



proud past, promising future

**PUBLIC WORKS
DEVELOPMENT ENGINEERING PROGRAM**

**AGENDA
DEVELOPMENT and ENGINEERING ADVISORY BOARD**

Thursday, April 12, 2018

2:30 – 4:30 p.m.
Public Service Center
6th Floor, Training Room

<u>ITEM</u>	<u>TIME</u>		<u>FACILITATOR</u>
	<u>Start</u>	<u>Duration</u>	
1. Administrative Actions <ul style="list-style-type: none"> • Introductions • DEAB meeting is being recorded and the audio will be posted on the DEAB’s website • Review/Adopt minutes • Review upcoming events • DEAB member announcements 	2:30	15 min	Bacon
2. Update: Utility Coordination & Plan Review	2:45	15 min	Shadix
3. Transportation Review/Code Amendments	3:00	20 min	Griswold
4. Council Work Session/Follow Up	3:20	15 min	Shafer
5. Public Comments	3:35	15 min	All

Next DEAB Meeting:

Thursday, May 3, 2018
2:30 – 4:30 p.m.
Public Service Center
6th Floor, Training Room

Agenda:
~TBD



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CLARK COUNTY
WASHINGTON

**PUBLIC WORKS
DEVELOPMENT ENGINEERING PROGRAM**

BOCC Work Sessions and Hearings

BOCC Work Session – every Wednesday at 9 a.m. *

BOCC Hearing – every Tuesday at 10 a.m. **

BOCC Work Session – Clean Water Commission 2017 Annual Report– April 11, 9:30 a.m.

BOCC Work Session – 2018 Update of the Vacant Buildable Lands Model – April 11, 10:30 a.m.

BOCC Work Session – Conservation District Rate Proposal Review – April 18, 11:00 a.m.

PC Work Sessions and Hearings

~There are no Planning Commission Work Sessions or Hearings scheduled for the month of April 2018

Note: Work sessions are frequently rescheduled. Check with the BOCC's office to confirm date/time of scheduled meetings.

PC – Planning Commission

BOCC – Board of Clark County Commissioners

* Unless cancelled, which some are if there are no topics

** Except first Tuesday when the hearing is typically in the evening



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CLARK COUNTY
WASHINGTON

COMMUNITY PLANNING

MEMORANDUM

TO: Planning Commission

FROM: Clark Communities Bicycle and Pedestrian Advisory Committee

Cc: DEAB
Colete Anderson, Planning Manager
Juanita Rogers, Chair Clark Communities Bicycle and Pedestrian Advisory Committee
Carolyn Heniges, Transportation Manager
Susan Wilson, Transportation Programming Manager
Ken Hash, HDJ Design Group, PLLC

PREPARED BY: Gary Albrecht, Planner III, AICP

DATE: May 17, 2018

SUBJECT: Draft Complete Streets Ordinance and Draft Comprehensive Plan Policy

Below are comments from the Bicycle and Pedestrian Advisory Committee about the draft Complete Streets Ordinance.

On March 27, 2018, the Bicycle and Pedestrian Advisory Committee had an opportunity to review the draft complete streets ordinance. The committee has the following comments. The following comments are intended to improve Clark County's draft complete streets ordinance chances of getting nominated to receive a Washington State Transportation Improvement Board Complete Streets Grant.

1. Page 1, line 3. Recommend changing endorsing to adopting as seen below.
An Ordinance of the Clark County Council ~~Endorsing~~ Adopting the Concept of Complete Street, Which Promotes Roadways that are Safe and Convenient for all Modes of Travel; and Identifying Circumstances for Exceptions to Complete Streets Construction.
2. Page 1, line 30. Recommend adding marked crosswalks as seen below.
Whereas, many of the existing roadways where Clark County residents walk and bicycle are incomplete and lack sidewalks or **marked** crosswalks, have lanes too narrow to share with bicyclists, and make no accommodation for transit riders or for people with disabilities; and
3. Page 3, line 19. Recommend changing endorses to adopts as seen below.
4. Page 3, line 23. Recommend changing County Engineer to County Council as seen below.

Section 1. Clark County ~~endorses-adopts~~ the concept of Complete Streets, which promotes roadways that are safe and convenient for those of all ages and abilities, including pedestrians, bicyclists, transit riders, and motor vehicle drivers. Clark County strives to provide and require the implementation of facilities for all users on newly constructed or reconstructed roads. The County ~~Engineer-Council~~ may, in ~~their his or her~~ sole discretion, determine that there are exceptions to the provision of these facilities. Among the conditions that may preclude the construction of such facilities are the following:

5. Page 3, line 33. Recommend deleting #5 as seen below.
 1. Their establishment would be contrary to public safety; or
 2. Their construction is not practically feasible because of significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
 3. Their construction is not practically feasible because of significant adverse impacts on neighboring land uses, including impacts from right-of-way acquisition; or
 4. There is no identified need for the improvement; ~~or.~~
 5. ~~In instances where a documented exception is granted by the County Engineer.~~
6. Page 3, line 35. Recommend changing should to shall as seen below.
7. Page 3, line 38. Recommend changing strives to shall as seen below.

Where these facilities are omitted from a roadway project, the County ~~should-shall~~ consider whether bicyclists and pedestrians can be accommodated by nearby facilities. Aside from new and reconstructed roadways, the County shall consider other measures that can benefit bicyclists and pedestrians, such as standalone shoulder paving projects. Clark County ~~strives to~~ ~~shall~~ provide complete street connections to similarly designed roadways of the Washington State Department of Transportation and local Cities and Towns.

The committee also reviewed the draft Clark County Comprehensive County 20-Year Plan Policies and has the following recommendations.

1. Draft policy 5.1.2. Recommend using adopts instead of endorse as seen below.
2. Draft policy 5.1.3. Recommend deleting wherever feasible and practicable as seen below.
 - 5.1.12 ~~Adopts~~Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.
 - 5.1.13 Design and construct complete streets ~~wherever feasible and practicable.~~

Travel Demand Forecasting

RTC uses a computerized model to project future traffic volumes based on the proposed land use patterns. The study year for analysis of future conditions is 2035. Base conditions for the 2024 analysis scenarios consist of funded or committed transportation projects, 2035 population and employment forecasts. Details of the land use assumptions and the allocation of jobs and households are provided in **Appendix A**.

Travel demand has also grown as the number of registered passenger cars in Clark County has increased dramatically over the last three decades. Between 1990 and 2000, there was a 67.2 percent increase in both registered passenger cars and light trucks (which includes SUVs).

Future Deficiencies

Future deficiencies in the transportation system are identified based on the Comprehensive Plan Preferred Alternative urban growth boundary map. The assumed transportation network included the existing network plus improvements identified in the Regional Transportation Plan (RTP). The RTP includes the transportation improvement programs of the various jurisdictions and projects for which there is an identified regional need, strong regional commitment and probable funding available. Clark County's 6-year Transportation Improvement Plan (TIP) identifies needed system improvements and is updated and adopted on an annual basis. Appendix A details transportation issues that are forecasted to exceed the level-of-service standards in the next 20 years. An extensive list of capital improvements has been included in the RTP (Appendix B: RTP Solutions, Projects, Strategies and Programs) to address the wide array of transportation needs for the Clark County region as expressed through the comprehensive planning efforts of its jurisdictions. The projects include roadway improvements, traffic signals, road widenings, overlays, intersection reconstruction, access ramps, bicycle lanes and sidewalks, school crossings, guard rails, culvert replacements and storm drainage improvements. As reported in the December 2014 RTP, the regional transportation infrastructure needed to accommodate growth over the next 20 years will require an investment of over \$1.8 billion (the approximate total cost of projects identified in the 2007 RTP was \$1.4 billion).

Regional Programs and Projects

This section summarizes the range of transportation programs and transportation projects needed to meet the transportation needs of people and freight in the twenty-plus year future.

In developing a balanced regional transportation system it is not only capacity deficiencies that must be addressed but also preservation and maintenance of the existing regional transportation system, plans to make for a safer regional transportation system for mobility of people and freight. All transportation modes are to be addressed with transportation options and choices made available to our diverse community's residents and businesses.

Complete Streets

The Complete Streets concept promotes streets that are safe and convenient for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities. Streets constitute a large portion of the public space and should be corridors for all modes of transportation, including pedestrians, bicyclists, and transit. Streets that support and invite multiple uses, including safe, active, and ample space for pedestrians, bicycles, and transit, are more conducive to the public life and efficient movement of people than streets designed primarily to move automobiles and trucks.

Trends in energy and transportation costs, air quality and public health necessitate a more comprehensive approach to mobility within communities that offer a greater variety of mobility choices and which is not strictly automobile based. Many of the existing roadways where Clark County residents walk and bicycle are incomplete and lack sidewalks or marked crosswalks, have lanes too narrow to share with bicyclists, and make no accommodation for transit riders or for people with disabilities. Recent trends indicate that Clark County will experience increased traffic congestion and travel times as the population increases and the number of commuters to employment centers within the County increases.

Clark County promotes pedestrian, bicycle and transit travel as an alternative to the automobile, reduces negative environmental impacts, promotes healthy living and is less costly to the commuter. The development of a more complete transportation network or Complete Streets can improve pedestrian safety, increase the capacity of the transportation network and promote improvements in public health.

Bicycle and Pedestrian System

The continuous development and growth of the non-motorized network in Clark County will reduce impacts to the environment (reduce greenhouse gases and vehicle demand), encourage enhanced community access and promote healthy lifestyles and exercise. A countywide network of bicycle and pedestrian facilities is needed to allow bicycling and walking for people of all ages and incomes as a practical alternative to automobile travel in some cases. It will also make the broader community more accessible, enjoyable and safer.

Integrated within the public highway, street and road system are non-motorized facilities, including bicycle and pedestrian facilities. The Cycling Vancouver & Clark County map includes separated multi-use paths such as the NE Padden Parkway, Burnt Bridge Creek and SR-503 trails; designated on-street bicycle lanes on some state highways and county and city roads; designated routes on widened county road shoulders; and streets and roads with shared roadway use that do not include special markings or signs.

Clark County and other local jurisdictions have included bicycle and pedestrian elements in their comprehensive plans or other plans. In 2010, the Board of County Commissioners adopted the *Bicycle and Pedestrian Master Plan*. The *Bicycle and Pedestrian Master Plan* provides a vision and implementation strategy for how Clark County can improve conditions for bicycling and walking over the next twenty years. The Plan envisions an interconnected bicycle and pedestrian network that provides routes to city centers, schools, transit, parks and recreational facilities. Once achieved, this Plan will improve Clark County residents' health, enhance their quality of life, help improve and protect the County's natural resources and be a source of pride to the community.

Transportation policies are an extremely important component of the bicycle and pedestrian plan. For example, roadway project policies can provide the support and direction to plan and build pedestrian and bicycle facilities because these facilities are more cost effective to incorporate the time of initial roadway construction. The County currently has a Bicycle and Pedestrian Advisory Committee to provide advice on bicycle and pedestrian facilities, mobility and safety issues.

In addition to the *Bicycle and Pedestrian Master Plan*, C-TRAN accommodates bikes on the bus. Bicycling and riding the bus also cuts down on pollution, traffic congestion and driving costs. All C-TRAN buses are equipped with bike racks. You can start your trip with an invigorating ride to a C-TRAN bus stop or park and ride and place your bike on the easy-to-use bike rack on any C-TRAN bus. Bike lockers are also available at transit centers.

Community Framework Plan

The *Community Framework Plan* and the comprehensive plans of the county and its cities envision a shift in emphasis from a transportation system primarily based on private, single-occupant vehicles to one based increasingly on alternative, higher-occupancy travel modes such as ridesharing, public transit and non-polluting alternatives such as walking, bicycling and telecommuting. This shift in emphasis is due funding constraints at the federal and state level as well as consideration of the thirteen GMA planning goals contained in RCW 36.70A.020.

Regional policies are applicable countywide. Urban policies only apply to areas within adopted urban growth areas (UGAs) and are supplemental to any city policies. Rural policies apply to all areas outside adopted UGAs.

Goals and Policies

5.1 Countywide Planning Policies

- 5.1.1 Clark County, Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO), state, bi-state, municipalities and C-TRAN shall work together to establish a truly regional transportation system which:
 - reduces reliance on single occupancy vehicle transportation through development of a balanced transportation system which emphasizes transit, high capacity transit, bicycle and pedestrian improvements and transportation demand management;
 - encourages energy efficiency;
 - recognizes financial constraints; and,
 - minimizes environmental impacts of the transportation systems development, operation and maintenance.
- 5.1.2 Regional and bi-state transportation facilities shall be planned for within the context of countywide and bi-state air, land and water resources.
- 5.1.3 The state, MPO/RTPO, county and the municipalities shall adequately assess the impacts of regional transportation facilities to maximize the benefits to the region and local communities.
- 5.1.4 The state, MPO/RTPO, county and the municipalities shall strive, through transportation system management strategies, to optimize the use of and maintain existing roads to minimize the construction costs and impact associated with roadway facility expansion.
- 5.1.5 The county, local municipalities and MPO/RTPO shall, to the greatest extent possible, establish consistent roadway standards, level-of-service standards and methodologies and functional classification schemes to ensure consistency throughout the region.
- 5.1.6 The county, local municipalities, C-TRAN and MPO/RTPO shall work together with the business community to develop a transportation demand management strategy to meet the goals of state and federal legislation relating to transportation.

- 5.1.7 The state, MPO/RTPO, county, local municipalities and C-TRAN shall work cooperatively to consider the development of transportation corridors for high capacity transit and adjacent land uses that support such facilities.
- 5.1.8 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility and movement of goods and people.
- 5.1.9 The state, county, MPO/RTPO and local municipalities shall work together to establish a regional transportation system which is planned, balanced and compatible with planned land use densities; these agencies and local municipalities will work together to ensure coordinated transportation and land use planning to achieve adequate mobility of goods and people.
- 5.1.10 State or regional facilities that generate substantial travel demand should be sited along or near major transportation and/or public transit corridors.

County 20-Year Plan Policies

In addition to the policies adopted by all local jurisdictions, the County has adopted transportation goals policies specific to areas within County jurisdiction.

Goal: Develop a multi-modal transportation system.

5.1 Multi-modal System Policies

- 5.1.1 Roadway improvements which provide for additional capacity for the automobile shall also accommodate alternative travel modes.
- 5.1.2 Transit related options, including high capacity transit, shall be encouraged in order to reduce congestion and to improve and maintain air quality.
- 5.1.3 The regional public transportation system shall serve the needs of those with transportation disadvantages in accordance with adopted service standards. The county, C-TRAN and local agencies shall maintain specialized transportation services and facilities to meet the requirements of the Americans with Disabilities Act.
- 5.1.4 The county shall support new and improved passenger rail transportation services between Clark County and the Portland metropolitan area and along the I-5 corridor from Vancouver, BC to Eugene, Oregon.
- 5.1.5 Regional airport planning shall include all affected jurisdictions to provide compatibility with surrounding land uses and to support adequate ground transportation to move people and goods to and from airports.
- 5.1.6 The 2010 Clark County Bicycle and Pedestrian Master Plan and its policies are included by reference in the Comprehensive Plan.
- 5.1.7 The county supports the development of its bicycle and pedestrian network identified in the 2010 Clark County Bicycle and Pedestrian Master Plan.
- 5.1.8 The county supports coordination among the jurisdictions and agencies in the

development of bikeway and pedestrian facilities.

- 5.1.9 Supports efforts to fund construction of bicycle and pedestrian improvements in the Clark County Bicycle and Pedestrian Master Plan without the loss of streets and/or highway vehicular lane capacity.
- 5.1.10 Long range land use and transportation plans shall be coordinated with high capacity transit plans.
- 5.1.11 Promote bicycle and pedestrian safety and increased bicycling and walking through safety and encouragement activities.
- 5.1.12 Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.
- 5.1.13 Design and construct complete streets wherever feasible and practicable.

Implementation Strategies

- Integrate the regional public transit system with other modes of transportation including auto, rideshare, bicycle and pedestrian travel.
- Develop infrastructure to interface with inter-city bus, rail and airline facilities.
- Coordinate with C-TRAN to integrate transit facilities such as transfer centers, bus pullouts, bus shelters, transit information centers and pedestrian connections into the design of all types of development.
- Provide rural collector level connections from rural centers to major multimodal transportation corridors and park-and-ride facilities.
- Support public transportation connections to the rural centers and encourage efficient service between rural cities, towns and centers and urban centers.
- Ensure that alternative transportation modes such as pathways, sidewalks, bus stops and bike lanes are provided for in subdivisions and other land developments.
- Incorporate adequate checklists into the development and project review process to ensure that accessibility for the elderly and physically challenged is provided, through the construction of curb cuts and ramps, designation of parking spaces, etc.
- Participate in any new airport site selection process led by the Ports, Washington State Department of Transportation Aviation Division or other governmental entity.
- Implement the 2010 Clark County Bicycle and Pedestrian Master Plan to expand travel opportunities for transportation and recreation.
- Increase bicycle and pedestrian safety through education and enforcement activities.
- Increase the number of people walking and cycling through education and promotional events.
- Coordinate with local jurisdictions to ensure a seamless bicycle and pedestrian transportation system between the unincorporated County and neighboring cities.
- Establish an East Clark County Scenic Bicycle Route.

1 **Ordinance No 2018-XX-XX**

2
3 **An Ordinance of the Clark County Council Endorsing the Concept of Complete**
4 **Street, Which Promotes Roadways that are Safe and Convenient for all Modes**
5 **of Travel; and Identifying Circumstances for Exceptions to Complete Streets**
6 **Construction.**

7
8 **Whereas**, the Complete Streets concept promotes streets that are safe and convenient
9 for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages
10 and abilities; and

11
12 **Whereas**, streets constitute a large portion of the public space and should be corridors
13 for all modes of transportation, including pedestrians, bicyclists, and transit; and

14
15 **Whereas**, streets that support and invite multiple uses, including safe, active, and ample
16 space for pedestrians, bicycles, and transit, are more conducive to the public life and efficient
17 movement of people than streets designed primarily to move automobiles and trucks; and

18
19 **Whereas**, Clark County currently has a number of land use and transportation policies,
20 plans, programs and regulatory requirements that focus on various components of the
21 transportation system including congestion management, multimodal coordination, non-
22 motorized improvements, access control, street trees, street lighting, traffic calming, and
23 transit services; and

24
25 **Whereas**, trends in energy and transportation costs, air quality and public health
26 necessitate a more comprehensive approach to mobility within communities that offer a
27 greater variety of mobility choices and which is not strictly automobile based; and

28
29 **Whereas**, many of the existing roadways where Clark County residents walk and bicycle
30 are incomplete and lack sidewalks or crosswalks, have lanes too narrow to share with bicyclists,
31 and make no accommodation for transit riders or for people with disabilities; and

32
33 **Whereas**, recent trends indicate that Clark County will experience increased traffic
34 congestion and travel times as the population increases and the number of commuters to
35 employment centers within the County increases; and

36
37 **Whereas**, there are practical limits to the expansion of roadways in response to traffic
38 congestion; and

39
40 **Whereas**, promoting pedestrian, bicycle and transit travel as an alternative to the
41 automobile reduces negative environmental impacts, promotes healthy living and is less costly
42 to the commuter; and

43

1 **Whereas**, the development of a more complete transportation network or Complete
2 Streets can improve pedestrian safety, increase the capacity of the transportation network and
3 promote improvements in public health; and
4

5 **Whereas**, the Federal Highway Administration has confirmed that designing the street
6 with pedestrians in mind significantly reduces pedestrian risk. About one-third of Americans do
7 not drive, including low-income Americans who cannot afford cars, and an increasing number
8 of older adults. Whether they walk or bicycle directly to their destinations or to public
9 transportation, these individuals require safe access to get to work, school, shops and medical
10 visits, and to take part in social, civic and volunteer activities. In 2006, nearly one quarter of
11 pedestrian fatalities were children (8 percent) and older adults (15 percent); and
12

13 **Whereas**, studies have found that providing more travel options, including public
14 transportation, bicycling and walking facilities, is an important element in reducing congestion.
15 Many studies show that when roads are better designed for bicycling, walking, and taking
16 transit, more people do so; and
17

18 **Whereas**, the construction of Complete Streets can be an essential component in
19 reducing automobile trips as evidenced by the 2001 National Household Transportation Survey
20 which revealed that 50 percent of all trips in metropolitan areas are three miles or less and 28
21 percent are one mile or less--distances easily traversed by foot or bicycle. Yet, 65 percent of
22 trips under one mile are now made by automobile, in part because of incomplete streets that
23 make it dangerous or unpleasant to walk, bicycle, or take transit; and
24

25 **Whereas**, a 2007 Washington State Department of Transportation survey found that a
26 lack of pedestrian and bicycle infrastructure, such as sidewalks and bicycle lanes, is a primary
27 reason why Washington residents do not walk or bicycle more frequently; and
28

29 **Whereas**, the United States Congress and the National Association of Local Boards of
30 Health specifically recommend Complete Streets policies as a strategy to increase pedestrian
31 and bicycle travel modes; and
32

33 **Whereas**, other jurisdictions and agencies nationwide have adopted Complete Streets
34 legislation, including the United States Department of Transportation, numerous state
35 transportation agencies, and cities such as San Francisco, Sacramento, San Diego, Boulder,
36 Chicago, Seattle, Kirkland, Redmond, and Portland; and
37

38 **Whereas**, the Complete Streets concept is supported by the Institute of Traffic
39 Engineers, American Planning Association, United States Centers for Disease Control and
40 Prevention, American Public Health Association, and many other transportation, planning, and
41 public health professionals; and
42

43 **Whereas**, the Washington State Legislature adopted a Complete Streets Grant Program
44 in 2011, codified in Section 47.04.320 of the Revised Code of Washington; and

1
2 **Whereas**, funding from the Washington State Complete Streets Grant Program will only
3 be available to jurisdictions that have adopted a Complete Streets Ordinance; and
4

5 **Whereas**, Section 40.350.030 Street and Road Standards of the Clark County code
6 contain requirements of the County for providing pedestrian and bicycle facilities and bus
7 turnouts; and
8

9 **Whereas**, the Clark County "Standard Drawings" contains design standards for
10 sidewalks, walkways, and paved shoulders; and
11

12 **Whereas**, Titles 12, "Streets and Roads," and 40, "Unified Development Code," of the
13 Clark County Code contain requirements of private developers for providing pedestrian and
14 bicycle facilities and bus turnouts on both public and private roads; Now Therefore,
15

16 BE IT HEREBY ORDAINED, RESOLVED AND DECREED BY THE CLARK COUNTY COUNCIL,
17 CLARK COUNTY, STATE OF WASHINGTON, as follows:
18

19 **Section 1.** Clark County endorses the concept of Complete Streets, which promotes roadways
20 that are safe and convenient for those of all ages and abilities, including pedestrians, bicyclists,
21 transit riders, and motor vehicle drivers. Clark County strives to provide and require the
22 implementation of facilities for all users on newly constructed or reconstructed roads. The
23 County Engineer may, in his or her sole discretion, determine that there are exceptions to the
24 provision of these facilities. Among the conditions that may preclude the construction of such
25 facilities are the following:
26

- 27 1. Their establishment would be contrary to public safety; or
- 28 2. Their construction is not practically feasible because of significant adverse
29 environmental impacts to streams, wetlands, steep slopes, or other critical areas; or
- 30 3. Their construction is not practically feasible because of significant adverse impacts
31 on neighboring land uses, including impacts from right-of-way acquisition; or
- 32 4. There is no identified need for the improvement; or
- 33 5. In instances where a documented exception is granted by the County Engineer.
34

35 Where these facilities are omitted from a roadway project, the County should consider whether
36 bicyclists and pedestrians can be accommodated by nearby facilities. Aside from new and
37 reconstructed roadways, the County shall consider other measures that can benefit bicyclists
38 and pedestrians, such as standalone shoulder paving projects. Clark County strives to provide
39 complete street connections to similarly designed roadways of the Washington State
40 Department of Transportation and local Cities and Towns.
41

42 **Section 2. Effective Date.**

43 The ordinance shall go into effect on _____, 2018, thirty days after its adoption.
44

1 **Section 3. Instructions to the Clerk.**

2 The Clerk to the Council shall:

- 3
- 4 1. Transmit a copy of this ordinance to the Washington State Department of
- 5 Commerce within ten (10) days of its adoption pursuant to RCW 36.70A.106.
- 6
- 7 2. Transmit a copy of the adopted ordinance to Code Publishing, Inc. forthwith to
- 8 update the electronic version of the County Code.
- 9
- 10 3. Transmit a copy of the adopted ordinance to the Community Development
- 11 Department (Carol Brown).
- 12
- 13 4. Record a copy of this ordinance with the Clark County Auditor.
- 14
- 15 5. Cause notice of adoption of the ordinance to be published forthwith pursuant to
- 16 RCW 36.70A.290.
- 17

18 ADOPTED this _____ day of _____, 2018.

19
20
21 CLARK COUNTY COUNCILOR
22 CLARK COUNTY, WASHINGTON

23 Attest:

24 _____
25 Clerk to the Board

Marc Boldt, Chair

26
27 Approved as to Form Only

28 ANTHONY GOLIK
29 Prosecuting Attorney

Julie Olson, Councilor

30
31 By _____
32 Christine M. Cook
33 Sr. Deputy Prosecuting Attorney

Jeanne E. Stewart, Councilor

Eileen Quiring, Councilor

John Blom, Councilor