector dated August 13 2018. Your council peer Julie Olsen seemed very supportive of the dog and pony show put on by Eric Temple and lobbyist for PVJR. The part you and Ms Olsen may be unaware is the permitted uses and environmental mitigation is absolutely incompatible with the nature of the rural residential area. Of particular interest is along the rail track from the dead end of 152nd southbound. As an example, placing an asphalt plant along the railroad ¼ mile from the Cedars Golf course places existing residents of the risk of:

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What the Clark County Commission is doing is actually worse than taking through eminent domain. Taking through eminent domain at least the property owner gets fair market value vs the devaluing of properties due to incompatible industries with no means of recourse.

In the end this proposal is a windfall for PVJR, related incompatible industries and offers absolutely no benefit to the surrounding community. As a lifelong Conservative (60years), this

government sponsored over reach has caused me to rethink my support for the Republican party.

I would encourage you to take a road tour similar to the train trip Julie Olsen experienced to include local community members. I believe you would see real impact of this Railway Dependent Rezoning on average citizens.

I would have enclosed a screen shots of the map view supporting my comments but this email program is not capable. Considering you have the various maps you will be able assess my concerns.

Thank you for taking time to review my comments.

Sincerely
Jeffry Cox
15304 NE 181st Loop
Brush Prairie, WA 98606

From: [Wendy Davis](#)
To: [Boldt, Marc; Cnty Board of County Councilors General Delivery; Stewart, Jeanne; Cnty Board of County Councilors General Delivery; Olson, Julie \(Councilor\); Cnty Board of County Councilors General Delivery; Blom, John; Cnty Board of County Councilors General Delivery; Quiring, Eileen; Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Monday, September 10, 2018 8:09:57 PM

Sender Information

Name: Wendy Davis
Phone Number: (360) 984-3995
Email Address: wendy.davis@comcast.net
Address:
8004 Northeast 144th Circle
Vancouver, Washington

Subject: Brush Prairie Freight /Rail Light Industry Plan
Message:
9/10/2018

Clark County Council Members,

I am writing to convey my concern regarding the Brush Prairie Freight Rail Light Industrial corridor plan.

I am NOT in favor of this plan, as I live here and the idea of light industrial use taking over residential and prime agricultural land, is not acceptable to me, and my family and my neighbors. We are invested in this place and it is our home. I and my family frequent these country roads on walks and hikes. I myself, run daily on these roads. Having berry patches, cow pastures and barns, and sprawling homes, this quiet county life is what is amazing about being in this area. Building factories and warehouses here is not welcomed.

There are many problems I see with your proposed map, which I will list here.

The black hatched area for immediate use:

- This hatched area extends very far from the track, and would require rail spur tracks that would be crossing over surface streets, and maneuvering around neighborhoods. This would cause congestion for local traffic.
- This urbanization/industrialization would change the bucolic ambiance of the area, by bringing in any number of industries and required rail connections.
- Increased rail use exposes our area to potentially dangerous train cargo, toxics that if mishandled or leaked would impact our area greatly.
- Fertile farmland, once paved, built on, and employed for industry, can no longer be used to provide vital crops. Surely there are areas less sensitive to employ for industry?
- Regarding the "Conditional Use" status of a potential Asphalt Paving Mixture and Block Manufacturing"... This type of company was fought by the Brush Prairie residents in the recent past. The community fought this using their own hard earned dollars to keep this type

of company out of our area. With one sweep of the pen, you have given it “conditional use” status! That is incredibly thoughtless not honor the community’s wishes on this. It is unfair for you to endorse this, which will cause the community members to have to fight this yet AGAIN. You are not winning any allies with this type of reckless mandate.

The light blue, 1-mile Corridor (designated possible future light industrial area):

- The area North of Salmon Creek should be ELIMINATED completely, the area will never access the railway, and is simply adding light industrial use to agricultural and residential land unnecessarily.
- The land surrounding Salmon Creek should be ELIMINATED for its proximity to the creek and its sensitive environmental nature.
- This green area incorporates LARGE swaths of residential area, apparently without any regard for how these home owners feel about bringing in industry. I find this very offensive and insensitive to current property owners.
- We live west of the railway, in the 1-mile corridor 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 / growing residential and that is how we want it to remain.
- Changing this area to light industrial for the freight rail plan is just a hop, skip and a jump away from just letting the area be light industrial WITHOUT a rail connection. Its all in the increments. We do not want it in our rural areas.

Final Thoughts:

I am pro business and light industry, but only in areas less sensitive, like the 503 corridor, which is already home to business and industry. 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. The rail plan will require tax payers to rebuild a diminishing rail infrastructure, for a use that no one wants to see in the area.

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. See plan links below...

<https://www.clark.wa.gov/public-works/chelatchie-prairie-rail-trail-proj...>

<https://www.clark.wa.gov/sites/default/files/dept/files/public-works/Par...>

Clark County Council should first and foremost, focus on what the RESIDENTS of the area want; and not special interest groups, ie., real estate developers, railroad companies, and campaign donators want.

Sincerely,

Wendy Davis
98662

From: [Kimberley O'Hara](#)
To: [Olson, Julie \(Councilor\)](#); [Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Monday, September 10, 2018 10:19:16 PM

Sender Information

Name: Kimberley O'Hara
Phone Number: (360) 908-5155
Email Address: kohara42@gmail.com
Address:
12308 NE 103rd Ave
Vancouver, Washington

Subject: FRDU project

Message:

Dear Ms. Olson:

I am writing to you today about the Freight Rail Dependent Uses project. I have grave concerns about this project going forward. I believe that it is going to be disastrous for the neighborhoods and families living around and in the proposed one-mile overlay. I think that the revised definition of adjacent from 500' to one mile is absolutely absurd. The amount of single family homes that the proposed overlay includes makes no sense. I understand the point was to snag the Lagler land to include it in the industrial zone to bypass the agricultural zoning label currently defining its use. That seems very shady to me. That land is not near the railroad and should not be included in the overlay.

Further, the specter of having an asphalt plant as a neighbor is horrifying. Can you even imagine what that would be like? No amount of "gold standard" buffering can shield homes and families from that kind of neighbor. Or can you imagine - in my personal case - having a train running literally in my backyard pulling 30 cars full of toxic products each and every day? The lands around the tracks are zoned for families and agriculture, not asphalt plants and cement manufacturing. Those businesses have a place in Clark County, but not there.

I saw your picture in the paper, "driving" the train. You thought it was fun. I thought the train was quaint as it ran through our backyard, once a week, pulling a single car. It slowly meandered along the tracks and the conductor never blew the whistle and he often slowed down when he saw my goats watching his approach. It seemed appropriate and acceptable. Thinking about that same train, pulling 30 cars every day through my backyard is very upsetting. I don't think driving that train would be fun.

I sincerely hope that you will decide that this project is not in Clark County's best interests and vote against its implementation.

Sincerely,
Kim O'Hara

From: [KURT WILLIAMS](#)
To: [Boldt, Marc; Cnty Board of County Councilors General Delivery; Stewart, Jeanne; Cnty Board of County Councilors General Delivery; Olson, Julie \(Councilor\); Cnty Board of County Councilors General Delivery; Blom, John; Cnty Board of County Councilors General Delivery; Quiring, Eileen; Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Tuesday, September 11, 2018 9:44:32 AM

Sender Information

Name: KURT WILLIAMS
Phone Number: 5037058969
Email Address: KCWILL2@GMAIL.COM
Address:
15415 NE 179TH CIRCLE
BRUSH PRAIRIE, Washington

Subject: Freight rail dependent uses

Message:

I'm writing to express my opposition to this proposal. I may create a few jobs but at too high a cost. This proposal will create environmental hazards, health risks for the community, diminished quality of life through noise and traffic as well as economic hardship through diminished property values. I urge you to not go forward with this project.

Thank you.

From: [Steffanie and Barry Haythornthwaite](#)
To: [Boldt, Marc; Cnty Board of County Councilors General Delivery; Stewart, Jeanne; Cnty Board of County Councilors General Delivery; Olson, Julie \(Councilor\); Cnty Board of County Councilors General Delivery; Blom, John; Cnty Board of County Councilors General Delivery; Quiring, Eileen; Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Wednesday, September 12, 2018 4:21:02 PM

Sender Information

Name: Steffanie and Barry Haythornthwaite
Phone Number: (360) 334-1789
Email Address: steffaniehay@gmail.com
Address:
12905 NE 93rd Ave
Vancouver, Washington

Subject: Chelatchi Prairie Railroad development
Message:
September 12, 2018

To Clark County Councilors:

We live on NE 93rd Ave and attended your meeting on Aug 30 regarding the Freight Rail Dependent project. We wanted to let you know that we thought the county was very ill prepared in answering typical questions from concerned residents. We were glad to see so many people showed up to this meeting but wonder if more people would have been there if it had not been scheduled preceding a three day weekend.

Here is a list of our concerns after attending the meeting and reading the Portland Vancouver Junction Railroad Facebook page which the county emailed to the open house attendees:

1) This development will hurt the property value of our home. We are not aware of any such development in any part of the U.S. that it has not adversely affected residential value. We moved out to rural Clark County for quality of life and to escape such development. Before purchasing our property we asked about the rail traffic and were told by our realtor, who received confirmation from the county, that there were plans in place to make the track into a pedestrian/bike recreational path. What happened to this plan? This type of development would make Clark County more attractive to future residents and would be much more environmentally sound for the nearby schools and neighborhood communities.

2) Trains will be allowed to carry toxic chemicals in residential areas and close to 3 schools (Glenwood Elementary, Laurin Middle School, and Prairie H.S). At the open house there was a question regarding the plan for any accidents. The county representative, Jose Alvarez, did not know the answer despite the County fire districts and CRESA needing to be involved in such a plan. On the Facebook page it mentioned that the highest standards will be used in regard to air, noise, and environmental impact but who will oversee this? This is a great concern in light of several Federal environmental laws that have been overturned or rolled back.

3) According to the Facebook page there will be no more than 1 train per day and it will run from 8-5. What are the possibilities of this changing? Will this be given to us in writing? The rail track you want to use goes across Clark County and will cross several major streets. Residents of Clark County are already complaining about traffic so the County wants to slow it down more by making it stop for rail traffic? I have noticed there is a lot of industrial land along 4th Plain Blvd heading out to Vancouver Lake. Why is this not being developed more? It is much closer to the Vancouver rail yard and it is mostly industrial/farm so there will be

minimal impact to street traffic as well as rural residents.

4) How much will it cost to make the railroad viable for traffic? It has been mentioned that the county may receive grant funds to help pay for the refurbishment of the current track. Let's be clear any government grants and county matches for those grants are at the taxpayer expense. I realize the county does not know how much money they will have to pay directly to refurbish the track since I assume the county has not applied for any grants, however, the county should have done a cost analysis on this project before there was even an open house to residents.

Will the rail be able to sustain itself financially or will taxpayers face that burden as well?

Would the General Fund, which has to be shared by all county departments, be used for any part of this project which could adversely affect other county departments? What is the project cost of the property tax reduction for all the homes that will be affected?

5) Will businesses receive any tax breaks or permit "fee holidays" like what we saw a few years ago? This fee holiday was for developers and not for personal residents who still have to pay for the full price of permits. I noticed on the Public Works website that the county is already advertising for potential businesses but we were told in the open house this was not a done deal. What is the truth? Quoted from the website: "Clark County will help you find the right commercial or industrial site for your business along the lower 14 miles of the Chelatchie Prairie Railroad. Columbia River Economic Development Council has developed a 17-page handout (PDF) about the benefits of starting and growing a business here that covers everything from tax and utility costs to schools and workforce development."

6) During the open house there was a show of hands for and against the proposed development and it was clear the overwhelming majority DOES NOT WANT any zone change allowing industrial development along the rail in the existing rural residential areas. After the show of hands Eileen Quiring was asked to give her opinion on this development. She clearly chose to ignore the consensus and tried to convince us that the loss in our property values, increase traffic congestion, possible exposure to toxic emissions and noise pollution, is in some way good for the community and will help provide jobs for our families and increased revenue for the county. Obviously Eileen Quiring is not on the side of her constituents and it makes us wonder who is Eileen Quiring is advocating for?

7) Clark County does not stand to benefit from the development. After spending as yet unknown but considerable amount of taxpayer funds to restore the rail line to active status there will not be enough rail revenue, at 1 train per day, to even begin to recoup this cost.

8) Who would be the true beneficiary of this development? As we see it the only beneficiary would be the property developer wishing to see a considerable step up in value for his investment all at the expense of the rural residents and Clark County.

9) We see help wanted signs all over the county and have talked to several employers who are having a hard time filling open positions. It does not make sense for Clark County to move forward with this project in the pretense that we need to create jobs when we cannot fill existing jobs now. We know the county has been struggling financially with the loss of tax revenue from Vancouver Mall since it's recent annexation by the City of Vancouver. Would it not be more practical to focus our efforts on reducing expenses rather than burdening taxpayers with cost that directly benefit property developer

Sincerely,

Barry & Steffanie Haythornthwaite

12905 NE 93rd Ave

Vancouver Wa 98662

From: [Jerry Kelso](#)
To: [Boldt, Marc](#); [Cnty Board of County Councilors General Delivery](#); [Stewart, Jeanne](#); [Cnty Board of County Councilors General Delivery](#); [Olson, Julie \(Councilor\)](#); [Cnty Board of County Councilors General Delivery](#); [Blom, John](#); [Cnty Board of County Councilors General Delivery](#); [Quiring, Eileen](#); [Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Wednesday, September 12, 2018 4:21:01 PM

Sender Information

Name: Jerry Kelso
Phone Number: (360) 909-7010
Email Address: jkelso@jkelso.com
Address:
13012 NE 93rd Ave
Vancouver, Washington

Subject: Freight rail dependent development project

Message:

To Clark County Councilors,

I was not able to attend the August 30 meeting regarding the Freight Rail development, however I do want to express by opinion that I do not support the industrial zoning being proposed. There are many reasons I believe this proposed rezoning is not a good idea, including:

- 1) The development of industrial property in the indicated areas will negatively impact already congested roadways with additional road traffic and railroad crossing delays.
- 2) Industrial development should not be targeted in close proximity to residential housing and schools (specifically Lauren Middle School, Glenwood Elementary and Prairie HS). The industries use of, and the rail transportation of toxic and /or harmful materials should not be allowed or expanded near schools or residential housing. Do any members of the council have children or grand children in these schools?
- 3) Property values will be negatively impacted by the increased rail traffic and proximity to industrial development. Do any of the councilors own homes in the impacted proposed area?
- 4) My wife and I moved to this area over 26 years ago and have enjoyed the relaxed and quiet surrounding of mixed residential and agriculture. This proposed change is a complete about face to the growth plan in place which set aside land for agriculture use and restricted the development of even residential housing....and now the council is jumping right past the concerns of urban crawl to the vision of industrial noise, smell and pollution waste land.

This plan will not attract the appropriate population for the designated area. There are more appropriate areas where the impact on the quality of life living in Clark County would not be so negatively impacted. I respectfully ask the council to oppose the Freight Rail Development project being proposed.

Respectfully submitted,

Jerry Kelso

From: [Mary Torjusen](#)
To: [Boldt, Marc](#); [Cnty Board of County Councilors General Delivery](#); [Stewart, Jeanne](#); [Cnty Board of County Councilors General Delivery](#); [Olson, Julie \(Councilor\)](#); [Cnty Board of County Councilors General Delivery](#); [Blom, John](#); [Cnty Board of County Councilors General Delivery](#); [Quiring, Eileen](#); [Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Friday, September 14, 2018 12:12:36 PM

Sender Information

Name: Mary Torjusen
Phone Number: (360) 254-9377
Email Address: torj2m@msn.com
Address:
13212 NE 93rd Ave.
Vancouver, Washington

Subject: Freight Rail Dependent Development

Message:

September 14, 2018 Mary Torjusen
13212 NE 93rd Ave.
Vancouver, WA 98662

Re: Freight Rail Dependent Development

To Clark County Councilors:

This letter is in regards to the proposed Freight Rail-Dependent Development and how it will negatively impact our neighborhood. I wasn't able to personally attend the August 30, 2018, meeting however based on what I've heard and read upgrading and utilizing the antiquated Chelatchie Prairie Railroad appears to be an excuse to impose industrialization upon a well established residential area including three nearby schools and sensitive wetland areas of Salmon Creek.

This proposed development would not only negatively affect our property values, but our quality of life. A more comprehensive analysis is warranted to address concerns about safety, air quality, traffic impact and noise. In addition, who will pay for upgrading the current out-dated tracks? Since we are currently on septic systems what about the incurred costs to extend sewer services and/or other utilities to support industrialization? Bottom line, WE the Taxpayers will be paying for these improvements.

My husband and I have lived in this area for nineteen years now. A few years ago there was discussion by the county to make the Chelatchie Prairie Railroad into a recreational pedestrian/bike path. The intent was to remove these unused/antiquated railroad tracks yet preserve trees, wildlife and wetlands which are shrinking as the county continues to grow exponentially. What happened to this proposal? There are other more appropriate areas to consider for "some" industrialization however in any case more extensive analysis, (e.g., safety, noise, traffic, etc.), needs to be performed and the outcomes provided to all concerned for further discussion. Some of the areas to consider for development are; (1) South of 78th Street along St. John's; (2) Hwy. 503 corridor adjacent to other developments, (e.g., Walmart), or on the east side of 503); (3) Land along Fourth Plain Blvd., near Vancouver Lake; (4) Ridgefield, WA 10th street and/or Union Ridge Parkway. These cited are just a few locations

for consideration. If diligent research was performed on existing industrial parks, it would be apparent that there is already much unused lease space for “potential” employers.

In summary, our area is prime farm/agriculture land that needs to be preserved in order to maintain trees, wildlife and sensitive wetlands. We chose to live in this area for a better quality of life for our family. In addition, we strongly support our neighbors especially those who work hard to maintain their farms and contribute to the local community. Please consider other more appropriate options that won't directly impact thriving neighborhoods and impede upon the limited agriculture land remaining in the county.

Thank you,

Mary Torjusen

James M. Schuller, BS Ed., MA
P.O. Box 1552
Battle Ground, WA 98604

RECEIVED

SEP 10 2018

BOARD OF
COUNTY COUNCILORS

TO: Marc Bolt, Chair, Clark County Council
Jeanne Stewart, Council Member, District 1
Julie Olson, Council Member, District 2
Joan Bloom, Council Member, District 3
Eileen Quiring, Council Member, District 4

RECEIVED BY ALL COUNCILORS

RE: FREIGHT RAIL DEVELOPMENT: Chelatchie Prairie Railroad

DATE: September 5, 2018

I am writing to state my objections to the potential destruction of this semi-rural residential area. Despite current zoning, the actual development in this entire area is, and has historically been residential.

I attended the August 30th Open House at Hockinson High School and I can tell you factually, 95% of the 350 plus in attendance were against this proposed plan. The County Staff chairing the meeting were woefully unprepared for the dozens of legal and technical questions asked by those present.

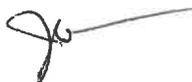
If the current comprehensive plan comes to fruition, you will be responsible for increased noise, air pollution, and unknown expenses related to required railroad improvements and operations. I see no cost/benefit analysis nor even a thought of one. (Road development, impact on current neighborhoods). The proposed "business" area is just too small to create any meaningful economic benefit at the cost of destroying this beautiful semi-rural area.

Developing this plan will also reduce property values for residents, and very likely increase crime and unacceptable traffic in the area.

Simply because the 2017 Legislature in Olympia (none living here) in their "wisdom" enacted 3ESB-5517 allowing Clark County to proceed with this plan does not mean it is OK to destroy the uniqueness of this area in our county.

The County staff present at the August 30 meeting stated you would read and take to heart (their quote) any letters local residents may wish to send you regarding our sincere feelings on this matter.

Thank you.



From: [David Shook](#)
To: [Boldt, Marc; Cnty Board of County Councilors General Delivery; Stewart, Jeanne; Cnty Board of County Councilors General Delivery; Olson, Julie \(Councilor\); Cnty Board of County Councilors General Delivery; Blom, John; Cnty Board of County Councilors General Delivery; Quiring, Eileen; Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Monday, September 17, 2018 8:48:27 PM

Sender Information

Name: David Shook

Phone Number: 5034735080

Email Address: Theshooksinfo@yahoo.com

Address:

15619 ne.caples rd. # 57a

Brush prairie, Washington

Subject: Rail expansion

Message:

Dear counsel members ,lets discuss what the word adjacent means every dictionary i have read states that adjacent means next too, adjoining, conected to ,the legislture used that term to protect private land owners from proposals like this . Even if local counties felt they had the right to or not. if your lawers told you that adjacent ment what ever you wanted it to mean i would seriously look for new ones because they will cost you a lot of money and years of litagation

No one in the world belives (but the rail board) that adjacent means up to a mile from the rail line. I still beleve that the thought process of this whole proposal has been about clark county caufers

And has not been thought threw and taken into acount the age of the rail line (most of the ties only have one spike in each side not two like they should and half of them are not seated to the rails like they should be),wetlands that are involved the danger of all of the extra traffic ,the wells of the people along This line, just because there are a few of you that think this a good idea. they thought the same thing 150 years ago when the railroad was pushed threw and a billion buffalo were killed off because of it .

All that i am trying to say is the same thing we tell our 6 year old grandauter, (who by the way loves to come to our house and feed the deer watch bats and listen to the owls hoot in our yard) just because you can dosent mean you should! Now tell me how sad is that all of this will go away just like the buffalo because of a few greedy short sighted people that think that progress is all that maters in this crazy world that we are living in today . Thats not the world we should leave behind us. We want to be behind you but you dont give us much faith ,take for example when you wanted to put the daybreak youth center in our comunity you said it would be a secure facility that would be watched closely ,We now find out from a worker at the facility that along with many escapes there have been rapes asults and cover ups by the managment all stuff we were told could not happen. But here you are again trying to get us to belive you. trust is still a big thing in places like this and we dont have a lot for right now ! Please make the right desition. Earn our support

From: [John Torjusen](#)
To: [Boldt, Marc; Cnty Board of County Councilors General Delivery; Stewart, Jeanne; Cnty Board of County Councilors General Delivery; Olson, Julie \(Councilor\); Cnty Board of County Councilors General Delivery; Blom, John; Cnty Board of County Councilors General Delivery; Quiring, Eileen; Cnty Board of County Councilors General Delivery](#)
Subject: Write Your Councilor
Date: Monday, September 17, 2018 3:00:04 PM

Sender Information

Name: John Torjusen
Phone Number: (360) 608-9181
Email Address: jtorjusen@centurytel.net
Address:
13212 NE 93rd Ave
Vancouver, Washington

Subject: Freight Rail Dependent Proposal

Message:

My home of 19 years is on NE93rd Avenue off of 134th street in Clark County. I was shocked and dismayed to learn that the farmland adjacent to our street is being recommended for rezoning to industrial. We all assume that one day there would likely be more homes built in the agricultural land in our area as the population grows. There have been numerous homes recently built between our street and the Chelatchie rail line to the east. These are thriving neighborhoods. Glenwood Primary and Laurin Middle School lie in this area. The thought of this becoming industrial land is a travesty and cannot come to fruition.

When we moved into the area we were told that the Chelatchie rail line was scheduled to be removed and replaced by a pedestrian/ bike path. It is surely an antiquated line and in poor condition. It runs through many rural neighborhoods already and must NOT be considered for freight use in this area considering the potential for chemical spills, noise and air pollution.

There are numerous properties along the SR503 corridor presently zoned agricultural or rural industrial that are suitable for some types of industrial use, but the specific use must be highly scrutinized considering the population growth nearby.

I attended the August 30th meeting at Hockinson High School and plan to pay close attention to this issue. I hope that our elected officials are listening to the people that voted them in as the vast majority of us are opposed to the freight rail dependent proposal.

Sincerely,

John Torjusen