

From: [Oliver Orjiako](#)
To: [Jeffrey Delapena](#)
Cc: [Jose Alvarez](#)
Subject: FW: Potential land for jobs on the entire 33 mile Chelatchie Prairie Railroad
Date: Friday, June 28, 2024 8:11:34 AM

Jeffrey,

Please, for the freight rail dependent use record. Thanks.

From: Carol Levanen <cnldental@yahoo.com>
Sent: Thursday, June 27, 2024 9:53 PM
To: Gary Medvigy <Gary.Medvigy@clark.wa.gov>; Karen Bowerman <Karen.Bowerman@clark.wa.gov>; Michelle Belkot <Michelle.Belkot@clark.wa.gov>; Glen Yung <Glen.Yung@clark.wa.gov>; Susan Rasmussen <sprazz@outlook.com>; Kathleen Otto <Kathleen.Otto@clark.wa.gov>; Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>
Subject: Potential land for jobs on the entire 33 mile Chelatchie Prairie Railroad

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Clark County Council
P.O. Box 5000
Vancouver, Washington 98666

June 27, 2024

FOR THE PUBLIC RECORD AND THE COMPREHENSIVE PLAN

Re: Potential land on the 33 mile Chelatchie Prairie Railroad

Dear Councilors,

Clark County Citizen United, Inc. has reviewed the Councilor Board Time regarding the 33 miles of the Chelatchie Prairie Railroad. The information you were given was not complete. There are two parcels that have quite a bit of frontage to the railroad, and along the line there are many other parcels. One is 110 acres, and they will not sell that land unless it is used for rail use. It is just North of Battle Ground. Another parcel is 90+ acres at Heisson. Another parcel at Heisson is 120 acres. That family would also not allow any use of that land except for railroad use. In Yacolt there are many viable commercially zoned land. As one continues to Chelatchie Prairie, there are many large parcels that could be considered.

The old overlay does not encourage the use of the railroad. The 400 acres is already used up, for the most part and there are very few parcels that can be useful. What the real problem is, is that in 2008, the push by staff was to use that easement for a trail and not for railroad use. The original legislative bill allows for business development to provide their own sewer, and does not require a sewer being provided by the cities. That language was particularly put in the bill. On site sewer development can easily be done by large companies, to serve their own needs. The bill allows for that. It was put in the GMA to provide jobs for the rural areas, and not urban areas. Staff has slowwalked this process, because they

don't want the potential for rural areas to grow. Such beliefs and staff actions, is a terrible waste of a viable county railroad.

CCCU is very supportive of the use of the short line railroad for job production. It is long overdue. The entire county of citizens should expect the county to provide viable employment opportunities throughout Clark County. The development of the railroad line is that opportunity. A trail should not even be considered, as it does not provide jobs and it does not comply with the Growth Management Act for short line railroad use. There was confirmation years ago that Clark Public Utilities is poised to provide water service for developments. There is no reason not to move forward with consideration of job development along the Chelatchie Prairie Railroad.

Sincerely,

Carol Levanen, Exec. Secretary

Clark County Citizens United, inc.
P.O. Box 2188
Battle Ground, Washington 98604