

ORDINANCE NO. 236

AN ORDINANCE OF THE CITY OF WOODINVILLE,
WASHINGTON, ESTABLISHING A SET OF CRITERIA FOR
ALLOWING PRIVATE STREETS BUILT BEFORE MAY 1,
1999 TO BE ACCEPTED AS PUBLIC STREETS, THEREOF,
AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, prior to incorporation of the City of Woodinville, King County allowed the construction of private streets which do not meet current City Standards, and

WHEREAS, the City when incorporated as a non-charter code city on March 31, 1993 brought under its jurisdiction the private streets within its boundaries, and

WHEREAS, the residents from some private streets have requested the City to accept their private streets for the benefit of public services, and

WHEREAS, the City will allow the acceptance of a private street into the City that meet a set of standards as established by this Ordinance, and

WHEREAS, a private street accepted as a public street will be under the jurisdiction of the City for ever more, NOW, THEREFORE,

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

Section 1. Intent The City will accept dedication of private streets that do not meet current City standards, under the criteria established in this ordinance. The City Engineer shall make the determination and recommendation to the City Council for consideration on all petitions where 100% of all the vested owners of the private street have signed.

Section 2. Criteria – For a private street to be considered to be accepted into the City as a public street, and receive all the services provided by the City on a public street, all the following criteria must be met:

- A. **Pavement Surface** – Asphalt concrete pavement with curbing or twenty-four (24) inch gravel edges. On non-curbed streets, asphalt driveway aprons must extend a minimum of twenty-four (24) inches past the edge of the aligned road edge.
- B. **Street Width** – Twenty-two (22) feet at the narrowest point. On non-through streets, a paved cul-de-sac or “hammer head” turn around must be provided sufficient for emergency vehicle turn around as determined by the Fire District.
- C. **Pavement Condition** – The pavement surface must not show signs of failure such as alligating, longitudinal or transverse cracking, wash boarding, severe spawling, or road base failure.

- D. **Surface Drainage** – Drainage must be provided for road surface runoff either by an open ditch, gutter, or enclosed pipe system.
- E. **Right-of-Way** – A minimum right-of-way of thirty (30) feet shall be provided and a minimum of an additional five (5) feet of public easement must be provided along both sides of the right-of-way. The total width with easements and right-of-way shall be forty (40) feet.
- F. **Future Development** – The potential for future development gaining access to the street can not be more than a total of three additional single residential lots.
- G. **Petition** – One hundred (100) percent of all vested property owners must sign a petition to the City requesting to dedicate their private road to the City.
- H. **Life Safety** – The Fire District and Police Department have reviewed and provided approval that emergency services on the road can be provided. This would include width, slope, and hydrant access.
- I. **Construction Date** – The private street shall have been constructed prior to May 1, 1999.
- J. **Underground Utilities** – All underground water lines, sewer lines and other utilities have been located in the proposed right-of-way. Such utilities shall either be relocated out of the right-of-way, or necessary permits shall be obtained for use of the public right-of-way.

Section 3. Process - The following is the process for a private street to be considered for acceptance by the City as a public street:

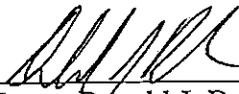
- A. A petition prepared by petitioners, with signatures of one hundred (100) percent of all vested property owners in the said private road, must be submitted to the City Engineer. The petition must include the name, property identification, and mailing address of each property owner, and must provide a single designated contact person for the City.
- B. The City Engineer will evaluate the private road to determine if the minimum variance standards are met. Notification of the results will be provided to the designated petition's contact person.
- C. If the private road does not meet the minimum standards, the petitioners may correct the deficiencies and resubmit the petition or have their petition rejected.
- D. If the private road meets the minimum standards, staff will take the petition to the City Council for a Public Hearing and consideration of conditions and action.
- E. At the Public Hearing, conditions may be included that could include parking restrictions, traffic control modifications, Local Improvement District agreement, and future usage of the street.
- F. The petitioners shall be notified of the outcome of the Public Hearing with inclusion of any conditions.

- G. The Council may approve the petition, reject the petition or approve the petition with conditions. If the Council approves the petition, the petitioners shall execute all necessary legal documents and comply with all conditions within ninety (90) days, or such other time as established by the Council.
- H. Upon execution and recording of all necessary legal documents and compliance with all conditions, the City Council shall accept the dedication of the private road as a public street.

Section 4. 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.

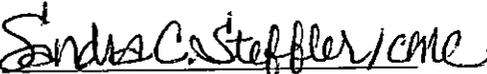
ADOPTED by the City Council of the City of Woodinville this 12th day of July 1999.

APPROVED:

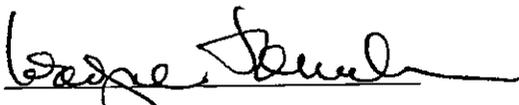


Mayor, Donald J. Brocha

ATTEST/AUTHENTICATED:

By: 
Sandra C. Steffler/CMC
City Clerk

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY

By: 

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
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