

From: [Jeffrey Delapena](#)
To: markleed02@gmail.com; [Cnty 2025 Comp Plan](#)
Cc: [Oliver Orijako](#); [Jose Alvarez](#); [Jenna Kay](#)
Subject: RE: Comprehensive Plan Update Comments
Date: Monday, December 1, 2025 11:30:47 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Good day, Mark,

Thank you for this feedback related to the Draft Environmental Impact Statement for the 2025 Comprehensive Plan Update.

I have forwarded your comments to additional Staff and will enter these into the Index of Record.



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COMMUNITY PLANNING

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From: Clark County <webteam@clark.wa.gov>
Sent: Sunday, November 30, 2025 2:24 PM
To: Cnty 2025 Comp Plan <comp.plan@clark.wa.gov>
Subject: Comprehensive Plan Update Comments

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Submitted on Sun, 11/30/2025 - 2:24 PM

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Message Subject

Comments re: Agricultural Lands Study

Parcel Number

N/A

Comments

I support Alternative 1 because it has the least overall impact on the environment and preserves the greatest amount of agricultural land. The following are comments regarding specific elements of the DEIS:

WATER: The County needs to follow through on better protection, compliance and enforcement of surface water and groundwater regulations. The continuing loss of wetlands that support stream and groundwater flow and recharge needs to be greatly reduced. Alternative 1 best supports these goals.

HOUSING: Alternative 1 is the best option. Alternatives 2 and 3 include unwarranted conversion of prime agricultural land to residential and other urban development. Alternative 1 best preserves the county's rural character and enriches recreational, scenic, historic and environmental values. It is also the best option for mitigating worsening climate conditions. Housing needs can well be accommodated within existing urban growth areas. Any alternative other than Alternative 1 is unnecessary and detrimental to the environment.

TRANSPORTATION: The DEIS states that Alternative 3 would lead to the least congestion and vehicle hours of delay, while Alternative 1 would result in the greatest congestion and delay. No quantitative data is cited in the DEIS to support this. It stands to reason that accommodating growth within existing UGAs will reduce traffic congestion and vehicle miles traveled, provided that we focus on building density, safe multi-modal infrastructure, and more robust public transit. For the final EIS, the county needs to provide data supporting the conclusion that Alternative 3 leads to the lowest congestion, delay, and vehicle miles traveled. If no such data can be cited, it is reasonable to conclude that the transportation impacts to the environment are lowest under Alternative 1.

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