

ORDINANCE NO. 147

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, AMENDING AND SUPPLEMENTING ORDINANCE NO. 33; AMENDING THE OFFICIAL DOWNTOWN STREET MAP; ESTABLISHING MINIMUM WIDTH OF RIGHTS-OF-WAY; ESTABLISHING DESIGN STANDARDS WITH PEDESTRIAN AND BICYCLE AMENITIES; PROVIDING FOR DEDICATION OF PROPOSED RIGHTS-OF-WAY; PROHIBITING BUILDING CONSTRUCTION WITHIN PROPOSED RIGHTS-OF-WAY; ALLOWING DEVELOPMENT IMPROVEMENTS (OTHER THAN STRUCTURES) WITH RESERVATIONS WITHIN THE PROPOSED RIGHTS-OF-WAY, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, prior to incorporation of the City of Woodinville, King County, Washington, adopted King County Ordinance Numbers 8070, 8071, 8072, 8073, 8074, 8075, 8114, 8115, and 8144 which provided for the development of a street grid system in the community commonly referred to as "Woodinville"; and,

WHEREAS, the City of Woodinville, upon incorporation in 1993, adopted City of Woodinville Ordinance No. 33, derived from King County's Ordinances, establishing a "City of Woodinville" official street grid system; and,

WHEREAS, the City of Woodinville, upon incorporation in 1993, adopted an Interim Comprehensive Plan containing policies identifying the need for and maps indicating the general location of a street grid system in the downtown area; and,

WHEREAS, the Woodinville City Council directed the Planning Commission and its Transportation Citizens Advisory Panel to review the adopted Ordinance No. 33 while developing a new Comprehensive Plan and make recommendations to the City Council as to any changes or revisions that should be made to the street grid system map; and,

WHEREAS, the Transportation Citizens Advisory Panel and the Planning Commission have held public meetings, taken testimony, studied, and have made recommendations for revisions to the grid system which are incorporated in the Planning Commission's Recommended Draft Comprehensive Plan (January, 1996); and,

WHEREAS, in the process of developing a new Comprehensive Plan, an Environmental Impact Statement was developed and adopted by the City of Woodinville (January 17, 1996) which, on a planning level, studied and identified the impacts of a revised street grid and a pedestrian/bicycle path system for the downtown area; and,

WHEREAS, the Woodinville City Council held a public hearing and has taken testimony regarding a revised grid street and pedestrian/bicycle path system, NOW THEREFORE,

THE CITY COUNCIL OF THE CITY OF WOODINVILLE, WASHINGTON, DO
ORDAIN AS FOLLOWS:

Section 1.

Ordinance No. 33 and Chapter 12.03 "Official Street Map" of the Woodinville Municipal Code are hereby amended and supplemented with this ordinance which shall be added to the Woodinville Municipal Code.

Section 2.

Section 1 (B) of Ordinance No. 33 and Section 12.03.010 (2) of the Woodinville Municipal Code are hereby amended to read as follows:

12.03.010 (2) The following streets shown on the official street map are established at the following widths:

(a)	133rd Avenue Northeast	68 feet
(b)	185th Street	60 feet
(c)	Northeast 178th Street	68 feet
(d)	142nd Avenue Northeast	60 feet
(e)	Northeast 181st Place	60 feet
(f)	Northeast 172nd Place	72 feet
(g)	136th Avenue Northeast	72 feet
(h)	Northeast 183rd Street	72 feet
(i)	138th Avenue Northeast	68 feet

Section 3.

A new Section 12.03.010 (3) is hereby added to the Woodinville Municipal Code to read as follows:

12.03.010 (3) The "Official Street Map" established by Ordinance No. 33 and Section 12.03.010 (1) of the Woodinville Municipal Code is hereby amended for the streets shown on the map labeled "Exhibit A" which is on file at City Hall and attached hereto, is adopted by this reference as if set forth in full.

Section 4.

A new Section 12.03.010 (4) is hereby added to the Woodinville Municipal Code to read as follows:

12.03.010 (4) The legal description for the streets shown in Exhibit A that amend the Official Street Map are as follows:

- (a) 133rd Avenue Northeast along the course and description set forth as follows:

Beginning at a point on the centerline of Northeast 171st Street, said point being S 17 05' 17" E a distance of 1453.52 feet from the West 1/4 corner of Section 10, Township 26 North, Range 5 East, W.M.: thence N 1 34' 08" E, a distance of 634.15 feet to a terminus on the centerline of Northeast 172nd Place, said terminus being S 30 28' 15" E a distance of 876.49 feet from the said West 1/4 corner.

- (b) Northeast 178th Street from 140th Avenue Northeast to The Woodinville-Snohomish Road along the following courses and descriptions set forth as follows:

Commencing at a four-inch by four-inch concrete monument with a one-half-inch brass plug at the north one-quarter corner of Section 10, Township 26 North, Range 5 East, W.M.; thence along the north-south centerline of said section, said centerline being defined as the line between said monument and a three-inch brass disc on a two-inch iron pipe at the south one-quarter corner of said section, S 00°05'47" E 1,910.15 feet to the true point of beginning of this centerline description, said true point of beginning being on the centerline of 140th Avenue Northeast;

Thence N 80°05'47" W 52.13 feet to the beginning of a tangent curve concave to the northeast having a radius of 400.00 feet;

Thence northwesterly along said curve 204.66 feet through a central angle of 29°18'53" to the beginning of a compound curve concave to the northeast having a radius of 800.00 feet;

Thence northwesterly along said curve 78.96 feet through a central angle of 05°39'19";

Thence N 45°07'36" E 205.30 feet;

Thence N 38°01'31" W 495.80 feet to the beginning of a tangent curve, concave to the northeast, having a radius of 400.00 feet;

Thence northwesterly along said curve 52.95 feet through a central angle of 7°35'06" to the beginning of a reverse curve concave to the northwest, having a radius of 400.00 feet;

Thence northwesterly along said curve 79.44 feet through a central angle of 11°22'46";

Thence N 41°49'11" W 63.95 feet to a point on the centerline of a 60.00-foot-wide right-of-way, as shown on the plat of Woodinville Gardens as recorded in volume 21 of plats on page 3 records of King County, Washington, said point being the terminus of this centerline description, said terminus being S 38°44'02" W 1,375.94 feet from said north one-quarter corner.

Situate in the City of Woodinville, County of King, State of Washington.

- (c) 138th Avenue Northeast from Northeast 178th Street to Northeast 175th Street along the following courses and descriptions set forth as follows:

Commencing at a four-inch by four-inch concrete monument with a one-half-inch brass plug at the north one-quarter corner of Section 10, Township 26 North, Range 5 East, W.M.; thence along the north-south centerline of said section, said centerline being defined as the line between said monument and a three-inch brass disc on a two-inch iron pipe at the south one-quarter corner of said section, S 00°05'47" E 1910.15 feet to a point on the centerline of 140th Avenue Northeast;

Thence leaving said centerline N 80°05'47" W 52.13 feet to the beginning of a tangent curve concave to the northeast having a radius of 400.00 feet;

Thence northwesterly along said curve 204.66 feet through a central angle of $29^{\circ}18'53''$ to the beginning of a compound curve concave to the northeast having a radius of 800.00 feet;
Thence northwesterly along said curve 78.96 feet through a central angle of $5^{\circ}39'19''$;
Thence N $45^{\circ}07'36''$ E 205.30 feet to the true point of beginning of this centerline description;
Thence S $51^{\circ}58'29''$ W 102.08 feet to the beginning of a tangent curve, concave to the east, having a radius of 400.00 feet;
Thence southerly along said curve 510.25 feet through a central angle of $73^{\circ}05'17''$ to the beginning of a reverse curve, concave to the west, having a radius of 700.00 feet;
Thence southerly along said curve 254.90 feet through a central angle of $20^{\circ}51'49''$;
Thence S $00^{\circ}14'59''$ E 243.39 feet to the centerline of northeast 175th Street and the terminus of this centerline description, said terminus being S $12^{\circ}44'20''$ W 2,700.35 feet from said north one-quarter corner.

Situate in the City of Woodinville, County of King, State of Washington.

Section 5.

A new Section 12.03.010 (5) is hereby added to the Woodinville Municipal Code to read as follows:

12.03.010 (5) Contingent removal of 136th Avenue from the "Official Street Map"

(a) Contingent upon the receipt and recording of a voluntary agreement, that is acceptable to the City, between any such portion of owners of property and contract purchasers of property (as depicted within the Special Study Area on Exhibit A herein) and their successors in interest which provides a continuous corridor between NE 175th Street and the Woodinville - Snohomish Road and which provides for establishing reciprocal access easements as the Property Owners' properties develop, Section 2 above and Section 12.03.010 (2g) of the Woodinville Municipal Code shall read as follows:

12.03.010 (2g) Reserved

;and further,

The "Official Street Map" established by Ordinance No. 33 and Section 12.03.010 (1) of the Woodinville Municipal Code shall be amended to remove 136th Avenue Northeast between Northeast 175th Street and the Woodinville - Snohomish Road.

(b). The City still desires to establish a street connecting Northeast 175th Street and the Woodinville - Snohomish Road in the general location of 135th or 136th Avenues Northeast, with a strong preference for completing the intersection of 135th Avenue Northeast and Northeast 175th Street. Subject to Section 5a above and Section 12.03.010 (5a) of the Woodinville Municipal Code, the City does not establish a specific alignment for 135th or 136th Avenues Northeast on the "Official Street Map". However, prior to any building or other development permit being issued to an owner of property within the Special Study Area, as depicted on Exhibit A herein, the City shall consider the need for a street in the 135th Avenue or the 136th Avenue corridor. The City may require building setbacks to accommodate such street and may require dedications and/or street improvements for such street. At such time as such a

street is established, any reciprocal easement, inconsistent or in conflict with such street, may be extinguished or modified.

(c.) In the event that an agreement acceptable to the City as referenced in Section 5a above and Section 12.03.010 (5a) of the Woodinville Municipal Code is not received by October 1, 1996, this Section 5 and Section 12.03.010 (5) of the Woodinville Municipal Code in their entirety shall automatically become repealed.

Section 6

Section 2 (A) of Ordinance No. 33 and Section 12.03.020 (1) of the Woodinville Municipal Code, are hereby amended to read as follows:

12.03.020 (1) Property fronting on street. No permit for a building or other structure requiring a building permit in accordance with the Uniform Building Code, or any underground fuel storage facility shall be issued or allowed to be built within an existing or proposed right-of-way shown on the official street map. Required setbacks in yard or other open space requirement shall be measured from the existing or proposed right-of-way as shown on the official street map.

No site development permit shall be issued or development approved within an existing or proposed right-of-way without the property owner obtaining a right-of-way use permit or entering into an agreement with the City. The agreement may provide for temporary private improvements to the existing or proposed rights-of-way by the property owner. Within terms of said agreement, or when determined by the City for a right-of-way use permit, any improvements that have been installed as permitted by the City, within the existing or proposed rights-of-way, shall be removed by the property owner at their expense. At such time when it has been determined by the City that the existing or proposed right-of-way is needed, said property owner shall, at their expense, modify their access to the right-of-way to conform to the City's then current standards.

Section 7.

Section 2 (C) of Ordinance No. 33 and Section 12.03.020 (3) of the Woodinville Municipal Code is hereby amended to read as follows:

12.03.020 (3) Dedication and Construction of Improvements. Applicants for a subdivision, a building permit, or other form of development which may generate transportation system impacts shall perform a Transportation Impact Analysis in accordance with the City's adopted Transportation Impact Analysis Guidelines. Impacts identified by the Transportation Impact Analysis shall be mitigated by the dedication of rights-of-way to the City, and/or construction of required street/highway and/or pedestrian/bicycle path improvements including, mitigation for impacted State highways. Such dedication of rights-of-way and construction of improvements shall be required if the City determines that the dedication and improvements are related to the proposed development. The Transportation Impact Analysis identified impacts shall be in addition to other mitigation measures which may be required as a result of the SEPA process, or other City review procedures. Nothing herewith prohibits or excludes other properties or the City from participating, by means determined appropriate by the City, with the applicant in the expense of rights-of-way dedication or construction of improvements.

Section 8.

A new Section 12.03.050 is hereby added to the Woodinville Municipal Code to read as follows:

12.03.050 Flexibility in Downtown Street and Pathway Design Standards.

Only those streets described in Section 4 herein, and Section 12.03.010 (4) of the Woodinville Municipal Code, are subject to the following:

In order to provide flexibility in the capacity and use of streets and pathways shown on Exhibit A, certain design standards are hereby adopted. All dedicated public rights-of-way and public improvements shall conform to the "Downtown Street and Pathway Design Standards" as shown within "Exhibit B" attached herewith and are adopted by this reference as if set forth in full except as limited by Section 7 above and Section 12.03.020 (3) of the Woodinville Municipal Code. The Downtown Street and Pathway Design Standards are in addition to the City's other adopted design standards as they may be amended hereafter. In the event that a conflict occurs between the City's adopted design standards as they may be amended hereafter, and the Downtown Street and Pathway Design Standards, the Downtown Street and Pathway Design Standards shall govern.

Section 9. Severability.

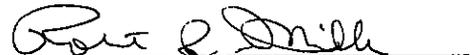
If any section, sentence, or clause of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

Section 10. Effective Date.

This ordinance, or a summary thereof consisting of the title, shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

PASSED by the City Council of the City of Woodinville this 13th day of May, 1996.

APPROVED:


Robert R. Miller, Mayor

ATTEST/AUTHENTICATED:


James Katica, City Clerk

APPROVED AS TO FORM:

OFFICE OF THE CITY ATTORNEY:

BY: *Craig Daniel*

FILED WITH THE CITY CLERK: 5-13-96
PASSED BY THE COUNCIL: 5-13-96
PUBLISHED: 5-20-96
EFFECTIVE DATE: 5-25-96
ORDINANCE NO. 147

EXHIBIT B
DOWNTOWN
STREET AND PATHWAY DESIGN STANDARDS

Classification	2 Lane	3 Lane (1) (2)	4 Lane	5 Lane (1)	Pedestrian/Bicycle Path
Min. Right-of-Way	68	68	80	90	25
Min. Pavement width (curb to curb)	32	44	54	65	12
Min. Travel Lane Width	11	11	11	11	6
Min. Turn Lane Width	11	12	11	11	N/A
Min. Bicycle Lane Width	5.0	5.0	5.0	5.0	6
Bicycle Lane Required?	Yes	Yes	Yes	Yes	(3)
(See note below for exceptions)					
Max. Pedestrian Crossing Distance Without Island (4)	32	44	54 (65 with left turn lane)	65	N/A
Parallel On-Street Parking Allowed?	No	No	No	No	
Curb Type	A-1	A-1	A-1	A-1	N/A

(1) Center Lane is required to include an 8 foot wide, curbed, landscaped planter except where left turn lanes are required. A traffic report, acceptable to the City, is required to address the need for the left turn lane. The traffic report shall address the safety and level of service for the public streets and driveway entrance.

(2) When supported by a traffic study acceptable to the City, a two lane street may be reconfigured as a three lane street. When this occurs, 8 foot wide, landscaped islands shall be installed except when the note (1) applies.

(3) Class II bicycle lanes are required on all streets and Class I where shown on Exhibit A or within the adopted City of Woodinville Comprehensive Plan. Bicycle facilities are as follows:

- (a). Class II. A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential use of cyclists. Bicycle lanes are one-way facilities. The minimum width when abutting the curb is 5.0 feet. When adjacent to parking, the minimum width is 5 feet.
- (b). Class I. A bicycle facility physically separated from motorized vehicular traffic by an open space or barrier and either within the road right-of-way or within an independent right-of-way. The minimum width when exclusively used by bicycles is 5 feet for one-way, and 8 feet for two-way. The minimum width when shared with pedestrians is 12 feet.

(4) Does not include distance for curb radii.

General Notes

- A. On all streets, street lighting is required in accordance with the City's and Puget Power Standards
- B. Residential zones within the Overlay District require a 5 foot wide landscaped planter island with approved street trees 30 foot on center between a 5 foot concrete sidewalk and the back of the curb.
- C. Within non-residential zones, improvements between the curb and the right-of-way shall be in accordance with the "Urban Design Principles" with City approved street trees 30 feet on center (street lights shall be in accordance with "A" above). The City desires that the sidewalk meanders from the back of the curb to the right-of-way line, and where possible, within any property line landscape buffer area. Where the sidewalk meanders onto private property, an easement to the City for the sidewalk must be provided. Sidewalk widths shall be as follows: (a). Pedestrian Oriented Streets 12 (twelve) feet, (b) Non-Pedestrian Oriented Streets 9 (nine) feet.
- D. All landscaped areas within the public right-of-way shall be irrigated or drought tolerant in accordance with City standards. Within the commercial and/or business zone all street trees shall be supplied with electrical outlets in accordance with City and NEC standards.