II. Land Use Element

Introduction

Purpose and Intent

The Land Use Element is the cornerstone of the Duvall Comprehensive Plan. Its purpose is to ensure that an adequate supply of land and a desired mix of uses are available for the successful implementation of other plan elements; Housing, Parks and Recreation, Economic Development, Transportation, Utilities, Capital Facilities, and Essential Public Facilities. This nexus is established in the Land Use Element through the Future Land Use Map and the goals and policies outlined here.

The Land Use Element directs development in Duvall over the next twenty years (2022) by introducing strategies that will retain and enhance small-town character, environmental quality, economic vitality, and quality of life. The goals and policies established in this element are the result of an extensive community participation process and an extensive analysis of existing conditions. The components of this Element illustrate the current land use challenges facing Duvall: new development, community development, economic development, and the environment. Duvall possesses great potential for community, economic, and social growth in the coming years. This Element attempts to highlight and capitalize upon this potential.

Regulatory Setting

Growth Management

Under the Growth Management Act (RCW 36.70A.070), a Land Use Element is required to address the following:

- Distribution/location/extent of land uses: Agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities and other land uses;
- Population densities, building intensities and estimates of future population growth;
- Protection of the quality and quantity of ground water used for public water supplies, and;
- Drainage, flooding and stormwater runoff within and nearby the jurisdiction as well as guidance for corrective actions to mitigate or clean discharges to waters of the state.

County Planning Policies

The King County Countywide Planning Policies define an Urban Growth Area (UGA) boundary within which all urban development must occur. Although Duvall is located outside the larger metropolitan UGA to the west, which includes nearby cities such as Bothell, Kirkland, Redmond, and Woodinville, the City has its own designated UGA boundary. Within this designated UGA, Duvall shall provide urban services, residential densities and a mix of land uses that will provide for residential and economic growth for the next 20 years. As stated by the King County Countywide Planning Policies, the designated UGA of Duvall shall:

- Include all lands within the existing city in the UGA;
- Be sufficiently free of environmental constraints to be able to support rural city growth without major environmental impacts;
- Be contiguous to city limits;
- Have boundaries based on natural boundaries, such as watersheds, topographical features, and the edge of areas already characterized by urban development;
- Be maintained in large lots at densities of one home per five acres or less with mandatory clustering provisions until such time as the City annexes the area;
- Be implemented through interlocal agreements among King County, the cities and special purpose districts, as appropriate, to ensure that annexation is phased, nearby open space is protected and development within the Urban Growth Area is compatible with surrounding Rural and Resource Areas, and;

- Not include designated Forest or Agricultural Production District lands unless the conservation of those lands and continued resource-based use, or other compatible use, is assured.

Vision for Duvall in 2022

Our Vision for Duvall in 2022

Duvall is a charming small town with a diverse, attractive, and engaging Old Town/Downtown that is walkable, commerce-oriented and economically thriving. Duvall is a place where trails, sidewalks, and streets enable families to explore parks and neighborhoods on foot or by bike. Art, culture, and our heritage are valued in our town and we respect and preserve the natural environment. Small businesses and the entrepreneurial spirit are encouraged - as a result, innovative local businesses offer services and products to Duvall residents. Duvall is a unique place where people walk, shop, eat, conduct business, raise families, and enjoy arts and music - all while enjoying the beautiful Snoqualmie Valley.

History of Duvall

American Indians, including ancestors of the Snoqualmie and Tulalip tribes, have lived, worked, and fished in the Duvall area for thousands of years. Tool making operations east of Duvall and fishing at the confluence of Cherry Creek and the Snoqualmie River are just two examples of early activities. Salish (Lushsootseed) place names through the region reflect the long history of American Indian culture in the region. White settlers began making their appearance in the area in the 1850's, arriving by boat up the Snoqualmie River. By the late 1800's, the growing settlement along the banks of the Snoqualmie River had a name, "Cherry Valley". Logging and shingle making were the economic engine of the local economy.

The first railroad through the area was Great Northern, followed shortly therafter by Chicago, Milwaukee, Saint Paul, and Pacific. Because the new tracks ran east of the River and directly through the town of Cherry Valley, the companies paid to move all the buildings from Cherry Valley to the Duvall Town Site. The Train Depot that gives Depot Park its name served the Chicago, Milwaukee, Saint Paul and Pacific Railroad.

The city of Duvall was named after James Duvall, a logger who bought the land from the river up to 275th Avenue in about 1875 and set up a logging camp in the area of 3rd Avenue and Bruett Road. In 1910, Mr. Duvall sold his land to the developers of the Cherry Valley Town Site Company, a company of four men who first used the name "Duvall" to describe a geographic location. On January 6, 1913, the town of Duvall was incorporated as a fourth class city.

Logging and shingle making continued to be the mainstay of Duvall's economic success until the 1930's when farming operations overtook logging as the main source of Duvall's economy. Duvall's population remained small, still in the mid-300's as late as 1965. As transportation to and from the west improved, Duvall began to grow, with its population reaching 2,770 in 1990. As urban housing prices increased in the greater Seattle area, more people began moving west to Duvall and commuting to jobs on the eastside or in Seattle. In 2004, Duvall's population reached 5,545.

Existing Conditions

Many important issues arose during the City-Wide Visioning and Downtown Plan processes and other public meetings. Additional issues also arose out of the research and analysis of current conditions in the city of Duvall. The areas noted below represent key themes that were identified during the planning process.

Land Use Patterns

The city of Duvall encompasses approximately 2.1 square miles of land (~1,344 acres) in 2008 with the UGA encompassing an additional ~ .82 square miles (~ 522 acres). The city contains primarily single-family residential land uses, but also includes a variety of other uses (commercial, mixed-use, employment, etc.) Table LU - 1 shows estimates of acreage for each particular land use located within Duvall based on total land area.

Table LU – 1
2004 Land Use by Acreage

CATEGORY	ACRES (rounded)	PERCENT
Single-family [1]	647	50%
Multi-family[2]	14	1%
Mobile home park	33	3%
Mixed-use[3]	68	6%
Commercial	39	3%
Employment	27	2%
Parks/Open Space	307	24%
Public Facilities[4]	68	5%
Vacant	81	6%
TOTAL (City Limits)	1284	100%
Urban Growth Area (UGA)	582	--
TOTAL (including UGA)	1866	--

Source: City of Duvall Planning Department

NOTE: All values are estimates; all values have been rounded; this table does not include rights-of-way
[1] Includes R3 to R8
[2] Includes MR and R12 uses
[3] Includes MU and MXD uses
[4] Includes schools, public facilities, police, fire

Duvall's Unique Small Town Character

Duvall is made up of many distinct neighborhoods and business districts, each of them contributing to Duvall's unique small town character. The following sections briefly describe each of these areas, including a general discussion of existing conditions. As part of the development of the Downtown Plan, there was discussion about retaining the name "Old Town" to describe the northern portion of Main Street and "Downtown" to describe areas south of Stephens Street. In order to create a cohesive community, we are calling all of the mixed-use and commercial areas "Downtown", with Old Town a portion of Downtown.

Old Town

Old Town Duvall is the heart of the city. It is often cited by residents as what they like most about Duvall and is the area that gives the city a unique presence in the Snoqualmie Valley. Old Town's character is created by the mix of old and new buildings with historic and/or interesting facades, buildings that are built to the sidewalk, and parallel parking along Main Street. Its character is also a creation of the small local businesses that call Main Street home. Wide sidewalks that allow outdoor displays, eclectic benches and outdoor seating at restaurants help to give Old Town a rural feeling. In the visioning survey done in 2002, Duvall's natural/rural setting was considered Duvall's greatest asset. Old Town is generally considered the area between one block north of Bird Street to the north, Stephens Street to the south, the Snoqualmie Valley Trail to the west and 1st Avenue to the east.

An economic analysis done by ECONorthwest as part of the City-Wide Visioning Plan says the city can expect substantial new growth over the next 20 years. Old Town has the capacity for absorbing some of this growth – even while maintaining its unique historic character. There are some barriers to Old Town development including natural barriers of topography. Some barriers to growth, however, are man-made, including pockets of auto-oriented and/or lower quality development that tend to isolate Old Town from the rest of the community. Furthermore, development west of Main Street has long created a barrier between Old Town and the riverfront area. This area represents an important redevelopment opportunity. Lastly, the mixed-use and residential development east of Old Town is poorly utilized, considering the close proximity to Old Town and the tremendous view opportunities. Because of the projected population growth for Duvall, these sites present great opportunities to strengthen and enhance the Old Town area over the next 20 years.

Old Town lacks an identifiable pedestrian network. There are no identified pedestrian routes that link park areas and other neighborhoods to Old Town. Sidewalks are not provided on many east-west streets which connect to residential areas. Even though there are sidewalks on NE Stephens Street, this and most other east-west streets are too steep for most people to walk up. The existing Snoqualmie Valley Trail is popular with locals and visitors alike and links Duvall with Carnation and other Snoqualmie Valley towns to the south. However, connections to the trail within Duvall are very limited and poorly identified. Taylor Park is isolated in the southeast corner of downtown due in part to poor pedestrian connections. Two unused rights-of-way provide opportunities for future connections. Pedestrian connections to the multi-family neighborhood north of Old Town are limited due to steep slopes and poor roadway connections. An expanded trail and sidewalk system has strong support from community residents interested in making downtown more pedestrian friendly. ECONorthwest's economic analysis also strongly supports the enhancement of the pedestrian environment as the best way to attract additional businesses and make Duvall a great place to live.

Another feature of Old Town is the residential population base. There is a mobile home park and a small number of multi-family buildings in the Old Town area. There are also a few single-family residences in the area. There are two churches in Old Town, one operating a K-5 school. City Hall, the library, the public works yard, and the fire department are all located in Old Town.

Main Street – Transportation

Main Street is the only north-south access through Duvall and functions as a state highway connecting Monroe and Carnation. This highway accommodates significant through truck and commuting traffic. Access and safety improvements are planned as part of the 2008 Main Street Reconstruction project which includes safety, parking, and transportation improvements between Stephens Street and Virginia Street. The project will add concrete crossings and curb extensions to all intersections, shortening the distance pedestrians have to be in the travel lanes. The project will also reduce vehicle speeds with the installation of a low center median, which will create 12-foot wide travel lanes and 12-foot wide joint bicycle and parking lanes. The project also includes sidewalks, tree grates, road and pedestrian lighting, small public spaces, public art, and other public amenities.

3rd Avenue NE is the only other through north-south roadway, but it is ¼ mile east of Main Street, is relatively narrow and sinuous, and does not continue south of NE 143rd Place. . However, developer-driven improvements are planned along 3rd Avenue NE that will include road widening, installation of curb/gutter/sidewalk, and an extension from NE 143rd Place to Big Rock Road. 1st Avenue NE is often the best alternative for local traffic, but does not continue beyond the core Old Town area. The street grid places more pressure on NE Cherry Valley Road to the north, which contains a dangerous intersection at the northern end of Old Town at Main Street. Also, the streets west of Main Street (Riverside and Railroad avenues) could be better configured to serve Old Town, park goers, and future development.

Midtown – Main Street South of Stephens Street

Midtown, the area south of Old Town, is a mix of commercial buildings, residential houses and vacant lots. Midtown is located between NE Stephens Street on the north, just south of Valley Street on the South, and between the Snoqualmie Valley Trail and 1st Avenue. Coe-Clemons Creek crosses Main Street in a culvert just south of Valley Street.

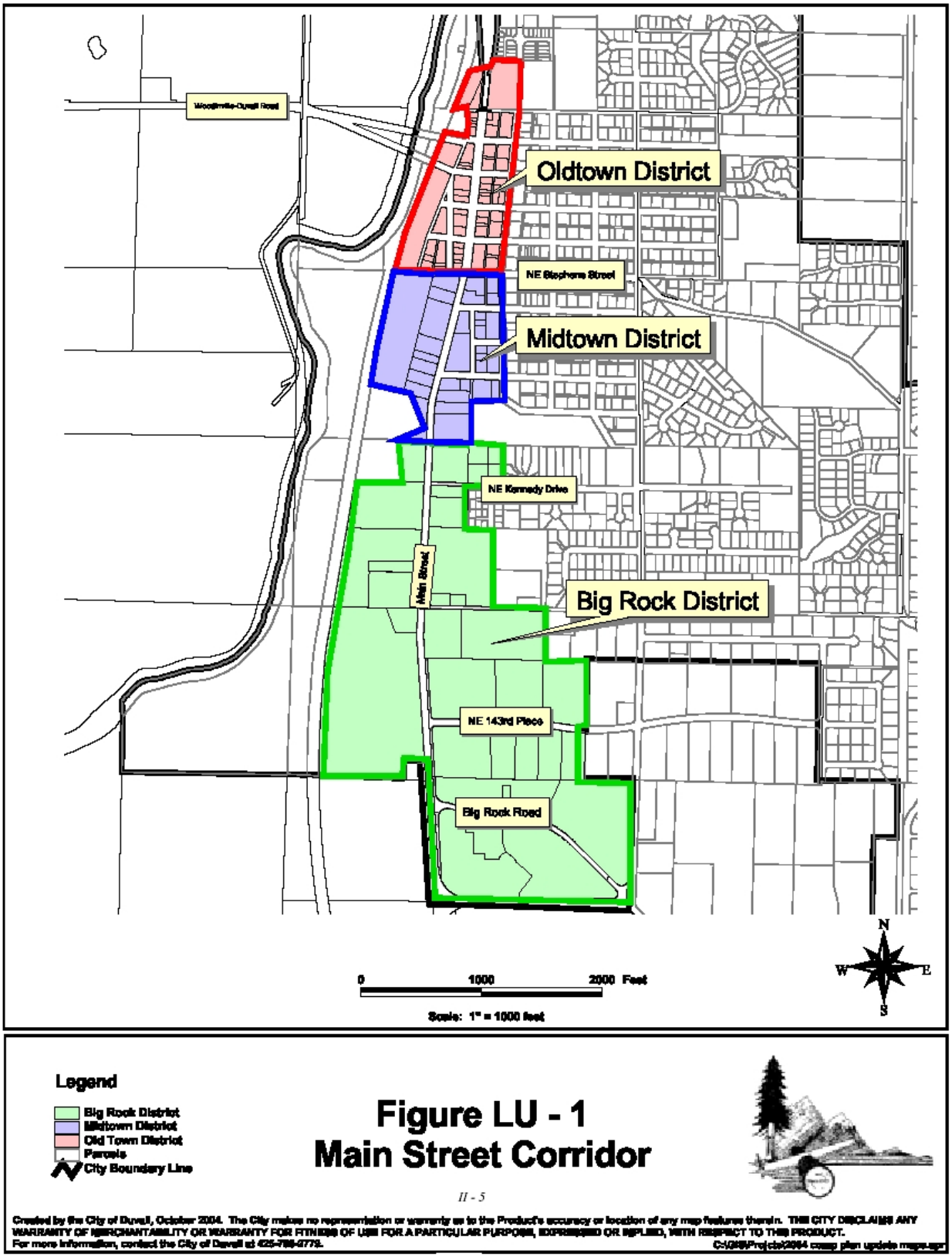
Existing design characteristics include single story strip-like development to mixed-use development with office space or residential on upper floors. The newer commercial buildings are set back from Main Street with parking lots in front of, and sometimes behind, the buildings. Sidewalks are extended south from Old Town to Valley Street (with one exception). South of Valley Street there are no sidewalks in the Midtown area. On-street parking is provided on the east side of Main Street north of Valley Street and on both sides of Main Street north of Stephens Street. The Duvall Police Department relocated to Midtown in the Fall of 2004 to a city-owned site adjacent to Depot Park.

Big Rock Road/Main Street

The Big Rock Overlay District is located south of Valley Street to Old Big Rock Road, the Snoqualmie Valley Trail to the west and approximately 3rd Avenue to the east. Thayer Creek crosses Main Street in a culvert in the Big Rock district on the north side of NE 143rd Place.

Safeway Plaza is located at the south end of the district. Safeway Plaza is developed with buildings on the east, west, and north sides of the lot. Parking is in the center of the plaza and adjacent to Main Street, although separated from Main Street by grade changes. Duvall Commons, on the east side of Main Street north of. Safeway Plaza includes three separate commercial buildings. The area on the west side of Main Street houses the Public Works Department, including the sewer treatment plant. Two of the city's few industrial facilities, including the flex-space Tech Center and Pentz Design, are located on Main Street in the vicinity of 145th Street. Figure LU – 1: Main Street Corridor, provides the location of Old Town, Midtown, and Big Rock Road Overlay districts.

Figure LU – 1: Main Street Corridor



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Residential Neighborhoods

Duvall is largely a residential community, with a variety of neighborhoods that are defined by subdivision boundaries. The old platted portion of Duvall, an area that encompasses Bird Street to the north and Park Street to the south, was platted with 25-foot by 100-foot lots in the 1910's. Most of the area is developed with small houses on 2-4 lots. There are a number of duplexes and small multi-family apartment complexes in the area. North of Bird Street, most properties are developed or are developing with single-family residences on lots averaging ~ 8,000 square feet. The exception is the area between Bird Street and Cherry Valley Road on the west side of 2nd Avenue where parcels are currently being developed with small lot single-family attached or detached housing at lot sizes ranging from 2,500 to 3,500 square feet and where there are scattered areas of higher density housing (small multi-family apartment buildings 4 plexes, mobile homes). North of this area is Cherry Valley Elementary School and the Dougherty Farmstead.

As you move eastward toward the plateau south of Stephens Street to about 145th Street, parcels get larger, with an average lot size of 10,500 square feet. Most properties in this area are developed with single-family houses built in the 1980's and early 1990's.

The plateau, the area from the west side of 275th Avenue to the eastern city limits, is developed generally with single-family houses on relatively large lots, averaging 15,500 square feet. The exceptions are the properties at the intersection of 278th Avenue and 150th Street, where the land is developed at a higher density and lots averaging 4,500 square feet, and the Duvall Highlands Mobile Home Park. Almost the entire plateau area has been developed since the early 1990s. Cedarcrest High School and Eagle Rock Multi-Age School are located at the eastern city limits of the residential area. Judd Park, Hix Park, Alva Miller Park and Big Rock Ballfields are also located in this area. The City also owns substantial open space adjacent to the north city limits.

Arts and Heritage

Duvall has historically been known as a small, historic, arts-oriented community. As the city has grown, there has been a concerted effort by the community to maintain an arts presence and historic feeling. You can see the results of those efforts in public art displays, free summer music concerts in McCormick Park, music and dance performances at Arts OnStage, the ongoing project to move and renovate the Thayer Barn into a community arts center, the Duvall Daze festival and parade, Sandblast, the preservation of the Dougherty House, historical exhibits, and many other projects and events.

In 1998, the Duvall Arts Commission and the non-profit Duvall Foundation for the Arts were formed to further the arts experience in Duvall. More recently, the non-profit Cascade Arts Foundation was formed and all three groups are now working together to create a cultural arts plan for Duvall.

The Duvall Arts Commission seeks, through the arts, to heighten a sense of place for the people of Duvall and to enhance the quality of life in the region, and in so doing, to establish the city of Duvall as an arts-oriented community that will draw people from around the region. The Arts Commission also provides arts experiences for the people of the greater Duvall community, both as participants and audiences, and support local artists through providing venues for exposure of their works and talents. In 2006, the Arts Commission was renamed the Cultural Commission and its mission was expanded to arts, culture, and heritage.

The Duvall Foundation for the Arts promotes creativity, diversity and cultural awareness by supporting the arts and art education in the lower Snoqualmie Valley.

The non-profit Duvall Historical Society was formed in 1976 to preserve and document the history of the lower Snoqualmie Valley with a special focus on Duvall. The Society is continually working to preserve the local heritage by documenting oral and visual history in Historical Society publications. In conjunction with the City, the Society refurbished the Dougherty Farmstead and turned it into a museum. Currently the Historical Society is working to place historic markers on many of Duvall's historic buildings.

The Duvall Historical Society undertook a historic structures inventory in 1998. That inventory lists 51 historical buildings/places in Duvall. The City of Duvall Cultural Resources Survey and Inventory is found in Appendix A. The inventory was the first step of a process that could include further evaluation of buildings to determine if they are eligible for listing in the National Register of Historic Places. Listing a building on the historic structures inventory and/ or on the National Register of Historic Places does not

prohibit changes or demolition of a historic building. It does, however, give the City and building owner additional information about a building and can encourage the City or building owner to mitigate or avoid impacts to buildings through the environmental review process.

The city of Duvall owns a number of historical buildings. The Dougherty House, which was listed in the Washington Heritage Register in July 2004 and is listed in the National Register of Historic Places, has been turned in to a museum. In 2002, the City was given the Depot Building that had served the Chicago, Milwaukee, St. Paul, and Pacific Railroad. The Depot was moved to land adjacent to McCormick Park, and the park was extended to include the Depot facility. The Duvall Community Center at 26512 NE Stella Street has recently been remodeled by the City and is used as a youth center. The City also owns the library building at 15619 Main Street NE.

Environment

Snoqualmie River

The city of Duvall is in the Snohomish River Basin, a 1,856 square mile watershed that drains to the Puget Sound. The draft Snohomish River Basin Salmon Conservation Plan states that the basin is home to nine salmonid species . In 1999, the federal government listed Chinook salmon and bull trout as threatened under the Endangered Species Act. Coho salmon are a species of concern under the Act. All three of these salmon species are found in the Snohomish River Basin, with Chinook and Coho salmon located in the Snoqualmie River and some Duvall-area creeks. The Snohomish Basin Recovery Forum was created in 1999 after the passage of the State Salmon Recovery Act and includes all governments in the Basin and many business and interest groups interested in salmon recovery. The Snohomish Basin Forum's mission is to:

"Protect, restore, and enhance the productivity and diversity of all wild salmon stocks in the Snohomish River basin to a level that will sustain fisheries and non-consumptive salmon-related cultural and ecological values."

The Snohomish Basin Forum developed a Near Term Action Agenda for salmon recovery in 2001. Many policies of the Near Term Action Agenda are reflected in this Comprehensive Plan. In July 2004, a draft Snohomish River Basin Salmon Conservation Plan was developed. Public comments on the draft will be taken through fall of 2004 with approval of the Plan by the federal government anticipated in 2005.

The Snoqualmie Watershed is one of the watersheds that make up the Snohomish River Basin. The Snoqualmie Watershed encompasses 692 square miles, nearly half of the Snohomish River Basin. Approximately 75% of the watershed is in the Forest Production District. The Snoqualmie Watershed Forum, a coalition of Duvall, Carnation, North Bend, Snoqualmie, and King County, was formed in 1999 to address local and regional habitat, water quality, and flood concerns. The Snoqualmie Watershed Forum members provide input and make recommendations and vote on goals, policies, and plans such as the Near Term Action Agenda and Draft Snohomish River Basin Salmon Conservation Plan.

In accordance with RCW 90.58.030, the Snoqualmie River is considered a shoreline of statewide significance and is governed by the provisions of the Shoreline Management Act of 1971. In a Shoreline Master Plan, and in accordance with RCW 90.58.020, preference shall be given to uses in the following order:

1. Recognize and protect the statewide interest over local interest;
2. Preserve the natural character of the shoreline;
3. Result in long term over short term benefit;
4. Protect the resources and the ecology of the shoreline;
5. Increase public access to publicly owned areas of the shorelines;
6. Increase recreational opportunities for the public in the shoreline.

The city of Duvall is required to amend its Shoreline Management Master Plan for regulation of uses of the Snoqualmie River shoreline consistent with the required elements of the Department of Ecology guidelines by December 1, 2011 (RCW 90.58.080). In addition to requirements for Shoreline Master Plans, RCW 36.70A.480, Shorelines of the state, makes the goals and polices of RCW 90.58.020 one of the goals of the Growth Management Act. Goals and policies of Duvall's Shoreline Management Master Plan are included as policies of this Element.

Floodplain

Duvall is located in the Snoqualmie River Valley. The city is bordered by the Snoqualmie River on the west, which forms the western edge of the city. The floodplain is the flat, low-lying area adjacent to the river that is periodically flooded by overbank flows during storm events. Floodplains are typically delineated by the projected inundation of areas by a 100-year storm; these areas are mapped by the Federal Emergency Management Agency (FEMA). Floodplains perform important hydrologic functions and may present a risk to human lives and property. The floodplain for the Snoqualmie River extends to approximately 44 feet above sea level. The majority of the property in the floodplain is parkland owned by the city of Duvall and there are no regular threats to human life and property in Duvall. Duvall, does, however, feel impacts from the overbank flows in its transportation system. There are two roads into Duvall from the west, NE 124th Street and NE Woodinville-Duvall Road. Both roads have bridges spanning the Snoqualmie River. Northeast 124th Street closes frequently during winter months due to flooding. Northeast Woodinville-Duvall Road closes infrequently; the last flood related closure was in 1994.

The City's Hazard Identification and Vulnerability Analysis prepared in 2003 contains additional information related to natural hazards that might affect Duvall.

Steep Slopes

There is a steep elevation gain from the western city limits to the top of plateau at 275th Avenue NE. The land elevation then gently increases to the eastern city limits. There are a number of steep slopes in the city; generally east of 4th Avenue and in the northern portion of the city adjacent to Cherry Valley Road. Steep slopes have the potential to be erosion or landslide hazard areas. In accordance with WAC 365-190-080(4), geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geologic events. The steep slopes in Duvall have not been mapped.

Creeks

Streams, or creeks, are typically defined as areas where surface waters produce a defined channel or bed. Streams need not contain water year-round, but they must have a defined channel or be in an area that demonstrates clear evidence of passage of water.

There are three creeks in Duvall: Coe-Clemons, Thayer, and Cherry. In 2001/2002, the City contracted with Herrera Environmental Consultants to prepare a Stream Habitat Assessment Report that detailed the existing conditions, including habitat and fish presence or absence, of the three creeks. All three creeks are tributaries of the Snoqualmie River, and two creeks, Coe-Clemons and Thayer creeks, have documented salmonid species present. A Fish Habitat Restoration Plan for the three creeks was also prepared by Herrera Environmental Consultants in 2002. Three projects listed in the Fish Habitat Restoration Plans have been completed on Coe-Clemons and Thayer creeks. The King Conservation District funded both plans and projects with funds collected through the King Conservation District parcel assessment.

Wetlands

The Corps of Engineers, the Environmental Protection Agency and the GMA formally define wetlands as "those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds and landscape amenities or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas created to mitigate conversion of wetlands."

There are wetlands located throughout Duvall, often adjacent to a creek or the Snoqualmie River, but wetlands also occur in areas isolated from a creek or river system. Wetlands in Duvall range from isolated depressions in an open field to complex systems associated with a salmon-bearing stream. The majority of the complex wetland systems occur in the lower area of Duvall between the Snoqualmie River and Main Street.

Wetlands perform a number of valuable functions. Generally recognized wetland functions include water quality improvement, aquifer recharge, flood storage and retention, stream base flow support, groundwater discharge/recharge, and wildlife habitat. Wetlands are classified for the purpose of establishing regulations for their protection and for the mitigation of wetland impacts. Wetlands identified on Figure LU-2 are for illustrative purposes only; verification of the presence or absence of wetlands is required at time of development.

Aquifer Recharge Areas

Critical aquifer recharge areas (CARA) are defined in WAC 365-190-030(2) as those areas that significantly contribute to the recharge of aquifers used for potable waters. These areas have prevailing geologic conditions associated with infiltration rates that create a high potential for contamination of groundwater resources, or conditions that contribute significantly to the replenishment of groundwater. There are generally three types of aquifers in the Snoqualmie Valley; perched groundwater areas located within the overburden, a regional groundwater aquifer in shallow alluvium along major river channels, and a deeper regional aquifer within the bedrock. Perched groundwater areas that are shallow and localized are generally present in valley cities. These areas are recharged by direct precipitation. The alluvial system is in the upper Snoqualmie Valley (Snoqualmie to 5 miles east of North Bend) and is the most production and reliable water source in the area. The deep bedrock regional aquifer has the greatest areal extent of the aquifers in the region. Yields are variable and recharge is from precipitation and from overlying alluvium and glacial deposits. Recharge of the aquifer is lowest in Duvall, at 10-20 inches a year close to the Snoqualmie River and 21-30 inches a year further away from the River. The contamination susceptibility is low.

Fish and Wildlife Habitat Areas

Fish and Wildlife Habitat Areas are defined in WAC 365-190-080(5) as areas with which endangered, threatened and sensitive species have a primary association; habitats and species of local importance; naturally occurring ponds under 20 acres, and state natural areas preserves and natural resource conservation areas. In Duvall, the Snoqualmie River and possibly portions of Thayer and Coe-Clemons creeks are considered fish and wildlife habitat areas.

Buffers

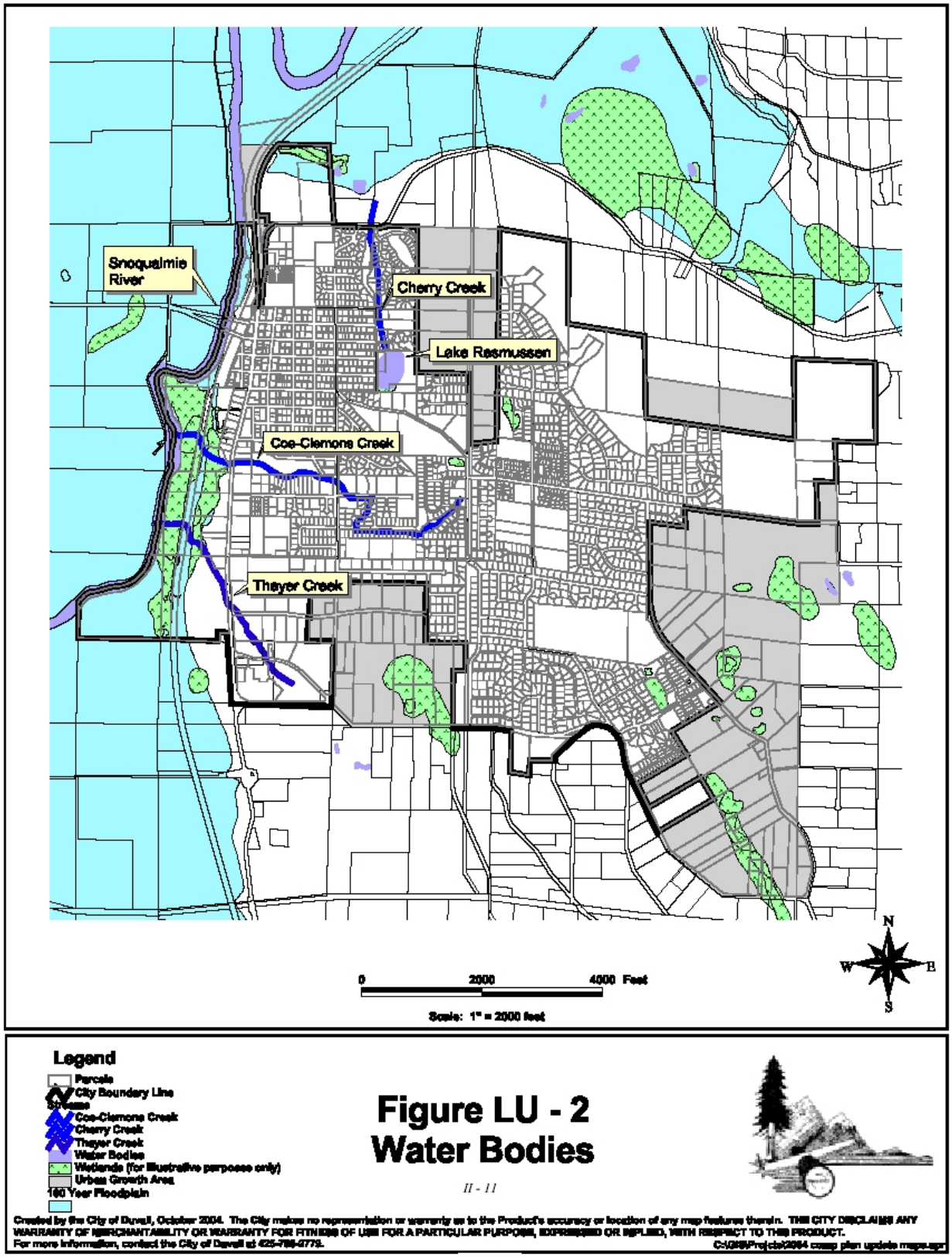
Buffers are designated areas contiguous to streams, wetlands, fish and wildlife habitat areas, steep slopes or other critical areas intended to protect the critical area. Buffers provide beneficial functions that enhance and protect the many functions and values of wetlands, wildlife habitats, and streams.

Stormwater

The city of Duvall's drainage area is divided into nine different drainage basins. Two basins drain northerly and easterly into tributaries of Cherry Creek, three basins flow westerly into the lowlands adjacent to the Snoqualmie River and then into the river. The remaining basins drain into natural drainage courses or culverts maintained by King County. The City maintains 28 stormwater detention ponds and 31 tanks. Drainage regulations mandate water quality and detention for most new development, and the majority of the existing detention ponds were constructed as part of residential developments.

Inadequate stormwater management can have a significant effect on receiving water quality. Duvall's water quality program has as a goal to identify and quantify water quality problems and then to institute a program to correct and prevent them. Duvall currently uses operation and maintenance measures such as street sweeping, catch basin and pipeline cleaning, detention pond and tank cleaning, and an emergency response program. Duvall has also established regulations such as design standards and construction standards to avert potential impacts from new development.

Figure LU – 2: Water Bodies



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Duvall's Urban Growth Area

The GMA requires King County, in consultation with cities, to define an Urban Growth Area (UGA) in which urban services, residential densities and a mix of land uses shall provide for residential and economic growth of the adjacent city for the next 20 years. Based on this requirement, the city of Duvall has a designated UGA where this growth, upon annexation, will be allocated. As of 2006, all designated UGA properties are located within King County jurisdiction and are zoned UR (urban reserve; 1 unit per 5 acres). Most properties in the UGA are vacant or developed with one single-family house. (See Table LU – 2 below.) Figure LU-3 depicts Duvall's UGA and shows the areas discussed below.

Table LU – 2
Urban Growth Areas

Area	Housing Units1	Est. Population2
North UGA	9	26
South MF and Commercial UGA	17	49
UGAR (E. of Batten/284th)	40	115
Total	**66 Houses**	**190 People**

Source: 2000 U.S. Census

1 The number of housing units was obtained by doing a query of parcels in the area, with an appraised improvement value greater than $5,000. This was verified by looking for buildings on an aerial photo of the selected parcels, which indicated no discrepancies on the number of households.

2 The estimated population is based on the 2000 Census, which indicates that there are an average of 2.88 persons per household within the city of Duvall.

Designated Urban Growth Area

The North UGA, located along 275th Avenue NE north of Bruett Road, is approximately 81 acres that will be designated Residential – 4-4.5 units per acre. The Northeast UGA, located north of 286th Ave NE (Legacy Ridge neighborhood) and Cedarcrest High School, is approximately 40 acres that will also be designated Residential – 4-4.5 units per acre. The South UGA, located just north of Big Rock Road, is approximately 65 acres that will be designated commercial and R-12 residential. The South Multifamily UGA, centered along NE 143rd Place, is approximately 23 acres that will be designated R-12 residential and at the intersection of NE 143rd Place and 3rd Avenue, 16 acres that will be designated commercial.

Urban Growth Area – Reserve

The City has designated approximately 312 acres in the East and Southeast portions of the UGA as Urban Growth Area – Reserve. The East portion of the UGA is located directly east of Batten Road and south of NE 150th Street. The Southeast portion of the UGA is located between Batten Road and Big Rock Road, just southeast of the existing city limits.

The UGAR was designated "Reserve" for a number of reasons: first, the City does not have the financial resources to perform needed environmental studies of the area to determine likely development opportunities; second, the City's projected population targets can be accommodated by development of vacant and redevelopable properties within the city limits and the properties in the designated UGA; and third, the likely development opportunities for the area are residential and under current financial scenarios, residential development does not provide revenue that supports necessary general governmen services; and fourth, an expansion of public utilities will be required to serve the area; including but not limited to roads, the wastewater treatment plant, and water storage capacity.

The UGAR will retain the existing King County designation of UR (urban reserve; 1 unit per 5 acres) until such time that specific plans have been prepared for the areas and when financial measures are in place to ensure development pays for itself in terms of general government services. The expanded treatment plant was constructed to meet the population estimates set out in the 2004 Comprehensive Plan; however, the plant can be expanded in place through the addition of a "train" to serve the ~12,000 proposed in the 2006 Comprehensive Plan update.

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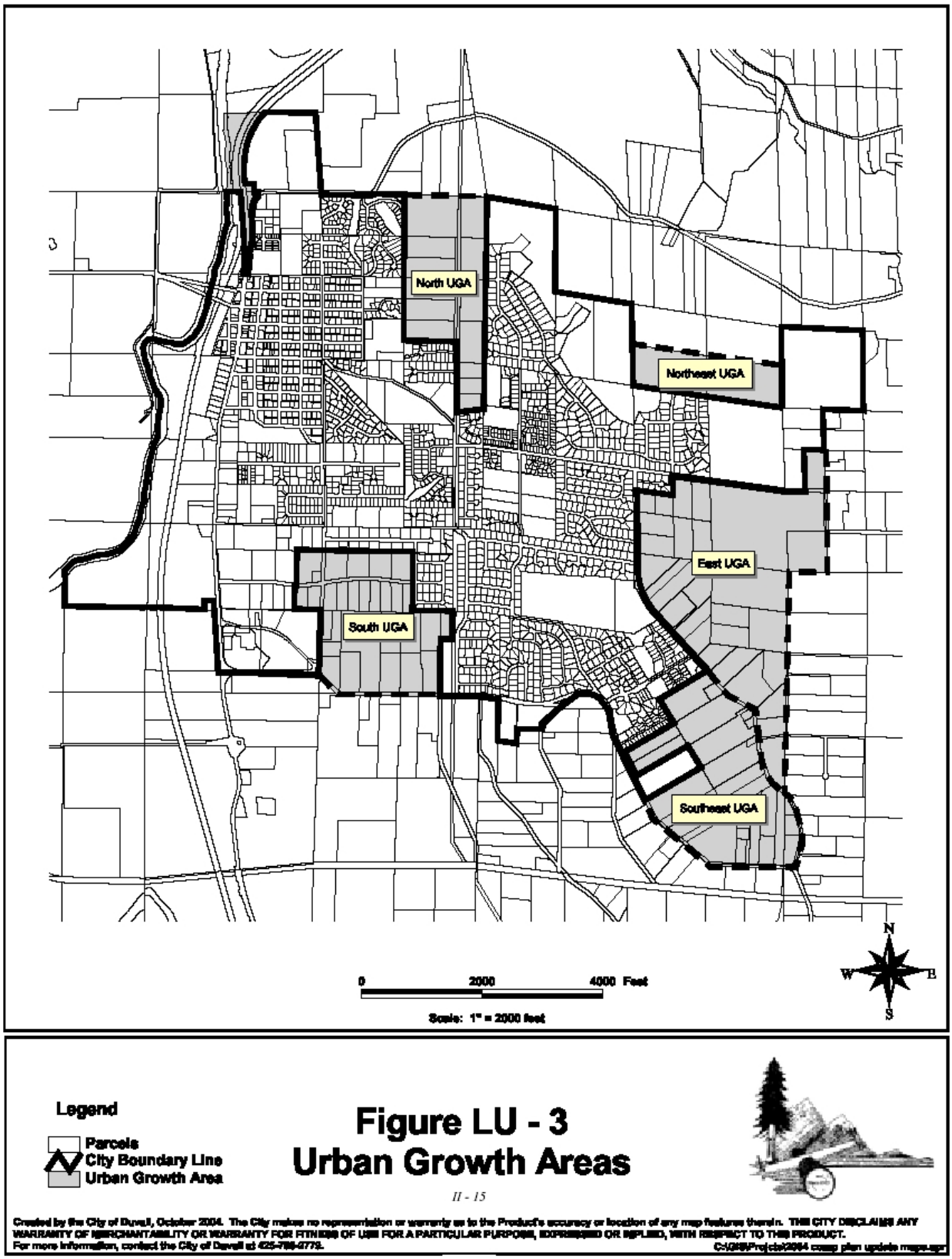
Figure LU – 3: Urban Growth Area Map



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Duvall's Future Conditions

City-Wide Visioning Plan

In July of 2002, the city of Duvall began working with Duvall citizens, business owners, and property owners to identify their desires for Duvall and to provide a framework for guiding the development of Duvall through 2022. Specific steps that the City undertook as part of that process are outlined in the Introduction to this Comprehensive Plan. The visioning process resulted in the approval of the Duvall City -Wide Visioning Plan in March of 2003.

The vision that the participants developed is based on three fundamental objectives. First, the participants clearly wanted Duvall to retain its identity as an individual community, including retaining its small town character and surrounding rural context. Second, participants stressed the importance that Duvall be a complete community, that it feature a full spectrum of commercial services, production activities and residential neighborhoods. Third, participants emphasized the importance of livability and sustainability to achieve a high quality of life and environmental health.

To allow for needed commercial growth, undeveloped areas in the southwest section of the town were designated for retail, service and light industrial activities that require larger development parcels and increased vehicular access. The area south of the Old Town core will provide for a mix of smaller businesses and residences and will form a transition between Old Town and the larger developments to the south.

The City-Wide Visioning Plan also focuses on creating healthy neighborhoods, not just housing. As many participants recognized, there is a need for a variety of housing types for different age groups and family sizes. For example, Old Town provides a great opportunity for residences that appeal to seniors and others wishing to be close to services and public transportation, while the larger, undeveloped tracts in the southeast portions of the urban growth area offer the chance to create high quality neighborhoods, integrated into their natural setting with local services and open space. The South UGA offers opportunities for new mixed-use neighborhoods with a variety of housing types and a mix of goods and services.

Since protecting the town's small town character is important, the City-Wide Visioning Plan recommended reviewing current design standards or guidelines to ensure that new development fits with the town's architectural character and rural setting. Landscape standards that emphasize protecting and enhancing the natural landscape may be appropriate in some areas. In addition to design standards, public facilities were seen as a means to enhancing the sense of community and maintaining a high quality of life. Providing attractive and sufficient public facilities was seen as important, as well as providing a centralized gathering space in Old Town.

In terms of circulation, the community's top priority is to take steps to make Main Street more business- and pedestrian-friendly and to minimize impacts from through traffic. Another high circulation priority includes new and enhanced roadways between Old Town and NE Big Rock Road to accommodate proposed land uses in the southwestern portion of the city. Additional roadways connecting the upper residential neighborhoods to Old Town are recommended to better connect the community. Access and parking improvements in the Old Town are important to increase the core's viability. Pedestrian and bicycle trails are a high-priority and another important means to connect the neighborhoods and increase the town's livability.

Improved community services are an important part of the town's vision, and the plan recommends some criteria for their location without identifying any specific sites. Participants recognized McCormick Park as an invaluable community resource and regional attraction. Neighborhood parks are a high-priority, particularly in upland residential neighborhoods. In addition, there is the potential to upgrade Taylor Park, Lake Rasmussen and the Big Rock Ball Fields to better serve community needs.

Taken as a whole, the Plan's underlying concept as described above does not set a radical new course for the town's development. Rather, it continues in many of the traditional directions that give Duvall its current character and individualistic identity. The concept calls for building on the community's existing strengths and carefully adding those features that will enhance Duvall's vitality and livability. Although this approach is efficient in terms of public resources, achieving the community's vision will still take concerted

effort and sustained care for the town's future.

The vision plan participants drafted a series of community goals in late 2002. Those goals are:

- Preservation of Duvall's unique small town character;
- Strong local economy and sound fiscal policy;
- Enhanced sense of community, and;
- Maintain a high quality of living.

In addition to the general community goals set out above, a set of specific recommendations for various parts of the city and/or topic areas were identified. Those recommendations are incorporated into goals and policies in this Comprehensive Plan.

The City-Wide Visioning Plan also set out recommendations for development of single-family property. The plan generally called out for infill development at the same densities as currently exists, with opportunities provided for neighborhood parks, for upgraded pedestrian facilities, and for the installation of low impact street design when new streets are built. The plan also called for policies to ensure compatibility between land uses. Additionally, in the South Multi-family UGA, the plan called out for attractive pedestrian access throughout the area, the provision of common open space for residents, the provision of buffers next to single-family zones, and the use of sustainable design principles. In the multi-family area north of Bird Street, the Downtown Plan goes on to state that new or redevelopment should contribute to the character of Duvall and enhance Old Town's economic vitality.

Downtown Sub-Area Plan

The Downtown Sub-Area Plan (Downtown Plan) was conceived as a critical follow up to the City-Wide Visioning Plan. Preservation and enhancement of Downtown was identified as the highest priority goal of the Visioning Plan. The Downtown Plan provided a more detailed vision for the Downtown area, including historic Main Street and Old Town, McCormick Park and the riverfront area, the commercial area south of Old Town (Midtown), mixed-use and residential areas east (Uptown) and north of Old Town (Multi-Family Neighborhood). The Plan also included a detailed road map on how to achieve the vision. This includes short and long-range actions in addition to goals and policies to guide the City over the next twenty-plus years. The strategic concept underlying the Downtown Plan is to strengthen the areas surrounding the Main Street core and integrate them into a more cohesive unit.

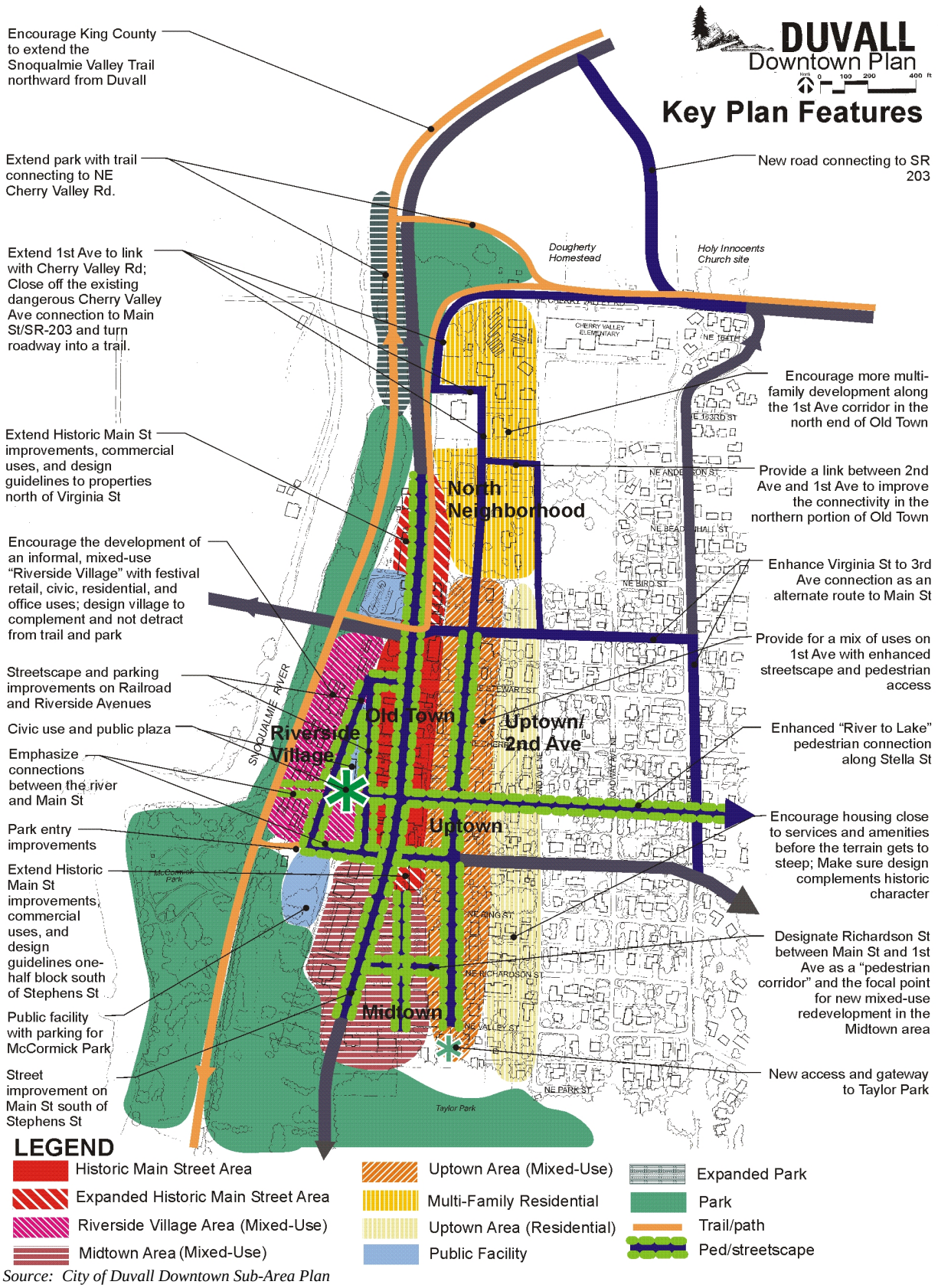
The economic report prepared as part of the 2003 City-Wide Visioning Plan identifies three sectors where the downtown has significant growth opportunities:

- Personal and retail services serving a growing population;
- *Intra-regional tourist activities, and;*
- *Business services sustaining a local economy.*

The Downtown Plan promotes these sectors by targeting specific opportunities in each district for the various sectors. For example, the Riverside Village provides an excellent oppor tunity for tourist based retail as it lies between Main Street and the Snoqualmie River, the town's two biggest visitor attractions. Uptown, on the other hand, will be an ideal setting for the pro fessional offices and business services when street access is improved and the design guidelines are adjusted. And, the residential growth, which is encouraged in all districts, will support increased local and convenience retail.

Figure LU - 4 depicts the Downtown Sub-Area Plan's Key Plan Features Map and Figure LU - 5, the Downtown Plan Land Use Designations Map. The Downtown Sub-Area Plan land use designations will be used to create land use and zoning designations for the downtown area.

Figure LU – 4: Key Plan Features: Duvall Downtown Sub-Area Plan



Source: City of Duvall Downtown Sub-Area Plan

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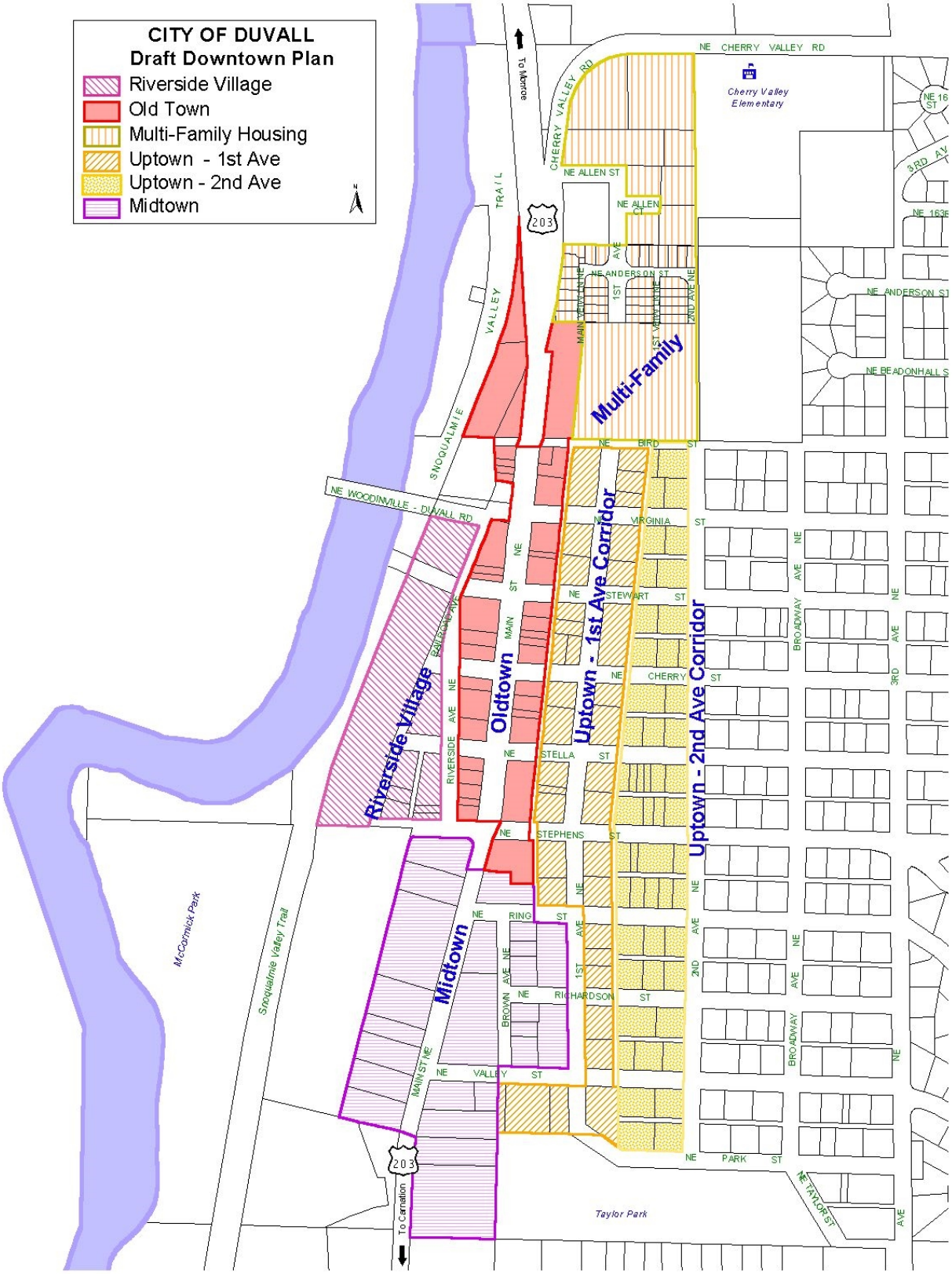
Figure LU – 5: Downtown Duvall Land Use Designation Recommendations



Source: City of Duvall Downtown Sub-Area Plan

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The Downtown Plan then goes on to set out goals and policies for each downtown area. Those goals and policies are incorporated into this document. The Downtown Plan also sets out goals and policies for Main Street, traffic circulation, parking, transit, pedestrian and bicycle access and parks. Those goals and policies can be found throughout the Comprehensive Plan.

The Downtown Plan set out an economic strategy that is incorporated mainly in the Land Use and Economic Development elements.

Other Residential Issues

Minimum Density
Over the last ten years and in a series of cases, the Central Puget Sound Growth Management Hearings Board has set out a “bright line” density of 4 units per net acre as being a minimum urban density within cities. Prior to the 2004 Comprehensive Plan update, the city of Duvall was looking at density in terms of an average for the entire city and meeting the average with approximately 4.7 units per net acre being developed. Additional research and clarification from the state Office of Community, Trade, and Economic Development resulted in the discussions about the city being more clearly consistent with Central Puget Sound Growth Management Hearings Board decisions. The Duvall Planning Commission and City Council considered the minimum density issue in 2004 at length and decided to increase minimum densities in all residential areas to 4 units per net acre. The idea of imposing a minimum density is not foreign to Duvall; Duvall’s zoning code has had minimum densities since the mid 1990’s, this change increases the minimum density from 3 to 4 units per acre.

Design Standards
At a number of public meetings, the issue of design standards for single- and multi-family units has arisen as a goal of the city. For single-family units, design standards that provide details to ensure homes fit into the historic character of the city are desired. For example, recessed garages, porches, fenced yards, trimmed windows, and similar features are desired. For multi-family units, limiting mass and scale through design standards and ensuring features such as decks, windows and roof treatments fit into the overall neighborhood context are desired. Related to the idea of design standards is the issue of landscaping. The major areas of discussion for single-family landscaping relates to street trees and to landscaping adjacent to public roads. Street trees are necessary to provide some standardized visual appeal to a subdivision. Landscaping adjacent to public streets is necessary to provide an attractive buffer to a road and the traveling public. In multi-family developments, street trees are necessary for similar reasons. Parking lot and perimeter landscaping in multi-family developments should be similar to that provided in commercial developments. Another aspect of subdivision or multi-family design relates to the rural character of Duvall. The protection of significant trees on all sites results in development in the city occurring in way that retains the rural feeling of Duvall. It is the community’s intent to ensure that a substantial number of significant trees are retained on development sites. It is also the intent of the community to create open and/or park space within residential developments and to ensure pedestrian paths and connections are adequate.

Residential Growth Targets & Development Capacity

Residential growth targets are set by King County in coordination with the cities in the county. In 2002, King County worked with local cities to determine additional growth targets for the ten years from 2012-2022. No additional growth targets were allocated to the rural cities; Duvall's growth target for 2022 is the same target as existed in the 1994 Comprehensive Plan for 2012. The residential growth targets result in a population floor. That is, the current population plus the allocated households x 2.88 persons per household results in the minimum number of people that must be accommodated in the land use element.

The King County Comprehensive Plan sets out the adopted growth target in households for the city of Duvall. Duvall's growth target for the year 2022 is an additional 1,037 households from the 2000 census count of households. Each household in Duvall, currently and in the future, is projected to house 2.88 people. Based on this information, the target population of Duvall (including the UGA) for 2022 is 7,583 people. This is based on a total of 1,596 existing housing units (2000 Census data) plus 1,037 additional households for a total of 2,633 households x 2.88 persons per household for a target population of 7,583.

Residential capacity relates to residential growth targets in a number of ways. First, the City is required to plan for at least the residential growth target when determining residential capacity. Second, capacity relates to the actual physical landscape, a target is a minimum number allocated to Duvall by King County Third, capacity is in part driven by requirements for urban levels of development. For example, one constraint is that a minimum net density of 4 units per acre is required in urban areas. Fourth, capacity is a result of the citizens' vision for what level of development they want in their city. A Residential and Employment Capacity Analysis Report is included as Appendix B.

Duvall's residential capacity is estimated at 11,990 for 2022. That capacity is based on a number of assumptions. The details of those assumptions are set out in Appendix B. Generally, assumptions include the following: 50% of redevelopable residential properties will develop; all vacant residential properties will develop; 50% of commercial mixed use will develop along with the attached residential units, and all remainder residential associated with commercial mixed use sites will develop. . There are 2.91 people per single-family unit and 2.58 people per multi-family unit.

A policy of the City will be to periodically review actual development as compared to the assumptions and adjust assumptions and capacity accordingly. The 2008 Residential and Employment Capacity Analysis Report's projection of 11,990 residents in 2022 confirms the 2006 Comprehensive Plan update projection of approximately 12,200 residents in 2022.

Table LU – 3
Residential Growth Target and Capacity

	2022 Pop Growth Target	2022 Pop Capacity
Duvall	7,583	11,990

Source: City of Duvall Residential Capacity Analysis; City of Duvall Residential Population Estimate, 2008.
Note: See Appendix B for further information on the 2008 Residential Population Estimate.

As a result of increasing population and higher-than-average housing prices, Duvall seeks to incorporate a greater diversity of housing types and densities into new residential development. Additionally, residential units will be allowed on upper floors of all commercial and industrial buildings. The community visioning process also articulated a desire for more specific design goals and guidelines to preserve the small-town community character of Duvall. A more in-depth discussion regarding housing-related issues and statistics can be found in the Housing Element.

Employment Capacity

The majority of Duvall's residents travel to employment and shopping centers outside of Duvall, and only a small portion of the population is employed within the city limits. There is approximately one job for every five residents – significantly lower than the regional average of one job for every two people.

The majority of employees in Duvall work in retail, education and finance, insurance, real estate, and services (FIRES), of which the largest percentage is employed by retail services. These jobs, as well as jobs in education and government, typically are lower paying jobs. King County Countywide Planning Policies estimate the 2001 - 2022 employment target for Duvall at 1,125 jobs and the household target at 1,037 units. This equates to 1.08 jobs per household. While this number is average among other rural cities, it is far lower than nearby cities such as Redmond and Bellevue. This is due not to Duvall's small population size, but to the diversity and number of employment opportunities that can be found in neighboring communities. Duvall's residential growth rate currently surpasses economic growth, and will continue to do so until the employment base within the city is expanded. Additionally, as housing costs within Duvall continue to outpace higher paying jobs, this will create a greater need for an adequate supply of affordable housing.

Table LU – 4
Jobs to Household Targets and Jobs/Housing Ratio

	JOB TARGET	HOUSEHOLD TARGET	JOBS/HOUSING RATIO
Duvall	1,125	1,037	1.08
Rural KC Cities	5,250	5,563	.94

Source: GMPC Amendments to the Countywide Planning Policies – July 2002

Mixed-use, Commercial and Industrial Development

The number one guiding principle for economic development set out in the City-Wide Visioning Plan is that the City should continue to focus on making Duvall a great place to live, to work, and to visit. Providing amenities for citizens and the local business community is the best way to attract other businesses. The City-Wide Visioning Plan also states that "Fostering entrepreneurial activity is the best long-run strategy for business development. Marketing and advertising campaigns may be successful in luring growing businesses from one community to another, but those efforts typically attract mobile businesses that will not remain long in Duvall. The better bet is to grow businesses with roots in the city."

The citizens recognized that in order to have a strong local economy, the City needs to provide opportunities for light industrial uses and incubator businesses, as well as retail opportunities of varying scale. It should be noted, however, that the Economic Development Strategic Action Plan prepared by Berk and Associates, and approved by the City In December 2005, indicates that the City's comparative advantages do not favor relocating an existing or growing office or industrial business to the City. Using newer employment forecasts for the region, this plan made several conclusions with regard to the market factors shaping the City of Duvall's economy. Due to several disadvantages having to do with location and accessibility, the Action Plan concluded that the City faces competition from neighboring cities which are better positioned to attract major office, industrial, and distribution employers. On the other hand, the Plan concluded that Duvall has many strengths, including its relative housing affordability, skilled labor force, and pleasant small town character. The Action Plan made the following recommendations:

1. Encourage larger-scale commercial and mixed use development in the southern portion of town.
2. Continuing to focus efforts on making the City an excellent place to live and accommodating household growth are among the better strategies for encouraging office, retail, and industrial growth in the long run.
3. Converting a significant portion of the vacant land currently zoned commercial and industrial to allow residential uses would not deter commercial and industrial development opportunities.

The City-Wide Visioning Plan calls for mixed-use developments in the Old Town area as well as south of Old Town. This would include having retail uses front on Main Street with pedestrian-friendly façades, screening parking, incorporating outdoor public plaza spaces into commercial portions of developments, utilizing human-scale design elements in the design of new buildings and providing safe and attractive pedestrian access between on-site uses and to connecting properties, including to the Snoqualmie Valley Trail. South of Old Town, mixed-use developments could incorporate a variety of housing types, including free-standing residential uses, in areas not adjacent to an arterial.

Main Street south of Old Town could also be developed with an informal commercial village that could include a collection of small-scale structures with traditional design elements organized around an integrated system of pedestrian pathways and outdoor public spaces.

The southwest corner of Duvall, near the Safeway Plaza shopping center, can be developed with large-scale retail developments if they are designed to reduce perceived bulk and scale and provide good pedestrian access.

Opportunities for flex-space and light industrial uses must also be provided, however, as discussed in the 2005 Economic Development Strategic Action Plan and the Technical Memorandum prepared by AHBL for the 2006 Comprehensive Plan updates, large scale industrial opportunities for Duvall are limited. Incubator flex-space will allow for home grown development that the City-Wide Visioning Plan says is the basis for long term economic success. By ensuring that mixed use zoning districts allow for as flexible space as possible, space that could be used for small scale manufacturing, indoor storage, or office uses, opportunities will still be available for indoor industrial uses. As businesses grow, there are opportunities in those mixed use districts for the businesses to grow in place. The primary location for flex-space uses is along a portion of the commercial designated area of NE Big Rock Road, and on NE 143rd Place and NE 145 Street.

When developed, the South UGA should include an internal street system that provides access to residential properties internally and that connects to 3rd Avenue NE from NE 143rd Place to NE Big Rock Road.

All developments should use sustainable design principles; incorporate sensitive natural features as amenities; ensure there are pedestrian paths across the development and that they connect to the sidewalk, adjacent uses and other pedestrian and bicycle paths; minimize light pollution; and utilize stormwater runoff in a positive way by incorporating features into the landscaping and site plans.

Environment

The rural environment and the preservation of environmental health were two of the guiding objectives of the Duvall City-Wide Visioning Plan. There are a number of initiatives that the City can take to ensure that the rural environment in Duvall remains healthy.

State law now requires that Duvall consider best available science in its critical areas ordinance development or amendment. In 2004, the city of Duvall, together with the cities of Carnation, North Bend, and Snoqualmie, developed a Best Available Science Issue Paper and a Model Critical Areas Ordinance based on that Issue Paper. In September 2006, the City Council adopted a Sensitive Areas Ordinance that was consistent with Best Available Science.

State law also requires that Duvall have a Shoreline Management Plan consistent with state law in place by December 1, 2011. As resources become available, Duvall should consider the amendment of its 1974 Shoreline Management Master Program. The goals and policies of Duvall's Shoreline Management Master Program are incorporated into the goals and policies of this Land Use Element. Regulations implementing the 1974 Shoreline Management Master Program have been incorporated into the development regulations. The Shoreline Management Master Program was prepared in 1974 and many of its provisions are less restrictive than current city and/or state environmental laws. In the event of a conflict between the provisions of the Shoreline Management Master Program and other comprehensive plan or zoning code regulations, the more restrictive policies or regulations apply.

In order to protect, restore, and enhance habitat for salmonid species, the City should work to implement the provisions of the adopted Snohomish River Basin Salmon Conservation Plan. The City should also strive to implement Near Term Action Agenda policies. In order to protect salmon and enhance and restore habitat, the City should support the continued existence and dispersal of the King Conservation District parcel assessment. Duvall should continue to apply for grant funds from county, state, and federal programs to implement projects outlined in the Fish Habitat Restoration Plan prepared by Herrera Environmental Consultants in 2002 and other identified environmental projects. Partnering with private parties, county or state agencies on projects of mutual benefit is also encouraged.

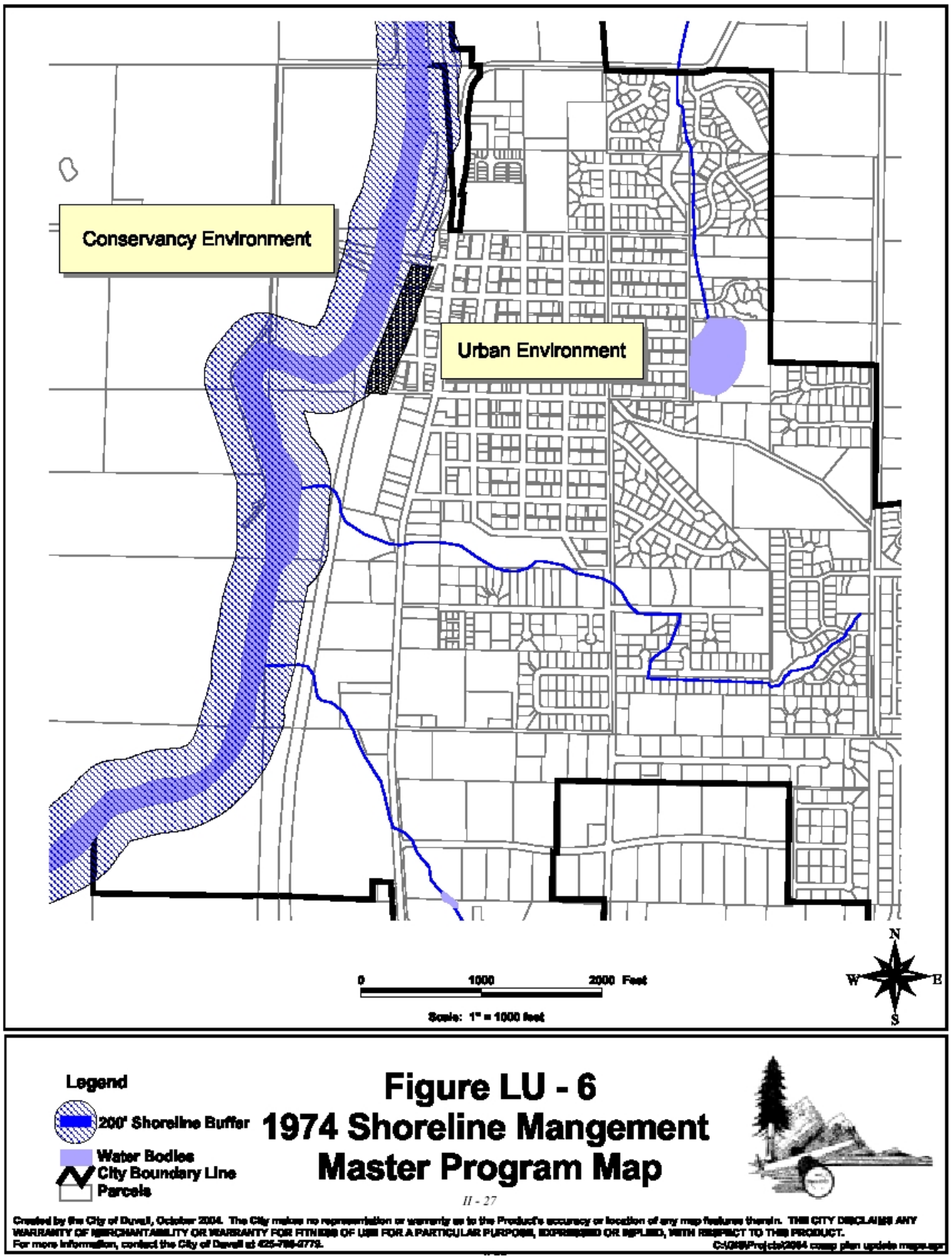
In addition to updating critical areas ordinances, and, in future years, the Shoreline Management Master Program, preserving the rural environment and environmental health means preserving open space and significant trees that provide habitat for a variety of species. Development regulations that require or encourage the preservation of open space should be considered. City policies could also be amended to encourage the City to purchase open space and sensitive areas for the benefit of the public. Development regulations should increase the number of trees preserved and provide opportunities to protect significant trees. Generally, the natural environment should be taken into account when developments are designed and natural topographic or water features, as well as forested areas, should be preserved to the extent possible. The City should consider creating an incentive program to allow greater density and/or other benefits when open space or specific environmental features greater than required by the critical areas ordinance are permanently preserved on a project site. Generally, preservation of trees, open spaces and other features on private property should be the responsibility of the property owner(s).

Stormwater

The extent of capital improvements for the Duvall drainage system is limited to correcting several different existing drainage problems and the installation of several large storm drainage collection systems to provide for the portions of the city which will likely be developed in the future.

As required by the GMA, the City has prepared a capital improvement program that identifies projects needed to expand, maintain and upgrade the stormwater system. More information about the City's stormwater system is located in the Capital Facilities Element.

Figure LU – 6: 1974 Shoreline Management Master Program Map



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Future Land Uses

The Future Land Use Map generally reflects the recommendations made in the City-Wide Visioning Plan and the Downtown Plan. Following are the categories and general descriptions of each of the land use category designations:

Mixed-Use (MU)

Allows for a variety of pedestrian-oriented commercial uses of limited scale with residential uses allowed outright on upper floors and conditionally on ground floors in some zones. Residential density shall be limited by site plan and building design requirements. Old Town design review criteria will apply to this designation. The MU land use designation encompasses the Old Town – Mixed-Use, Riverside Village – Mixed-Use, and Uptown – 1st Avenue, designations set out in the Downtown Plan.

Residential – 4 - 4.5 units per acres (R4-4.5)

Allows for single-family detached residential development of 4 to 4.5 units per net acre. Properties designated 4 units per acre were previously low-density residential and/or zoned at 3 units per acre. Properties designated at 4.5 units per acre were previously zoned at 4.5 units per acre. Single-family design review criteria will apply to this designation.

Residential – 6 units per acre (R-6)

Allows for attached or detached single-family residential development at 6 units per net acre. Attached units are limited to two-unit structures. Single-family design review criteria will apply to this designation.

Residential – 8 units per acre (R-8)

Allows for attached or detached single-family residential development or cottage-style developments at 8 units per net acre. Attached units are limited to two-unit structures. Single-family design review criteria will apply to this designation. The R-8 land use designation encompasses the Uptown – 2nd Avenue corridor set out in the Downtown Plan.

Residential – 12 units per acre (R-12)

Allows for attached or detached single-family residential development, cottage-style developments, or multi-family development at 12 units per net acre. Multi-family design review criteria will apply to this designation.

Commercial (Co)

Allows for a wide range of retail, wholesale, mixed-use, and office uses. Outside of Old Town, this land use designation includes commercial, mixed-use and mixed-use/institutional zoning with a residential density of a maximum of 12 units per acre. Residential density in the mixed-use and mixed-use/institutional districts shall be a maximum of 12 units per acre and policies applying to the R-12 land use designation shall also apply. On Main Street and arterials, pedestrian-oriented design will be required. Residential development will be permitted on upper floors in all areas, with residential density limited by site plan and building design requirements. Commercial design review criteria will apply to this designation.

Light Industrial (LI)

Allows for light industrial, wholesale, and outdoor retail and wholesale uses. Residential development will be permitted on upper floors, with residential density limited by site plan and building design requirements. Industrial design review criteria will apply to this designation.

Public Facilities (PF)

These are areas designated as parks and open space. This designation also includes public facilities located permanently in a specific location.

Urban Growth Area Reserve (UGAR)

This area is within Duvall's Urban Growth Area but remains undesignated. The area is not required to meet Duvall's target population. Designation of this area in the future will consider the East and Southeast UGAR designations set out in the 2002 City-Wide Visioning Plan as depicted on Figure LU – 7 and Figure LU – 8 respectively. Designation of this area will not occur until such time that specific plans have been prepared for the area and when financial measures are in place to ensure development pays for itself in terms of general government services.

Table LU – 5

Designated Land Use by Acreage

CATEGORY	ACRES (rounded)	PERCENT
Single-family [1]	841	54%
Multi-family[2]	64	4%
Mixed-use[3]	37	2%
Commercial	188	12%
Light Industrial	15	1%
Parks/Open Space	347	22%
Public Facilities[4]	68	5%
TOTAL	1560	100%
UGAR	312	--

Source: City of Duvall Planning Department

NOTE: All values are estimates; all values have been rounded; this table does not include rights-of-way

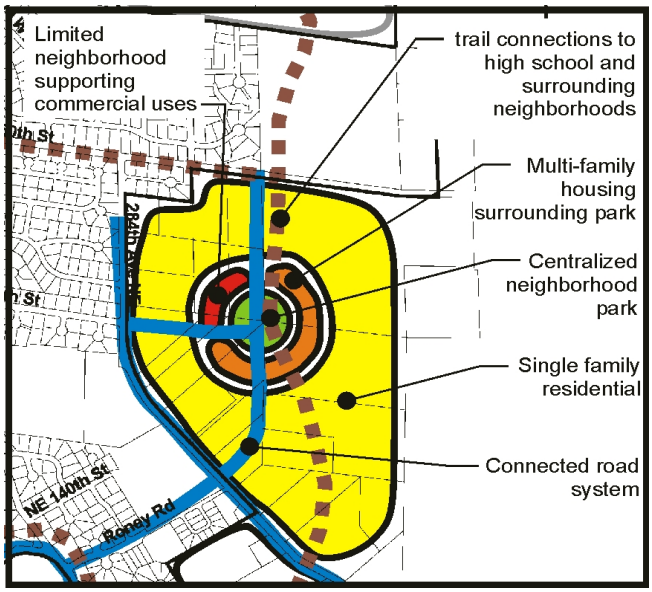
[1] Includes R4 to R8

[2] Includes R12 uses

[3] Includes MU uses

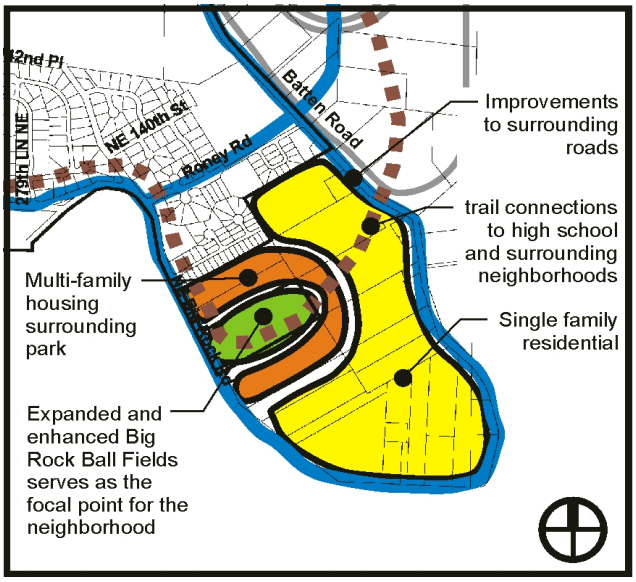
[4] Includes schools, public facilities, police, fire

Figure LU - 7: East UGA Vision Plan Design



Source: City of Duvall City-Wide Visioning Plan

Figure LU – 8: Southeast UGA Vision Plan Design



Source: City of Duvall City-Wide Visioning Plan

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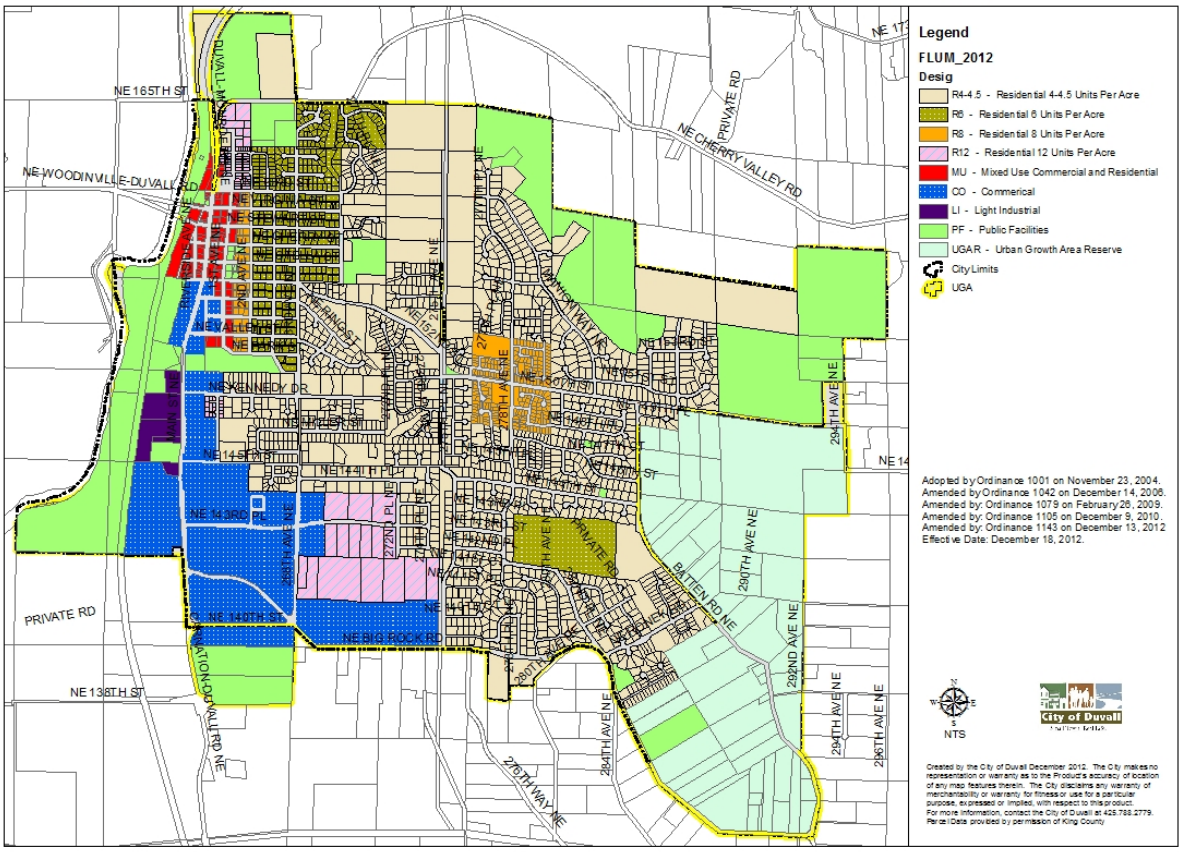
Figure LU - 9: Future Land Use Map

FIGURE LU – 9: CITY OF DUVALL FUTURE LAND USE MAP



Goals and Policies

Goal LU – 1 **Preserve and enhance Duvall's unique small-town character.**
Duvall's unique small-town character results from its rural setting that includes parks, open space and tree coverage within the city, pedestrian-friendly Old Town mixed-use buildings, limited sign display, and a variety of types of houses.

Policies

LU – 1.1 Preserve views of the Snoqualmie Valley through the establishment of setbacks, height limitations, exterior lighting limitations, and massing controls.

LU – 1.2 Preserve nighttime views of the dark sky by limiting outside lighting in developments.

LU – 1.3 All new buildings adjacent to Main Street throughout the entire Main Street corridor should be constructed so that building façades are built adjacent to the sidewalks in a manner that is pedestrian friendly and accessible.

LU – 1.4 Encourage the implementation of low impact design principles, including narrow streets widths, treed medians, and traffic calming measures, such as traffic circles, where appropriate.

LU – 1.5 Allow for a variety of housing types, including cottages, duplexes, triplexes, attached and detached single-family houses, townhouses, and apartments to maintain the character of varying types of housing options found in Duvall.

LU – 1.6 Allow residential development on upper floors of all buildings in all zones.

LU – 1.7 Consider the development of a density bonus ordinance to allow for increased density in exchange for ensuring that a specified percentage of a site is retained as open space or to encourage senior or affordable housing.

LU – 1.8 Amend the significant tree requirements to increase the percentage of trees preserved at the time properties develop and to require preservation of stands of trees. Trees to be saved shall be in locations and of a species type to allow maximum opportunity for retention.

LU – 1.9 Amend the sign code to set a design standard for wall and ground mounted signs and to ensure that buildings have appropriate sign allowances to allow for business identification.

LU – 1.10 Amend the sign code to allow businesses to display temporary signs on a limited basis in order to have an aesthetically pleasing community, while allowing for necessary business identification.

LU – 1.11 Create a safe and attractive family atmosphere in residential and business neighborhoods.

LU – 1.12 Encourage the preservation of significant natural features, such as tree stands or large boulders, as properties develop.

LU – 1.13 Provide a centralized gathering space in Old Town.

LU – 1.14 Amend the landscaping standards to require native plantings in all landscaped areas; to require street trees, and to provide for a minimum landscaping percentage of commercial and multi-family developments.

LU – 1.15 Ensure that new development adjacent to the Snoqualmie Valley Trail protects the integrity of the Snoqualmie Valley Trail by incorporating a "soft edge" of native and informal plantings that complement the shoreline's riparian habitat, thus creating an authentic environmental experience for pedestrians.

LU – 1.16 Ensure that new development adjacent to the Snoqualmie River conforms to the standards and requirements of Duvall's Shoreline Management Plan.

LU – 1.17 Develop a procedure for considering annual comprehensive plan amendments and that sets out criteria for considering such amendments.

Goal LU – 2 **Preserve and enhance the unique historic character of Old Town.**
The unique character of Old Town is created in part by the two-lane Main Street, pedestrian-friendly building design, historic and new buildings at historic scale, the eclectic mix of businesses, street furniture, public art, outside displays, and mixed-use buildings.

Policies

LU – 2.1 Define Old Town generally as the area bounded by ½ block north of Bird Street on the north, ½ block south of Stephens Street on the south, the Snoqualmie Valley Trail to the west and Second Avenue to the east.

LU – 2.2 Promote infill development in Old Town that complements the character of Main Street and adds vitality to the street and community.

LU – 2.3 Continue to promote the preservation and enhancement of Main Street's historic structures.

LU – 2.4 Encourage tourism and heritage-oriented uses in existing historical buildings.

LU – 2.5 Develop Main Street through the city with a width of 44 feet from curb to curb, including on-street parallel parking and bike lanes on both sides of the street.

LU – 2.6 Provide pedestrian improvements along Main Street, including wide sidewalks, improved marked crosswalks and curb bulbs at unsignalized intersections.

LU – 2.7 Develop a design plan that addresses street lighting, street trees, street furniture, public art, banners, signage, medians, etc. that promote a sense of a 'Main Street corridor' along the length of Main Street through Duvall.

LU – 2.8 Existing aboveground utilities on Main Street from Bird Street to Valley Street shall be undergrounded if feasible during public or private improvements to Main Street.

LU – 2.9 Work with WSDOT, King County and Snohomish County to identify a truck bypass route of Main Street to minimize truck traffic through the city.

LU – 2.10 Develop Old Town Duvall as a shopping destination for Duvall residents. Work to ensure that the Old Town businesses would also be of interest to tourists.

LU – 2.11 Amend the sign code to create appropriate signs for the pedestrian scale of Old Town.

LU – 2.12 Consider allowing a one floor increase in height limits in Old Town through a conditional use permitting process and with the provision of public open space and/or the addition of features that provide benefit to the community.

LU – 2.13 Require conditional use permits for all new or expanded buildings with a footprint larger than 7,500 square feet to ensure that new buildings and uses are compatible with the historic scale of development in Old Town and do not negatively impact the streetscape.

LU – 2.14 Orient new development in the Old Town, Uptown – 1st Avenue, and Midtown neighborhoods to the abutting street (Main Street, if applicable) and require buildings to be built to the back of the sidewalk.

LU – 2.15 Update land use and zoning designations for properties in the Uptown – 2nd Avenue corridor to allow residential developments at eight dwelling units per acre.

LU – 2.16 Designate and zone the area between Railroad/Riverside avenues and the Snoqualmie Trail, and between Stephens Street and Woodinville-Duvall Road, to allow the development of a pedestrian oriented, mixed-use "Riverside Village" with retail, civic, residential, and office uses that enhance Old Town's relationship with the Snoqualmie River and Snoqualmie Valley Trail.

LU – 2.17 Allow residential uses on all floors west of Railroad Avenue to provide housing opportunities as well as neighborhood and economic vitality. A conditional use permit shall be required for off-site or underground parking.

LU – 2.18 Ensure that new development in the Riverside Village area enhances pedestrian access to parks and the Snoqualmie Valley Trail via NE Stewart, Cherry, and Stella Street corridors.

LU – 2.19 Focus new retail development, public spaces, and pedestrian amenities on NE Stella Street, with potential public space at Stephens Street at the entrance to McCormick Park.

LU – 2.20 Subject buildings facing Riverside and Railroad avenues and the Stella, Cherry, Stewart Street pedestrian corridors and in the 1st Avenue – Uptown Area, to the same design guidelines as historic Main Street.

LU – 2.21 Encourage new development in the 1st Avenue – Uptown area to be pedestrian-oriented and compatible with the character of Old Town.

LU – 2.22 Allow residential development in the 1st Avenue – Uptown area and on Main Street north of Bird Street on the street level subject to conditional use permits to allow more flexibility to property owners and developers in responding to local market conditions. A conditional use permit shall be required for off-site or underground parking.

LU – 2.23 Require extensive landscaping on properties that are used solely for parking to screen and buffer pedestrians from automobiles.

Goal LU – 3 **Develop design and site plan standards for residential, commercial, industrial and mixed-use development.**

Much of Duvall's charm derives from the use of design and site plan standards that guide how developments look. In addition to having design plan standards for commercial buildings, this plan includes policies to implement such standards in all types of developments.

Policies

LU – 3.1 Review and update building design standards to ensure standards for limiting the mass and height of buildings in all commercial, industrial, and mixed-use zones. Reflect the scale of historic development, including peaked roofs, window treatments, and narrow façade design.

LU – 3.2 Ensure that single-family development has specific building design requirements such as porches, window treatments, peaked roofs, and recessed garages, etc. that are consistent with the historic character of Duvall.

LU – 3.3 Develop design standards for multi-family buildings that ensure standards for limiting the mass and height of buildings and are consistent with the historic character of Duvall, including features such as peaked roofs, window treatments, and narrow façade design.

LU – 3.4 Develop single-family site plan standards that provide for the creation of neighborhoods and create attractive buffers to adjacent roads.

LU – 3.5 Ensure multi-family, mixed-use, commercial and industrial site plans have an amount and type of landscaping that provides for softening of parking areas, allows for buffers from adjacent uses, and provides an aesthetically pleasing appearance.

LU – 3.6 Develop lighting standards for all developments that implement IES standards for number of streetlights and set out a light pole standard for use in specific areas of Duvall.

LU – 3.7 Amend parking requirements to ensure that adequate off-street parking is provided for all developments.

LU – 3.8 Require the use of native plant species in all landscaping in an effort to reduce water consumption and provide habitat for local species.

LU – 3.9 Ensure that all on- and off-site landscaping associated with developments is privately maintained.

LU – 3.10 Develop and implement design guidelines to achieve compatible and attractive new residential, commercial, and industrial uses while providing flexibility to allow for innovative products or for solutions to site challenges.

LU – 3.11 Update the subdivision and site plan standards to implement the Comprehensive Plan goals and policies.

Goal LU – 4 **Encourage mixed-use development in order to meet the city's housing needs and foster a more compact and diverse community.**

Mixed-use buildings, typically residential and retail or office, provide opportunities for housing, create more vibrant communities, and allow for shared parking and other amenities.

Policies

LU – 4.1 Allow residential density capacity in mixed-use buildings to be limited by setbacks and other zoning and parking requirements when required parking is provided in on-site aboveground facilities.

LU – 4.2 Where parking is provided in underground or in off-site structures, require a conditional use permit for mixed-use residential development.

LU – 4.3 The City should implement a minimum requirement for commercial development to be provided on each mixed-use parcel.

LU – 4.4 Establish zoning that encourages mixed-use development consistent with the goals of the city.

LU – 4.5 Freestanding residential development in mixed-use zones shall be limited to 12 units per acre and be consistent with policies and regulations that apply to R-12 designated lands.

Goal LU – 5 **Encourage multi-family residential development in a manner that is consistent with the character of Duvall.**

A large portion of Duvall's future residential development may be multi-family in nature. Design and site plan standards, as well as goals and policies set out in the Housing Element, will define that development.

Policies

LU – 5.1 Allow for a variety of housing types, including cottages, duplexes, triplexes, attached and detached single-family houses, townhouses, and apartments in mult -family neighborhoods.

LU – 5.2 Encourage the development of detached cottage style development in multi-family zones.

LU – 5.3 Allow up to 12 dwelling units per acre in multi-family zones.

LU – 5.4 Provide for attractive pedestrian access that is integrated with parks/open space in multi-family developments.

LU – 5.5 Provide for common open space for residents in multi-family developments.

LU – 5.6 Provide for landscape buffers to adjacent single-family zones.

LU – 5.7 Encourage the development of affordable housing by private and/or public/private organizations.

Goal LU – 6 **Provide opportunities for retail, office and industrial development and ensure that such development fits with the design, land use, and circulation patterns of Duvall.**

In order for Duvall to be a sustainable community, commercial and industrial development that fits with Duvall's character is encouraged.

Policies

LU – 6.1 Work to ensure small-scale, pedestrian-friendly, retail and restaurant uses locate in Old Town.

LU – 6.2 Allow larger scale retail buildings south of Old Town. Ensure that such buildings are pedestrian-friendly and meet design and site planning principles that result in reduced bulk and mass of buildings.

LU – 6.3 Ensure that a portion of the South UGA is set aside for, commercial, mixed-use, and institutional development. Allow commercial, small-scale manufacturing, flexible space and institutional uses in such areas in order to create family wage jobs, provide goods and services attractive to the local population, support entrepreneurship and new business development, and provide opportunities for workforce training.

LU – 6.4 Allow for the development of innovative commercial developments such as village -style shopping centers south of Old Town.

LU – 6.5 Incorporate outdoor public plaza spaces in commercial developments for public gathering and socializing.

LU – 6.6 Ensure that design elements of new buildings are built to pedestrian scale to provide visual interest and promote compatibility with Old Town.

LU – 6.7 Provide safe and attractive pedestrian access between uses on-site and to connecting properties and sidewalks.

LU – 6.8 Provide substantial buffers, incorporating features such as existing vegetation, and adding berms, fences, and landscaping, including fast growing tree species, from commercial and industrial zones to neighboring single- and multi-family zones.

LU – 6.9 Require the South UGA to be developed in a compact, pedestrian-oriented development pattern with a mix of uses and a range of housing types.

LU – 6.10 Encourage the development of local businesses by providing for flex-space for new and growing companies.

LU – 6.11 Support unique opportunities to site regionally important facilities that offer substantial public benefit and help to diversify Duvall's economy.

Goal LU – 7 **Improve connectivity through a network of trails, sidewalks, and roadways between destination areas.**

Creating a network of trails, sidewalks and pathways that connect Duvall's residential areas, parks, schools, and services with Old Town and surrounding areas was one of the high priorities of the City-Wide Visioning Plan.

Policies

LU – 7.1 Require all new arterial streets to have sidewalks on both sides of the street. Require sidewalk on one side on residential roads. As funding is available, add sidewalks to both sides of developed arterial roads.

LU – 7.2 Promote mixed-use neighborhoods that make it easy for people to walk to community destinations, retail shops, jobs and services. Ensure destinations such as new parks, schools, and other activity centers are sited within walking distance of residences.

LU – 7.3 Assess and implement likely pedestrian and bicycle connections between new and existing developments.

LU – 7.4 Require new development to include bicycle and pedestrian infrastructure, which ties into existing or planned trails or sidewalks outside of the development. Use the site plan review process to ensure connectivity to pedestrian and bicycle networks.

LU – 7.5 Create a "green network" of pedestrian and bicycle trails linking parks and other recreational opportunities.

LU – 7.6 Preserve the connectivity of neighborhoods by discouraging fences and walls along minor arterials and collector streets. Where allowed, establish height limitations, setbacks, and landscape requirements for fences and walls adjacent to city streets.

LU – 7.7 Comply with the Americans with Disabilities Act not only to provide access for the disabled, but also for people with strollers and walkers.

Goal LU – 8 **Enhance sense of community by fostering a lively arts community, encouraging community involvement, preserving heritage, providing public art, and developing public spaces.**

Duvall's spirit of volunteerism and devotion to arts and heritage was recognized in the visioning process. In many ways, Duvall's uniqueness stems from these traits.

Policies

LU – 8.1 Encourage the development of a centrally located community center.

LU – 8.2 Prepare and implement a Cultural Facilities Plan for the city of Duvall.

LU – 8.3 Encourage the development of affordable live/work artist studios in order to enliven Duvall's artist community. Explore partnership opportunities with non-profit organizations to develop studio spaces and/or gallery space in existing buildings or new developments.

LU – 8.4 Support city-sponsored festivals that promote Duvall and Duvall businesses and arts community.

LU – 8.5 Develop a public plaza in the Old Town area.

LU – 8.6 Encourage the preservation of historic buildings.

LU – 8.7 Support the Duvall Historical Society in their efforts to preserve and document Duvall's history.

LU – 8.8 Encourage community involvement and volunteerism.

LU – 8.9 Develop a public art program to increase the presence of public art in Duvall.

LU – 8.10 Create public/private partnerships to support arts and culture in Duvall.

Goal LU – 9 **Encourage a tourism economy to include the arts, cultural activities, and festivals.**

Creating a sustainable community includes providing opportunities for visitors to have cultural experiences in the Duvall area.

Policies

LU – 9.1 Offer the use of city facilities and properties, such as parks, free of charge for festivals and activities.

LU – 9.2 Assist in marketing efforts for organizations that conduct art and cultural activities inside the city of Duvall.

LU – 9.3 Support the Chamber of Commerce's efforts to promote tourism, cultural activities, and festivals within Duvall.

LU – 9.4 Encourage the development of lodging facilities that are consistent with Duvall's character.

Goal LU – 10 **Ensure that future annexations of Urban Growth Area (UGA) land do not adversely impact the City's fiscal state.**

Policies

LU – 10.1 Develop a mechanism to ensure that levels of service for the existing city limits will not be decreased as a result of annexation and development.

LU – 10.2 Research and if feasible develop a mechanism to ensure that the potential annexation areas pay for necessary general fund services and for needed infrastructure needs prior to annexation proposals being approved, except that annexation of land for public purposes shall be allowed.

LU – 10.3 The designations of the East and Southeast UGA area set out in the Duvall City-Wide Visioning Plan shall be considered at the time a specific plan for the area(s) is prepared.

LU – 10.4 Ensure that the undesignated East and Southeast UGA areas are not annexed into the city until such time that specific plans have been prepared for the areas and financial measures are in place to ensure that any development pays for itself in terms of general government services, except that annexation of land for public purposes shall be allowed.

Goal LU – 11 **Assure preservation, protection and restoration of salmon habitat to a sufficient extent and quality to support the productivity and diversity of all wild salmon stocks in the Snohomish River basin at a level that will sustain fisheries and non-consumptive salmon-related cultural and ecological values.**

Salmon are present in the Snoqualmie River and some Duvall creeks. Policies to preserve and restore salmon and salmon habitat arise out of regional forums as the solutions are also regional.

Policies

LU – 11.1 Maintain and restore natural streambank conditions except where it is necessary to protect critical public facilities and infrastructure.

LU – 11.2 Retain large woody debris in streams to support salmon populations and watershed processes, only removing large wood debris when it possesses a threat to public safety or public facilities.

LU – 11.3 As financially feasible, eliminate man-made barriers to anadromous fish passage, prevent the construction of new barriers, and provide for transport of water, sediment and organic matter at all stream crossings.

LU – 11.4 Work to achieve no net loss of functions and values of wetlands that support watershed processes that are needed for salmonid habitat.

LU – 11.5 Protect and restore riparian areas sufficient to sustain salmon populations and water processes.

LU – 11.6 Acquire forested or riparian lands that support salmon recovery.

LU – 11.7 As financially feasible, implement the projects listed in the Fish Habitat Restoration Plan prepared by Herrera Environmental Consultants in 2002.

LU – 11.8 Support the continuation of the King Conservation District (KCD) assessment and apply for KCD grants for design and implementation of projects that protect, preserve or restore salmon habitat.

LU – 11.9 Support the implementation of salmon recovery and habitat restoration actions as identified through the Snoqualmie Watershed Forum and the Snohomish Basin Forum as resources allow.

Goal LU – 12 **Protect and preserve critical areas.**

Critical areas are creeks, steep slopes, landslide hazard areas, fish and wildlife habitat areas, aquifer recharge areas, floodplains, and wetlands.

Policies

LU – 12.1 Develop critical area regulations consistent with best available science but also taking into consideration Duvall's obligation to meet urban-level densities and other requirements under the Growth Management Act.

LU – 12.2 Impacts to wetlands shall be limited. All efforts shall be made to use the following mitigation sequencing approach: avoid, minimize, rectify, reduce over time, and compensate.

LU – 12.3 Mitigation should ensure that all functions and values that are needed for salmon habitat are retained in the long-term.

LU – 12.4 New infrastructure should be located away from critical areas, where feasible, or constructed to reduce or avoid impacts using non-invasive construction methods. Maintenance of existing infrastructure in critical areas should be subject to best management practices that minimizes impacts.

LU – 12.5 Preserve and enhance sensitive area buffers to maximize natural functions. Clearing, grading, and development should not be permitted within such buffers.

LU – 12.6 Allow for bank stabilization of natural shorelines only after a geotechnical analysis demonstrates an imminent threat to public facilities and property. Emergency bank stabilization to protect such facilities and property shall be permitted.

LU – 12.7 Where bank stabilization is required, consider using bioengineering techniques that incorporate vegetation and woody debris as the primary means of stabilization. Bank armoring may be required at outfall locations.

LU – 12.8 No new development shall be permitted in the floodplain, except for passive park or accessory recreational or stormwater uses. Such development shall not be permitted if it increases flood elevations, decreases storage capacity, or restricts the natural erosion and accretion processes associated with channel migration.

LU – 12.9 Critical areas regulations should give special protection to landslide hazard areas to reduce mass wasting events that can damage stream systems.

LU – 12.10 Clearing and grading shall be done in compliance with the City's adopted stormwater management manual.

LU – 12.11 All salmon-bearing creeks and adjacent buffers should be included as fish and wildlife habitat conservation areas.

LU – 12.12 Connect wildlife habitats with each other within Duvall and within the region to achieve a continuous watershed network.

LU – 12.13 Participate in the Snoqualmie Watershed Forum and Snohomish Basin Forum and encourage development of watershed and basin policies that support the restoration of the Snoqualmie River as a salmon habitat.

Goal LU – 13 **Implement the City's Shoreline Management Master Program in a manner to foster economic growth but discourage development in areas that might be hazardous or diminish valuable shoreline access points and in a way that preserves and restores all natural resource systems while allowing for increased public access to the Snoqualmie River.**

The City's Shoreline Master Plan was adopted in 1974. Policies from the Plan are set out here.

Policies

LU – 13.1 Economic development should be located outside of the 50-year floodplain.

LU – 13.2 Increase activity in all phases of recreation, including hiking, boating, fishing, swimming and bicycle paths.

LU – 13.3 Encourage linkage of all recreation properties where possible through trails and bicycle paths.

LU – 13.4 Promote recreational uses of the abandoned railroad.

LU – 13.5 Promote some regulation of river from damaging floods in winter to irrigation in periods of drought in summer which lessens aesthetic value of area.

LU – 13.6 Encourage increased population of wildlife and fish in river and wetlands.

LU – 13.7 Discourage excessive parking facilities at shoreline developments.

LU – 13.8 Land above the floodplain in or beyond the 200-foot wide shoreline plan would be considered for economical or commercial use and be governed by the local government zoning code.

LU – 13.9 Create increased public access to the river that will not endanger life or property or impair the rights or property owners.

LU – 13.10 Enhance any existing or created public access in a natural and ecological way.

LU – 13.11 Prohibit mining activities except related to boat ramp deposits.

LU – 13.12 Agricultural pursuits confined to flood plain. No aquaculture shall be permitted in the river.

Goal LU - 14 **Maintain and enhance the development and operation of an effective and efficient stormwater treatment system that will meet the needs of Duvall's present and future population.**

The City is responsible for developing a stormwater system. The stormwater system is discussed in more detail in the Capital Facilities Element.

Policies

LU – 14.1 Manage the quality of stormwater runoff to protect public health and safety, surface and groundwater quality, and the natural drainage system.

LU – 14.2 Require design of storm drain lines or pathways to minimize potential erosion and sedimentation, discourage significant vegetation clearing, and preserve the natural drainage systems such as rivers, streams, lakes and wetlands.

LU – 14.3 Update development regulations to encourage the reduction of impervious surface and retention of natural vegetation.

LU – 14.4 Ensure that storm drainage facilities necessary to support construction activities and long-term development are adequate to serve the development at the time of construction and when the development is available for occupancy and use.

LU – 14.5 Require design of new development to allow for efficient and economical provision of storm drainage facilities and require new development to pay general facility charges.

LU – 14.6 New development should minimize increases in total runoff quantity, should not increase peak storm water runoff, and should prevent flooding and water quality degradation.

LU – 14.7 Review and update as necessary City stormwater and flood hazard regulations. Participate in regional water quality and flood hazard reduction efforts within all drainage basins that affect the city.

LU – 14.8 Water quality and quantity facilities shall be designed in a manner that provides an attractive visual buffer to adjacent roads and/or properties. Such facilities should be designed to eliminate fences, but where fences are required, facilities shall be landscaped outside the fence as described here.

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