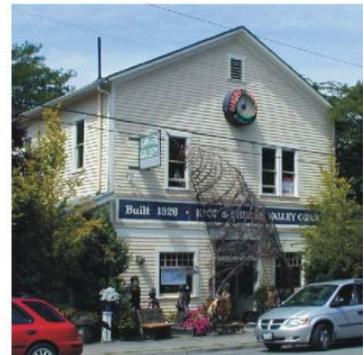
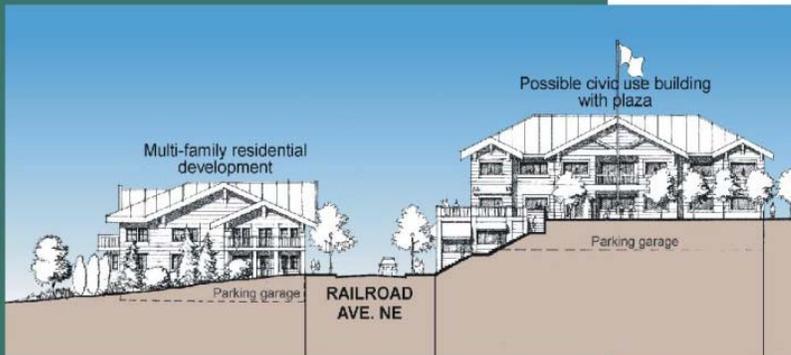


# DUVALL

## Downtown Sub-Area Plan



Approved by the Duvall City Council on February 26, 2004 by Resolution No. 04-05

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# Introduction

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## Background/Purpose

This Downtown Plan was conceived as a critical follow up to the recently adopted City-Wide Visioning Plan. Preservation and enhancement of Downtown was identified as the highest priority goal of the Visioning Plan. The Downtown Plan provides 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 (herein referred to as Midtown), mixed-use and residential areas east (Uptown) and north of Old Town (Multi-Family Neighborhood). The Plan also includes 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.

## Planning Process

The City hired the consultant team of MAKERS architecture and urban design (lead consultant), Berk & Associates (ECONorthwest for the City-Wide Visioning Plan), The Transpo Group, and The Watershed Company in July 2002 to assist the community in developing the City-Wide Visioning Plan (adopted in March as Phase 1) and the Downtown Plan (Phase 2). The consultant team worked directly with the City's Project Manager, George Steirer, and the Duvall Downtown Task Force members to facilitate the process. The Task Force was instrumental in developing alternative scenarios, alternative development concepts, and establishing an overall plan concept for the city-wide vision.

Specific events and activities included:

- **April 1 – Task Force Meeting:** This was the project kick-off meeting and included introduction of the consultant team, City staff members, and Task Force members. Together, the “Downtown Team” discussed the planning process, expectations, ground-rules for Task Force members, and summarized information collected to date.
- **May 3 – Old Town Walking Tour:** Prior to the workshop noted below, the project team and community participants took a walking tour of Main



Figure 1. Walking tour of Old Town with the Task Force

Street, 1<sup>st</sup> Avenue NE, Riverside Avenue NE, and side streets to identify problems and opportunities. More than 20 people participated.

- **May 3 – Downtown Workshop #1:** Following introductions about the Plan, Makers summarized policies of the recently adopted Vision Plan that related to Downtown, and Chris Mefford of Berk and Associates summarized economic conditions and opportunities. Most of the workshop involved small group sessions working to identify problems, issues, and opportunities related to land use and development, streetscape and circulation, and parks and recreation. The information was collected on maps and surveys.

Also in late October, the Planning Department sent out a City-Wide Visioning Questionnaire to all utility customers within the city limits and property owners in the Urban Growth Area.

- **May 13– Task Force Meeting:** The consultant team reviewed the project status and summarized results from the first workshop. Makers presented preliminary ideas for Downtown Plan alternatives. A discussion and refinement of these ideas followed.
- **June 10 – Task Force Meeting:** Based on the previous meeting, the project team developed a collection of land use, circulation, and parks options for Downtown. These preliminary options were presented and discussed at this meeting.
- **July 8 – Task Force Meeting:** A preliminary draft plan was completed and submitted to City staff and Task Force members prior to the meeting. Makers presented the overall concept, zoning, and design guideline suggestions to the Task Force. Proposals for Main Street, Riverside Village, Uptown, Midtown, and the North Neighborhood were discussed.
- **August 4+5 – Open House:** City staff and Makers conducted informal open house sessions with property and business owners and interested community members to discuss draft plan proposals and other Downtown issues. presented the results of the second workshop and presented preliminary ideas for preferred alternative. A discussion with Task Force members followed. Makers also presented a draft outline of the City-Wide Vision Plan.
- **August 12 – Task Force Meeting:** Makers presented a summary of community input from the Open House. Makers briefly led a discussion on land use and design proposals. Larry Toedtli of the Transpo Group led a discussion of circulation and streetscape proposals.
- **September 27 – Downtown Workshop #2:** The consultant team presented the draft plan to the community for comment. Participants had an opportunity to prioritize the most important actions and note whether specific actions were appropriate or if the plan was missing anything.
- **Planning Commission –** The final draft plan was presented to the Planning Commission on November 6<sup>th</sup> and November 20<sup>th</sup>. The Planning Commission held public hearings on the plan on November 6<sup>th</sup> and November 20<sup>th</sup>. On December 18<sup>th</sup>, the Planning Commission recommended the plan for approval by the City Council.
- **City Council -** The plan was distributed to the City Council for the January 8, 2004 meeting. Public hearings were held on January 22<sup>nd</sup> and February 12, 2004. The plan was approved by the City Council on February 26, 2004.

# Problems and Opportunities

“Downtown” Duvall is identified as the area generally between the Snoqualmie River and 3<sup>rd</sup> Avenue NE from Taylor Park to NE Cherry Valley Road. Historic Old Town is considered the “heart” of downtown. The core of Old Town is the three block area along Main Street between NE Stewart and Stephens streets – which contains nearly continuous storefronts – many in colorful historical buildings. Street trees and a great variety of planting, artwork, and display features enliven the streetscape here. Old Town’s most important asset is its beautiful small town setting in the Snoqualmie River Valley. Much of the larger “Downtown” area is within walking distance of this area - a dash ¼ mile radius line on Figure 3 indicates this. This includes the surrounding commercial and residential areas, Snoqualmie Valley Trail, McCormick Park, and the riverfront. Other notable sites and valuable community resources are the wooded Taylor Park, the historical Dougherty Homestead, and scenic agricultural lands. However, most of these community landmarks are not well integrated as part of the town and due to heavy regional through traffic on Main Street/SR-203, are not very accessible to the pedestrian.

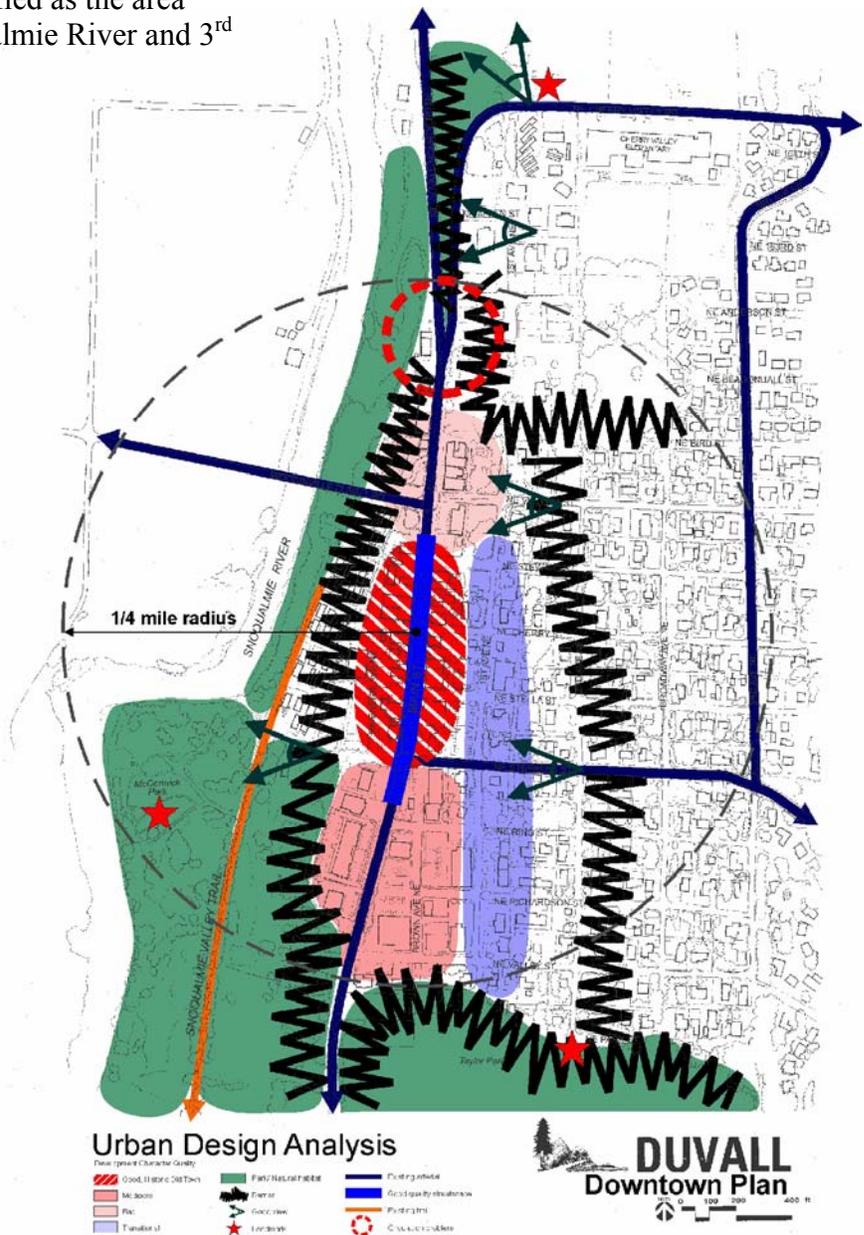


Figure 2. Urban design analysis of downtown.

According to study's economic analysis, the City can expect substantial new growth over the next 20+ years. Downtown has the capacity for absorbing some of this growth – even while maintaining its unique historic character. To date, a number of barriers have limited the growth of the Downtown. They include natural barriers of Taylor Park and the Coe Clemons Creek ravine in the south, steep slopes starting from 2<sup>nd</sup> Avenue NE to the east and north of NE Virginia Street, and the Snoqualmie River to the west. These “barriers” provide great natural assets to Duvall and should be protected for public enjoyment. The sloping terrain east of Old Town provides tremendous view opportunities of the Snoqualmie Valley and surrounding bluffs. Other barriers are man-made, including pockets of auto-oriented and/or lower quality development (colored in pink and light red in Figure 3) 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. Considering the projected population growth for Duvall, these sites, however, present great opportunities to strengthen and enhance the Downtown area over the next 20 years.

Main Street is the only main north-south access to town which also functions as a state highway connecting to Monroe and Carnation. This highway accommodates significant through truck and commuting traffic. This traffic is the single largest source of frustration for Duvall residents and business people since it disrupts access and often diminishes the desirability of Main Street. A discontinuous street grid downtown contributes a significant amount of local traffic on Main Street as well. 3<sup>rd</sup> Avenue NE is the only other through north-south roadway, but it is often too far east to serve as a realistic alternative. 1<sup>st</sup> Avenue NE is often the best alternative for local traffic, but does not continue beyond the core Downtown 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. Alternative routes have been identified in the City's Comprehensive Plan to improve safety and access. Also, the streets west of Main Street (Riverside and Railroad avenues) could be better configured to serve Old Town, park goers, and future development.

Downtown 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 Downtown are very limited and poorly identified. Beautiful 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 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. Furthermore, the study's economic analysis also strongly supports the enhancement of the pedestrian environment as the best way to attract other businesses and make Duvall a great place to live, to work, and visit.

# Downtown Plan Concept

Duvall has grown substantially over the past decade and will continue to add more residents over the next few decades. This growth has dramatically changed the function and appearance of the community. The unique historic character of Downtown and its bucolic surroundings are a great draw for area residents and visitors alike. However, this popularity creates a great strain on the quality and character of the community. The principal goal of this Plan is to use these growth projections and trends as an advantage to strengthen Downtown's eclectic rural character - enhancing the quality of life for existing and future residents.

## Strategic Concept

The City and local business owners have worked hard over the past decades to create an attractive Main Street with a mix of small buildings with a "small town character" that many other rural communities might envy. But in order to grow and thrive over time, Duvall's Old Town (and any downtown, for that matter) needs the surrounding commercial areas and residential neighborhoods to be healthy and supportive of the core activities. The strategic concept underlying this plan is to strengthen the areas surrounding the Main Street core and integrate them into a more cohesive unit.

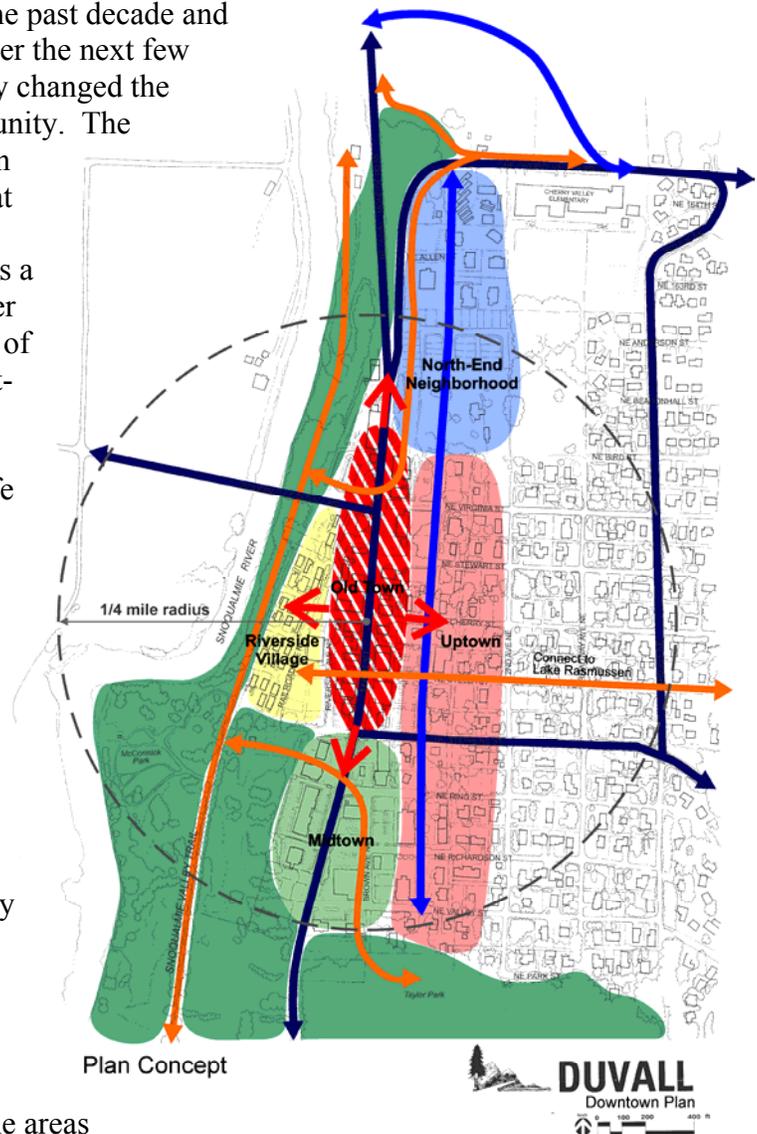


Figure 3. Strengthen Old Town by revitalizing the neighborhoods that surround it.

This strategy addresses each sector; Riverside Village, Uptown, Midtown and the Multi-Family Neighborhood. The Plan recommends adjusting the zoning and design guidelines to encourage the desired mix of uses, upgrading vehicular and pedestrian circulation to support and link the districts, and enhancing the parks, public facilities and other amenities that make the Downtown such a unique and desirable location.

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

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

This plan exploits these opportunities by targeting specific opportunities in each district for the various sectors. For example, the Riverside Village provides an excellent opportunity 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 professional 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. More specifically the following list of directions is recommended:

## **Commercial Development**

Encourage new commercial development in Downtown that provides goods and services to Duvall residents and regional tourists – and are designed in a way that enhances Downtown's unique small town character.

## **Residential Development**

Encourage new residential uses on upper floors in the business district and on sites adjacent to commercial areas to add vitality to Downtown and accommodate projected population increases.

## **Circulation and Streetscape**

Strengthen the pedestrian environment on Main Street by installing traffic calming measures including wider sidewalks, curb extensions, and landscaping. Expand the supply of available on-street parking to support local businesses and enhance pedestrian safety. Provide circulation improvements in the northern part of Downtown to improve safety and connectivity. Provide a framework of streetscape and circulation improvements that can be implemented as funding becomes available or in conjunction with new development.

## **Community Design Features**

Encourage pedestrian-friendly redevelopment of key sites surrounding Old Town to add civic and economic vitality to Duvall. The design of new development will build on Duvall's historic and informal small town character and take advantage of the community's unique landscape. The development of small plazas and pedestrian-oriented spaces throughout the business district will contribute to the character and vitality of downtown.

## **Trails, Parks and Open Space**

The Plan builds on Downtown's impressive trail, park and open space resources by enhancing the visibility and accessibility of these resources – without compromising the aesthetic natural qualities of those resources. New sidewalk, trail, and pathways built in conjunction with redevelopment will improve access to McCormick Park and the Snoqualmie Valley Trail – which will be extended northward, and access the Doherty Farm and open space north of Downtown.

## Key Plan Features

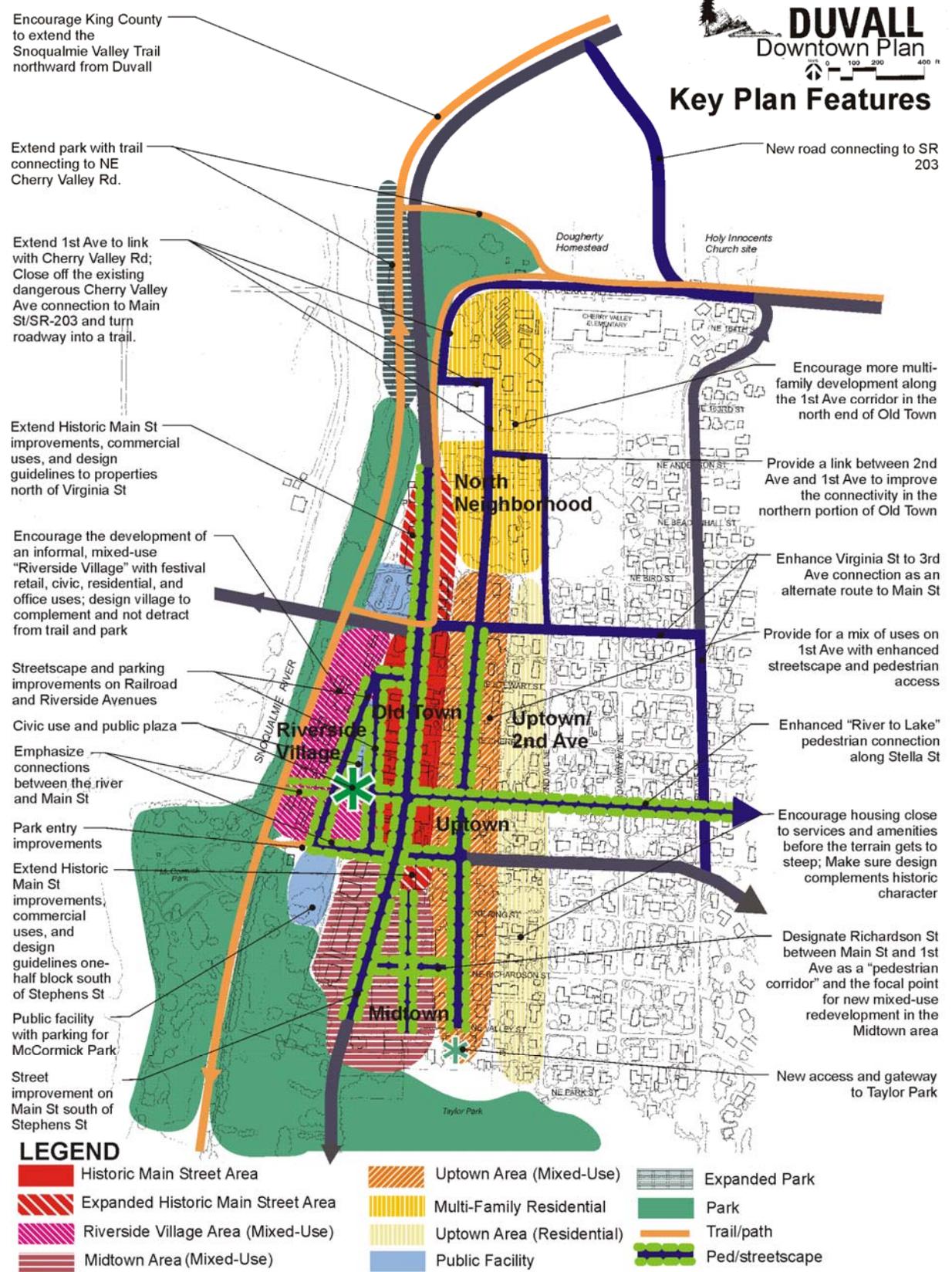


Figure 4. Key Downtown Plan Features.

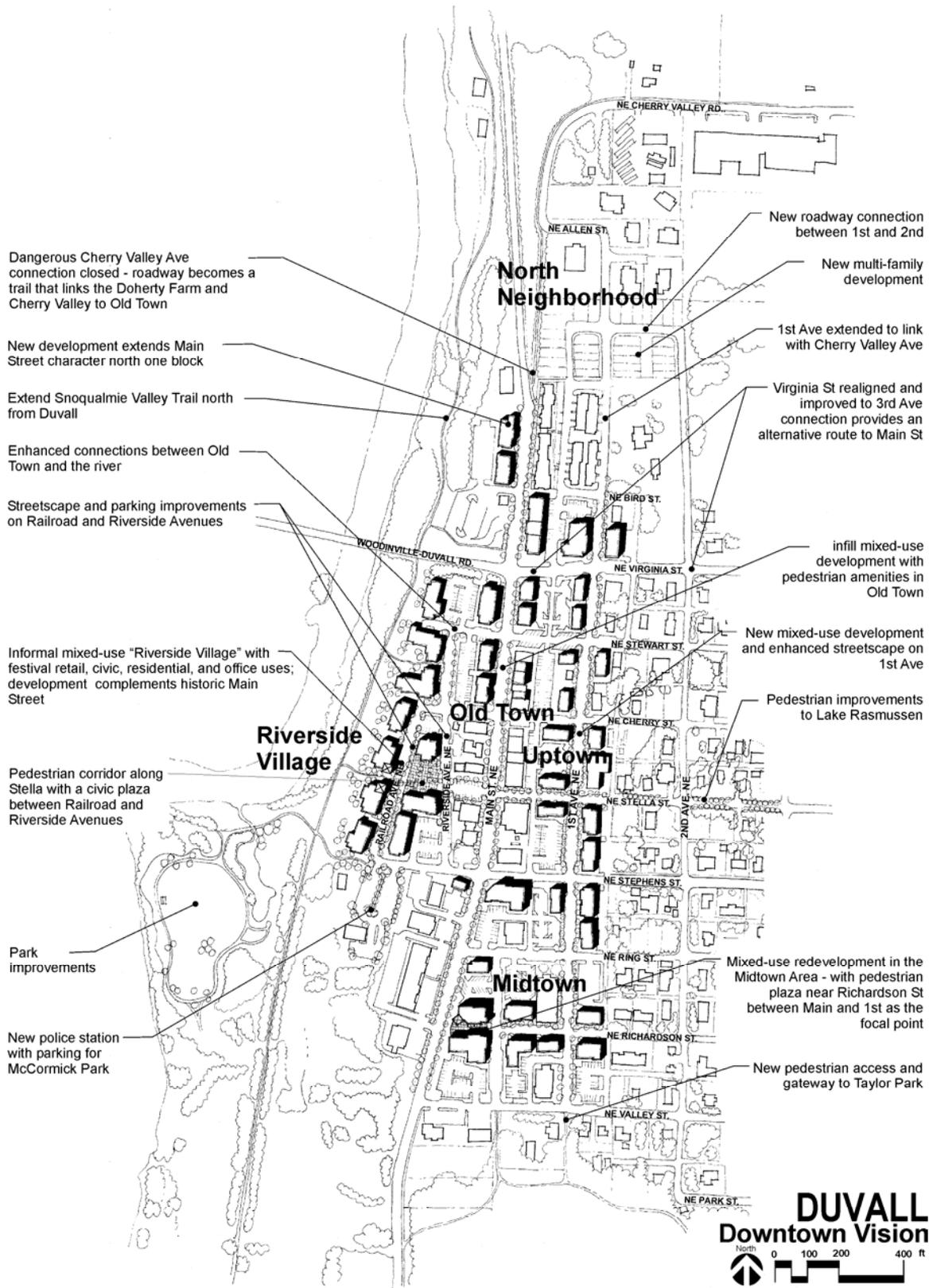


Figure 5. Downtown Plan Vision for 2023.

# Land Use and Community Design Goals and Strategies

Plan recommendations will require substantial updates to the City’s existing land use designations, zoning, and design guideline system and design review process. Most importantly, the Plan recommends the creation of four new “Mixed-Use” designations that encourage desired development within Downtown. They include “Old Town - Mixed-Use,” “Riverside Village - Mixed-Use,” “Midtown - Mixed-Use,” and “Uptown - Mixed-Use.” Table 1 below provides some key differences between the proposed designations. Figure 6 on Page 10 shows the location of applicable areas.

**Table 1: A comparison of proposed land use designations**

Proposed Downtown Land Use Designations					
Use (see use descriptions below)	Old Town Mixed-Use	Riverside Village Mixed-Use	Midtown Mixed-Use	Uptown Mixed-Use	Multi-Family (R-12)
<b>STREET LEVEL</b>					
Small Scale Commercial and/or Office <sup>1</sup>	P	P	P	P	X
Large Scale Commercial and/or Office <sup>1</sup>	CUP	CUP	P	CUP	X
Residential	X	P <sup>2</sup>	X	CUP	P (12du/acre)
<b>UPPER FLOORS</b>					
Small Scale Commercial and Office <sup>1</sup>	P	P	P	P	X
Large Scale Commercial and Office <sup>1</sup>	CUP	CUP	P	CUP	X
Residential	P	P	P	P	P (12du/acre)

**Table Notes:**

P = Permitted Use; CUP = Conditional Use Permit required; X = Use not permitted

<sup>1</sup> = Small scale commercial and office uses are those in buildings that occupy less than 7,500 square feet in total building footprint. Thus, the use or combination of uses can occupy more than 7,500 square feet as long as the building footprint does not exceed 7,500 square feet. Consequently, large scale commercial and office uses are those in buildings that are 7,500 square feet in total building footprint or larger.

<sup>2</sup> = Ground floor residential uses are permitted west of Railroad Avenue only.

While these mixed-use designations will share a great number of “base” provisions for consistency, there are some unique land use and design recommendations critical to the implementing the vision for Downtown that apply to each of the districts.



# Goal: Old Town

## LU-1 Preserve and enhance the unique historic character of Old Town.

*Applicability:* Old Town covers properties on both sides of Main Street between Stephens Street and the Bird Street right-of-way. However, the strategies below propose to expand the Old Town area to the north and south.

### Policies

- Promote infill development on Main Street that complements the character of Main Street and adds vitality to the street and community.
- Continue to promote the preservation and enhancement of Main Street’s contributing historic structures.
- Encourage tourism and heritage-oriented uses in existing historic buildings.
- Encourage residential and office uses on upper floors in Old Town.
- Enhance Downtown’s economic vitality.

### Strategies

#### LU-1a. Replace the existing Mxd-16 designation with a new Old Town - Mixed-Use (O-MU) land use designation.

The Mxd-16 designation allows for a variety of pedestrian-oriented commercial uses – including eateries, retail uses, and civic uses, with office uses on upper floors. The proposed O-MU designation would continue to encourage these uses. However, there are a number of land-use, density, and design guideline changes suggested to strengthen Old Town’s character and promote infill mixed-use developments. Specifically:

- Require a Conditional Use Permit for new commercial and/or office 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. Performance standards should be included to ensure that any such structures mitigate negative impacts of large development on the streetscape of Old Town.
- Allow residential on upper floors. The current Mxd-16 district requires a Conditional Use Permit for residential uses – which essentially discourages their development. Residential uses would add more activity and vitality to Main Street and its businesses. Such housing would also provide more choices in where existing and future residents in the city could live – especially those that want to be close to services and amenities and do not want to take care of a large yard.

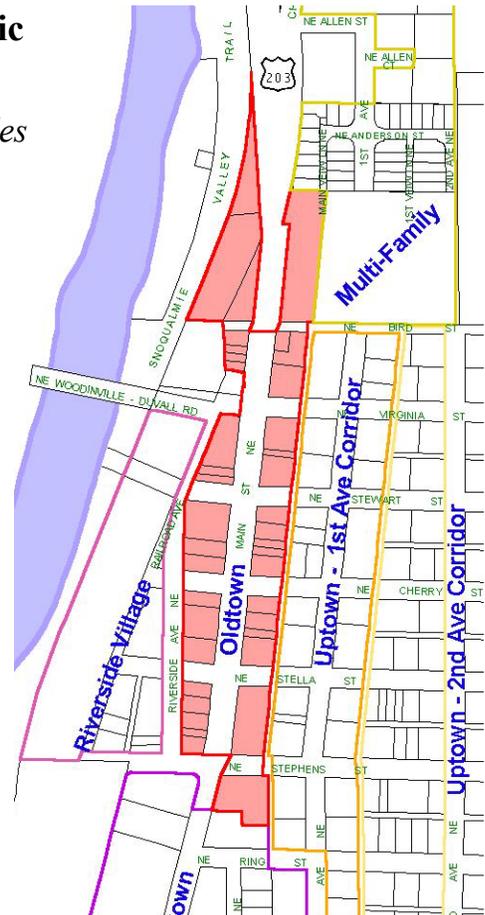


Figure 7. Proposed Mixed-Use – Old Town (MU-O) District.

- Consider the implications of dropping the maximum dwelling units per acre standard (currently 16 dwelling units per acre). The number of units a developer can place in such a mixed-use building will already be limited by height limits, parking requirements, lot size, market forces, and design guidelines. Dropping the limit also provides more flexibility to developers in the types of units to be created, more consistent with market forces, which is important since it is complicated and relatively expensive to build housing units in a multi-story, mixed-use environment. Residential uses would only be allowed on upper levels.
- Allow increased height limits through the conditional use permit process. Current code generally allows 25-foot (two-story) structures on uphill side of a lot and 40-foot (three-story) structures on the downhill side of a lot. Consider proposals for taller buildings if developments provide public pedestrian-oriented space such as public plazas with amenities such as benches, drinking fountains, etc., above and beyond normal requirements and mitigate negative impacts on the streetscape and views. Required sidewalks shall not be considered public space for the purpose of this section.
- Review and update as necessary the existing applicable design standards for Old Town. The guidelines and standards in place for Main Street as part of the Old Town/Riverfront Design Overlay District and designated Main Street Pedestrian Corridors appear to be working well and sufficiently address the design objectives of planning participants. They require horizontal building modulation at 25-foot intervals to maintain the small historic scale of development along Main Street. The guidelines and standards also encourage pedestrian-friendly facades (zero lot lines required), quality building materials, and landscaping features that add interest to the street and complement nearby historical storefront buildings.

**LU-1b. Extend the Old Town land use designation (proposed O-MU) northward and southward.** The existing Mxd-16 zoning designation includes properties on the east side of Main Street from NE Stephens Street in the south to the NE Bird Street right-of-way in the north. Proposed Old Town extensions include:

- Include the properties north of NE Bird Street (see Figure 7 for specific boundaries).
- Include the half-block of Main Street south of NE Stephens Street – on the east side of the street to encourage future redevelopment that reinforces this intersection as the gateway to “Historic Old Town.”

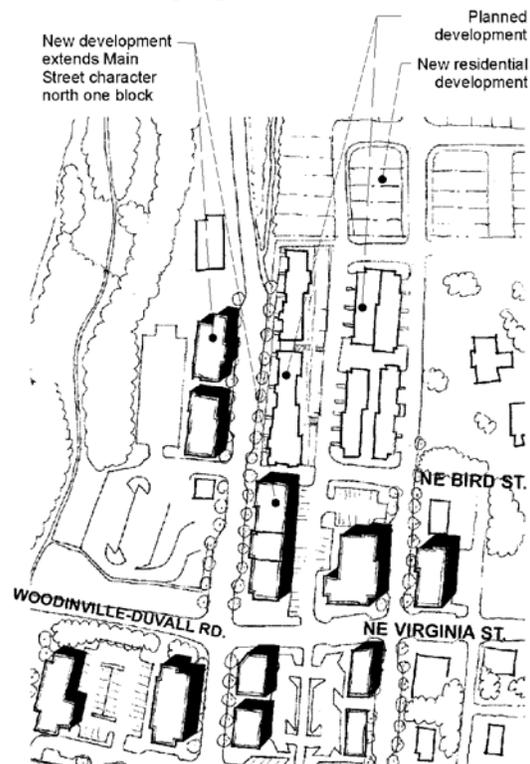


Figure 8. Vision for an expanded Old Town

# Goal: Riverside Village

**LU-2 Encourage the development of an informal, mixed-use “Riverside Village” with festival retail, civic, residential, and office uses that enhances Old Town’s relationship with the river and trail.**

*Applicability: Riverside Village includes properties bordered by Riverside Avenue NE and Railroad Avenue NE on the east, the Snoqualmie Valley Trail to the west, the Woodinville-Duvall Road Bridge to the north, and NE Stephens Street to the south.*

## Policies

- Continue to encourage pedestrian-oriented development that contributes to the unique character of Old Town.
- Encourage multi-family residential development.
- Ensure that new development protects the integrity of the Snoqualmie Valley Trail.
- Ensure that new development enhances pedestrian access to the park and trail.
- Ensure that new development conforms with Duvall’s Shoreline Management Plan.
- Enhance downtown’s economic vitality.

## Strategies

**LU-2a. Replace the existing Mxd-16 land use designation with a new Riverside Village – Mixed-Use (R-MU) designation.** The proposed R-MU designation would continue to encourage pedestrian-oriented commercial uses now permitted in the Mxd-16 District – including eateries, retail uses, and civic uses, with office uses on upper floors. However, there are a few changes suggested for the new designation, specifically:

- Require a Conditional Use Permit for new commercial and/or office buildings with a footprint larger than 7,500 square feet to ensure compatibility with the area and minimize impacts to surrounding uses.
- Allow residential on upper floors and on all floors west of Railroad Avenue. See relevant notes in Strategy LU-1a.
- Consider the implications of dropping the maximum dwelling units per acre standard (currently 16 dwelling units per acre). See relevant notes in Strategy LU-1a.



Figure 9. Proposed Mixed-Use – Riverside Village (MU-R) District.

**LU-2b. Update the development standards for Riverside Village properties.** Due to the unique site conditions and opportunities of these properties, a separate zoning designation and/or design overlay district is needed to guide the future development of Riverside Village. Below are some key design features to encourage or require in this area:

- Development adjacent to the Snoqualmie Valley Trail should incorporate a “soft edge” of native and informal plantings that complement the shoreline’s riparian habitat and create an environmental experience along this portion the trail. The “edge” or buffer should be at least 10-20 feet in width from the trail right-of-way.
- New development should facilitate public access extending from the NE Stewart, Cherry, and Stella Street corridors to the trail. Each of these corridors should be added to the list of defined “Pedestrian Corridors” in the Duvall Municipal Code (DMC)(see Strategy T-6b).
- The most important of the Pedestrian Corridors will be the NE Stella Street corridor. This corridor should be the focal point for new development in the Riverside Village district and should incorporate pedestrian plaza spaces with landscaping, pedestrian amenities, and festival retail spaces that spill out onto the plaza spaces and corridor.
- Buildings facing Riverside and Railroad avenues and the Pedestrian Corridors noted above should be subject to the same “Architectural Elements” design guidelines as historic Main Street including building frontage, modulation, alcoves, and decks, awnings and canopies, signage, materials, and solar orientation. Residential developments are encouraged to provide courtyard spaces that orient towards the trail and river. Landscaping, placement, and other design treatments should minimize the impact of parking areas on the development and streetscape.

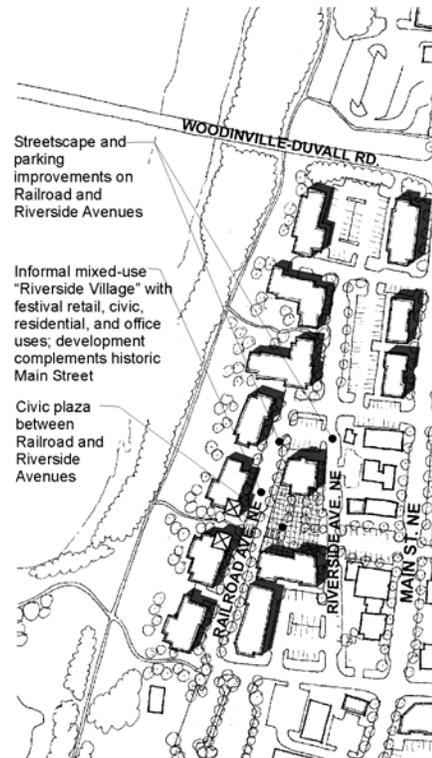
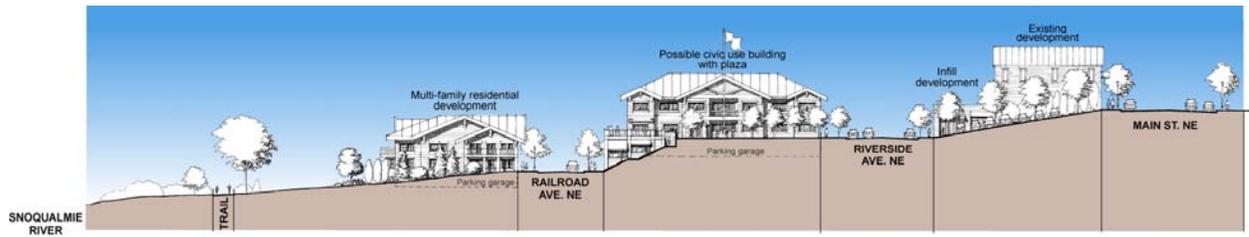


Figure 10. Vision for Riverside Village.

**LU-2c. Redevelop the City’s Public Works Site between NE Cherry and Stella streets for civic use or mixed-use development.** The Public Works Maintenance Shed has quickly become insufficient in size and should be relocated to another part of the City. The site, however, presents an opportunity for a new and enlarged City Hall or Library (which have both outgrown their space as well). Due to the property’s centralized location, the site is critical in the long term vision for the “village.” If these or other civic uses are not practical, the City should consider redeveloping this site with mixed-uses incorporating a public space and corridors noted above. It will be important to involve the public in the planning process for future uses on this site.



*Figure 11. Envisioned redevelopment between the Snoqualmie Valley Trail and Main Street.*

# Goal: Midtown

## LU-3 Upgrade the Midtown area by encouraging pedestrian-oriented mixed-use.

*Applicability:* Midtown includes the commercial area generally south of NE Stephens Street and bordered by 1<sup>st</sup> Avenue NE to the east, Snoqualmie Valley Trail to the west, and Taylor Park to the south.

### Policies

- Encourage mixed-use development.
- Ensure that new development contributes to the pedestrian environment.
- Enhance Downtown's economic vitality.

### Strategies

#### LU-3a Replace the existing Commercial-Retail and Office (Co) designation with the Midtown - Mixed-Use (M-MU) designation.

Since much of the acreage in this area is currently devoted to parking lots, and most of the retail buildings are simple one-story buildings, this "Midtown" area provides a good opportunity for redevelopment activity over the next 10-15 years. These uses should complement, but not necessarily compete with, the Old Town area. The new designation should continue to allow commercial and office developments that are allowed now in the Co zone. Specific changes from the Co zone include:

- Allow residential on upper floors. See relevant notes in Strategy LU-1a.
- Consider the implications of dropping the maximum dwelling unit per acre standard. Again, density will be limited by parking requirements, height limits, design guidelines, and market forces, as described in Strategy LU-1a.

#### LU-3b. Update the development standards for Midtown properties.

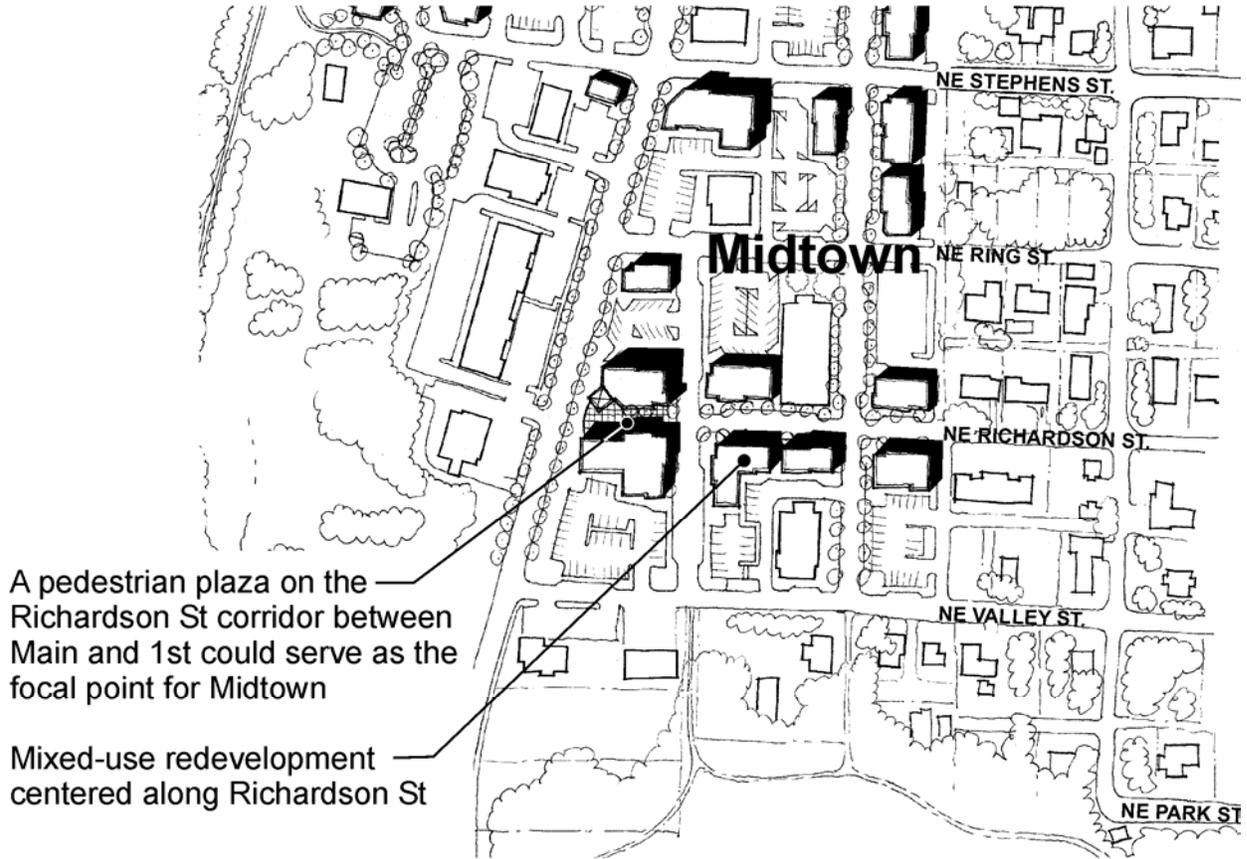
The existing Brown Avenue/Midtown Design Overlay District standards and applicable Pedestrian Corridor standards address pedestrian access, building design, and landscaping. These standards should remain applicable to properties in the M-MU zone. The following design elements should be incorporated into those guidelines and standards:

- Add NE Richardson Street between 1<sup>st</sup> Avenue NE and Main Street to the list of designated Pedestrian Corridors and encourage the development of a pedestrian plaza between Brown Avenue NE and Main Street as the focal point of the area.
- New developments should orient to the NE Richardson Street corridor. Parking areas for such developments can be located along NE Valley or Ring streets.



Figure 12. Proposed Mixed-Use – Midtown (MU-M) District.

**LU-3c. Consider Midtown properties as a high priority location if and when the King County Library relocates. There is a larger supply of land here than in Old Town, and such a library could become a focal point for activity in the area.**



*Figure 13. Redevelopment possibilities for the Midtown area.*

# Goal: Uptown (1<sup>st</sup> Avenue Corridor)

## LU-4 Encourage a mix of uses along the 1<sup>st</sup> Avenue NE corridor that support and complement Old Town.

*Applicability:* Uptown includes properties generally along 1<sup>st</sup> Avenue NE corridor between NE Bird Street and NE Park Street.

### Policies

- New development along the 1<sup>st</sup> Avenue NE corridor should upgrade the pedestrian environment.
- Encourage multi-family residential development.
- Encourage small businesses and offices.
- Enhance Downtown’s economic vitality.

### Strategies

#### LU-4a Replace the existing Commercial-Business land use designation with the Uptown – Mixed-Use (U-MU) designation. Continue to encourage a variety of pedestrian-oriented commercial uses – including eateries, retail uses, churches, and office uses – but make the following changes:

- Require a Conditional Use Permit for new commercial and/or office buildings with a footprint larger than 7,500 square feet to ensure that new construction and uses are compatible with the historic scale of development in the Old Town area. Such buildings shall provide design measures to minimize negative impacts on the streetscape.
- Allow residential on upper floors outright. Allow residential on street level subject to a Conditional Use Permit. The current MU-16 district requires a Conditional Use Permit for residential uses – which essentially discourages their development. Allowing residential uses in part by right here adds vitality to the corridor and will allow more flexibility to property owners and developers in responding to local market opportunities – particularly if the office or retail market is weak at a particular time or for the particular site.
- Require 5-foot setbacks in the front yard for buildings with residential uses on the street level to provide substantial landscaping. Exceptions should be provided for structures with underground parking and where design treatments minimize blank walls adjacent to the street.
- When 1<sup>st</sup> Avenue properties are used solely for parking for nearby uses, extensive landscaping should be used to mitigate the negative visual impacts as seen from adjacent streets and buildings.



Figure 14. Proposed Uptown - Mixed-Use (U-MU) District.

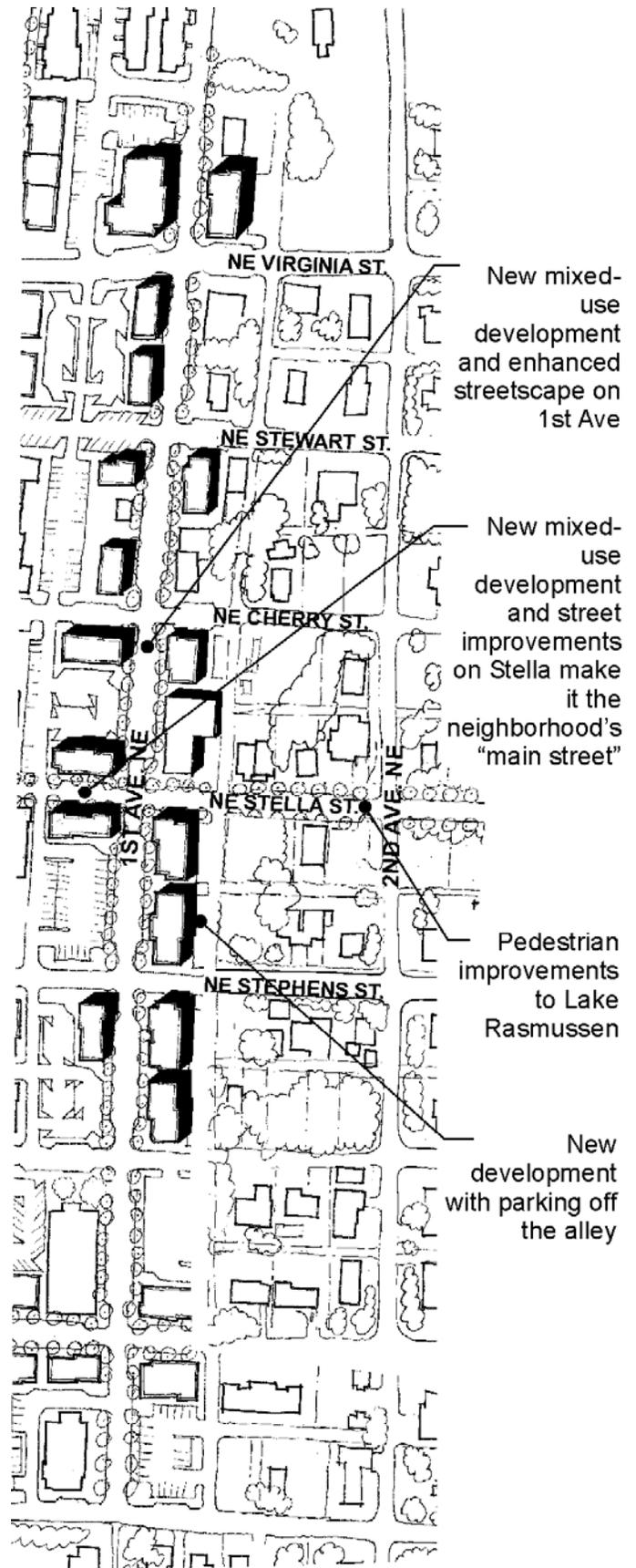


Figure 15. Vision for an upgraded First Avenue NE corridor.

# Goal: Uptown (2nd Avenue Corridor)

**LU-5 Encourage residential development along the 2<sup>nd</sup> Avenue corridor that contributes to the character of the area and supports Old Town.**

*Applicability: Properties generally one-half block uphill from the Mixed-Use – Uptown area (generally on the west side of 2<sup>nd</sup> Avenue NE between NE Bird Street to Taylor Park.*

## Policies

- Enhance Downtown’s economic vitality.
- Ensure that new residential developments contribute to the character of the area and minimize negative impacts on the adjacent single family residential areas.

## Strategies

**LU-5a. Update the land use designation for these properties to allow residential development at 8 dwelling units per acre to encourage additional residential development within close proximity to Downtown services and amenities.**

**LU-5b. Consider simple design requirements for all structures to ensure their compatibility with Duvall’s historic single family residential context. Possible requirements include:**

- Pitched roofs – at least 4:12.
- Separate entries – both covered.
- Minimum façade modulation requirements (4 feet deep and 5-30 feet in width).
- At least one off-street parking space per unit.
- Perimeter landscaping.

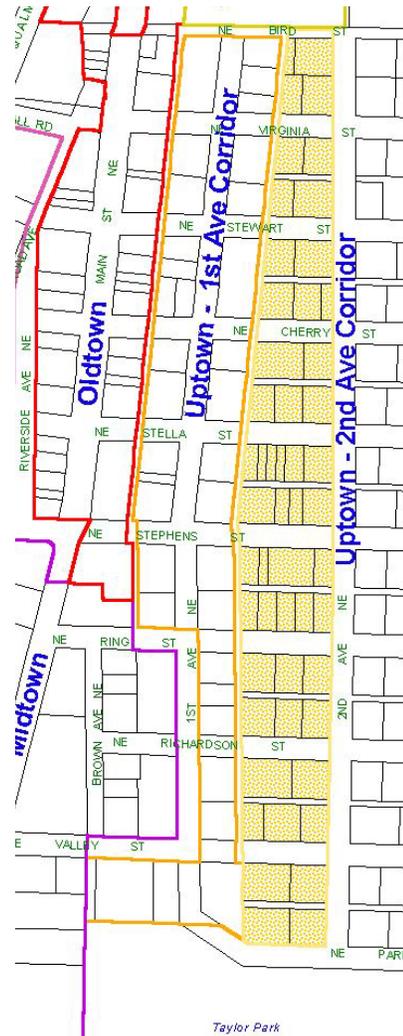


Figure 16. Encourage residential development on these Uptown properties.





# Transportation and Streetscape Goals and Strategies

To support the vision for Downtown, significant changes to the transportation system are needed. A key element of the Plan is to transform Main Street into a pedestrian-friendly town center. This objective calls for slowing travel speeds, reducing the impacts of truck and other pass-through traffic, enhancing pedestrian and bicycle facilities, and expanding parking.

In addition to transforming Main Street, the Plan identifies needs to enhance other streets to support economic development and to provide alternative routes to reduce potential capacity and safety impacts in the Sub-Area. The overall plan is to provide convenient and safe access within Downtown supporting economic development of the City. To further support the vision of Main Street within Downtown, policies and design concepts for SR-203 from the south to north City limits are identified.

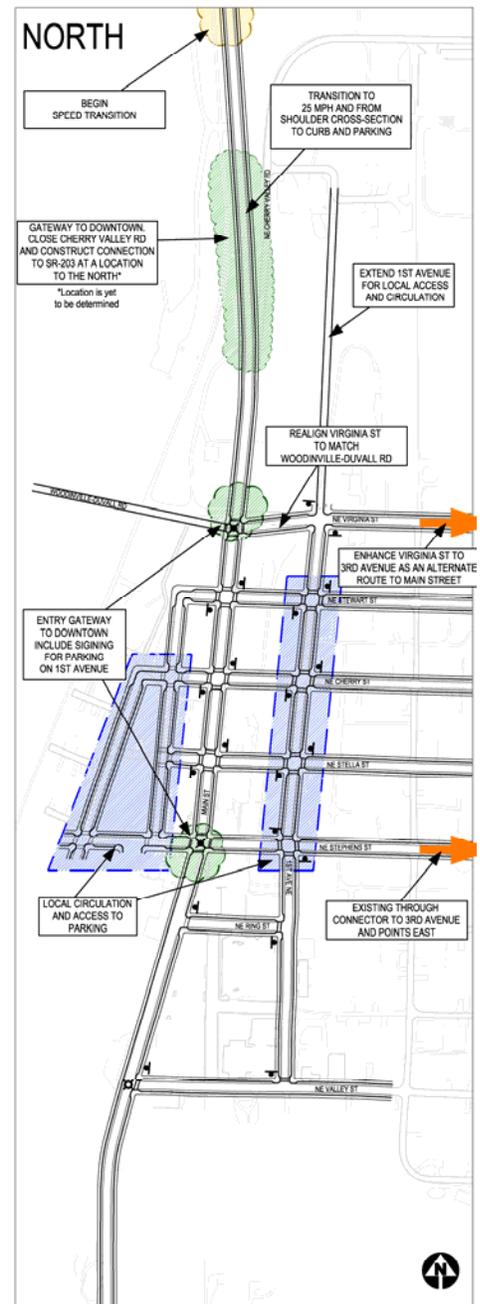


Figure 18. Downtown circulation strategies.

# Goal: Main Street/Old Town

---

## T-1 Complete streetscape, traffic calming, and access improvements on Main Street from Old Town Northward.

*Applicability: Main Street within Old Town and north to the proposed Cherry Valley Road connection.*

### Policies

Main Street will continue to serve the major traffic flows through the City, however, the City will continue to pursue the siting, funding, and construction of a truck bypass. Specific policies:

- Minimize the impacts of major truck and commuting traffic on Old Town and the community.
- Provide improvements to enhance the pedestrian environment of Main Street.
- Provide improvements that enhance the flow of traffic without increasing speeds or compromising the pedestrian environment.
- Maintain and expand the supply of on-street parking.

### Strategies

**T-1a. Work with WSDOT, King County, and Snohomish County to explore opportunities to develop a truck bypass of Main Street.**

**T-1b. Maintain Main Street as a two-lane roadway with on-street parking.** Narrow the curb-to-curb width of Main Street from 56 feet to 44 feet based on conceptual Transportation Systems Plan and cross-sections. Work with WSDOT to establish a 25-mph speed limit for Main Street within Old Town.



*Figure 19. Existing and proposed cross-sections of Main Street.*

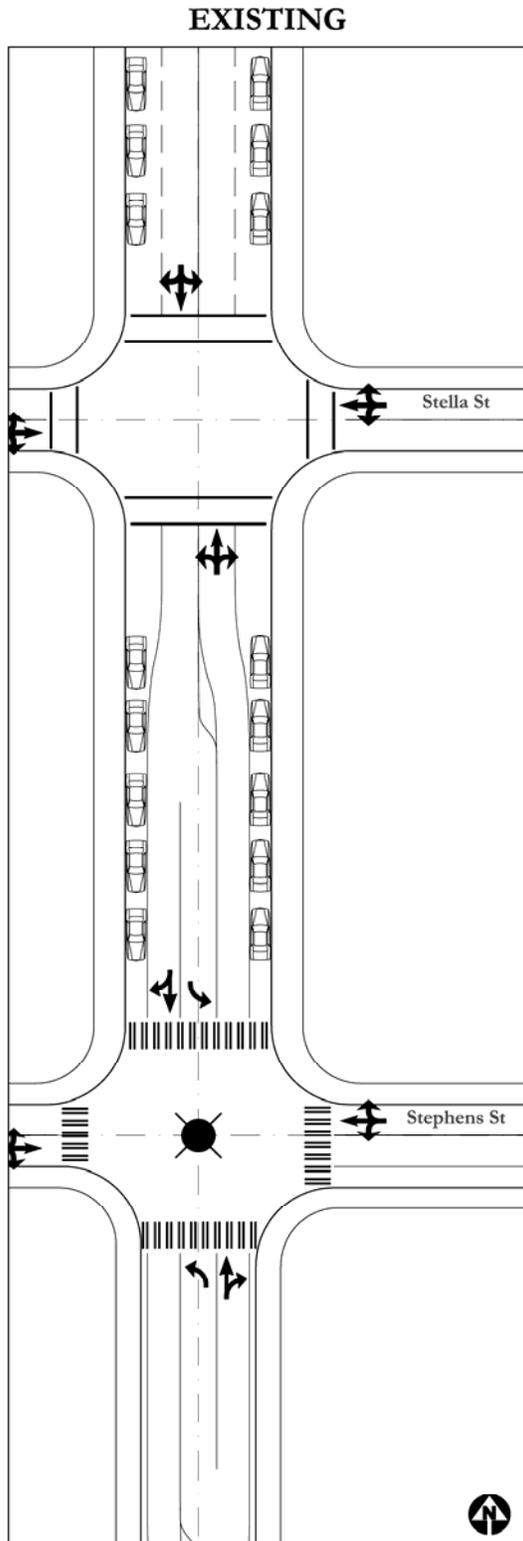


Figure 20. Existing Main Street configuration between NE Stephens and Stella streets.

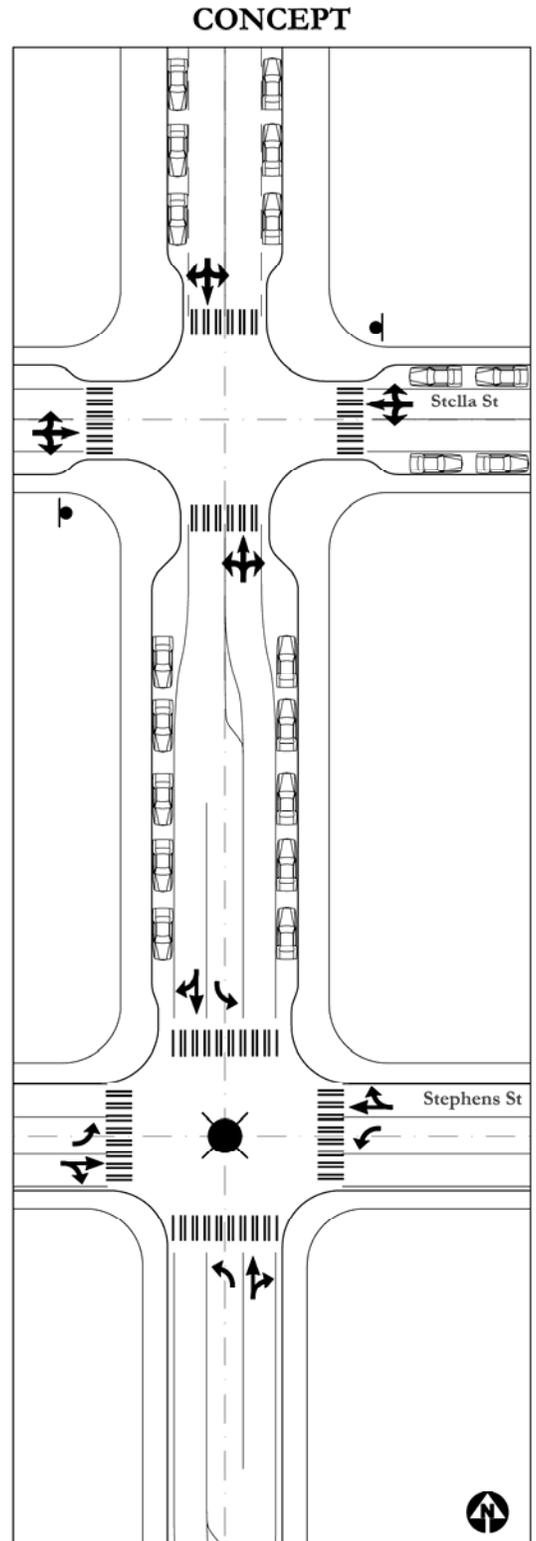


Figure 21. Proposed Main Street configuration between NE Stephens and Stella streets. Sidewalks here are maintained at 12' to retain on-street parking spaces.

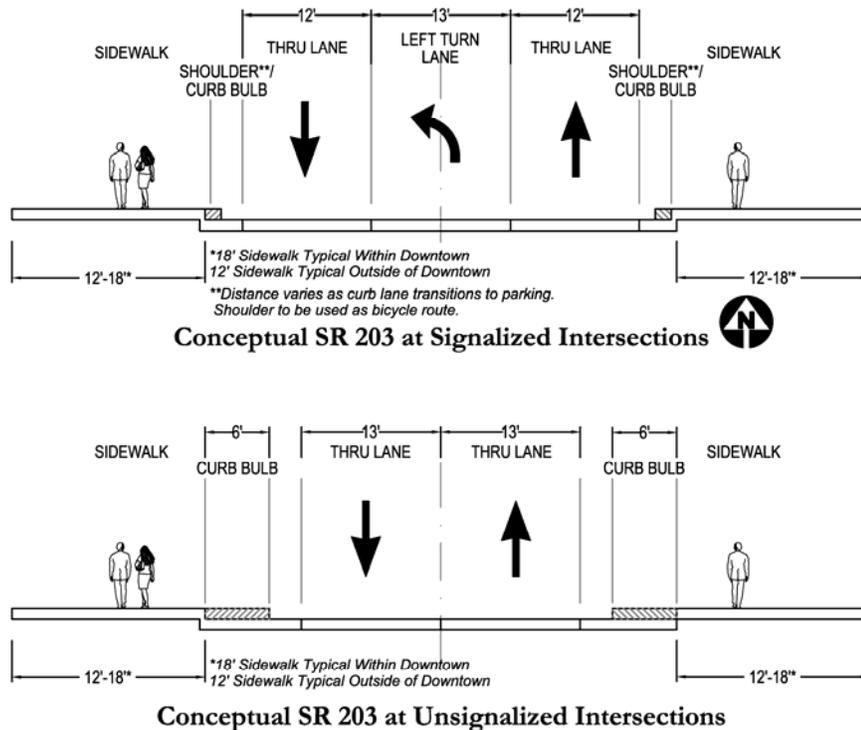


Figure 22. Proposed Main Street configurations at intersections.

- T-1c. Realign NE Virginia Street at Main Street to align with Woodinville-Duvall Road to improve traffic operations, safety, and facilitate left-turning traffic.**
- T-1d. Provide left-turn lanes at signalized Main Street/Woodinville-Duvall Road/Virginia Street and Main Street/Stephens Street intersections.** A north-to-east right-turn lane may be needed on Main Street to enhance access to 1<sup>st</sup> Avenue for parking and business/ commercial access. The loss of on-street parking spaces associated with the improvements should be minimized.
- T-1e. Minimize the number of access drives to Main Street to maintain capacity and safety.**
- T-1f. Provide curb bulbs along Main Street within Old Town to reduce pedestrian crossing distances at unsignalized intersections.**
- T-1g. Monitor traffic operations and safety along Main Street. If problems develop, restrictions to left-turning traffic may be required.** Implementation of left-turn restrictions should start with the least restrictive (e.g., weekday peak hours only) based on the location and type of operations or safety issues. Left-turn restrictions should not be implemented along Main Street until improvements to 1<sup>st</sup> Avenue NE are made (see Strategy T-2a).

# Goal: Downtown Circulation

## T-2 Complete Downtown Circulation and Access Improvements.

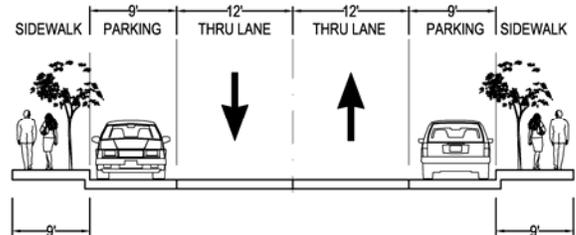
*Applicability:* Streets within the Downtown core except Main Street (which is covered by T-1).

### Policies

- Enhance 1<sup>st</sup>, Railroad, and Riverside avenues, and other Downtown streets to reduce traffic pressure on Main Street.
- Enhance the streetscape, parking, and access on Downtown streets to encourage positive redevelopment.
- Minimize negative impacts to existing single family residential areas.

### Strategies

**T-2a. Improve 1<sup>st</sup> Avenue NE between NE Valley and Virginia streets to serve local circulation and access to parking within Downtown on the east side of Main Street.** It should include two travel lanes, parking on both sides of the street, and sidewalks. Curb bulbs should be provided at intersections to reduce pedestrian crossing distances.



Conceptual 1st Avenue Between Intersections and Other Local Access Streets in Downtown

Figure 23. Proposed First Avenue NE configuration.

- T-2b. Improve Railroad and Riverside avenues between Stephens and Stewart streets consistent with the conceptual Transportation System Plan.** Where feasible, the roadways should provide two travel lanes, on-street parking, and sidewalks. These streets will serve north-south local access and circulation west of Main Street.
- T-2c. Develop and implement a signing and way-finding program to direct local traffic circulation and access to parking for Downtown along 1<sup>st</sup>, Railroad, and Riverside avenues.** Primary access to these streets will be from the signalized Main Street/Virginia Street and Main Street/Stephens Street intersections.
- T-2d. Stella and Cherry streets should be improved to provide for local circulation and to serve as pedestrian corridors connecting 1<sup>st</sup> Avenue to Riverside/Railroad avenues.** Improvements should include curbs, gutters, sidewalks, and on-street parking should be provided, where feasible.
- T-2e. To provide an alternative route to Main Street, improve Virginia Street between Main Street and 3<sup>rd</sup> Avenue to include two travel lanes, on-street parking, and sidewalks.** Consider curb bulbs, where possible, to enhance pedestrian access on this residential street.

- T-2f. Pursue extension of 3<sup>rd</sup> Avenue from Cherry Valley Road to SR 203 north of Duvall.
- T-2g. Extend and improve 1<sup>st</sup> Avenue north of Virginia Street to connect to Cherry Valley Road to enhance local circulation and allow Cherry Valley Road to be closed at Main Street.

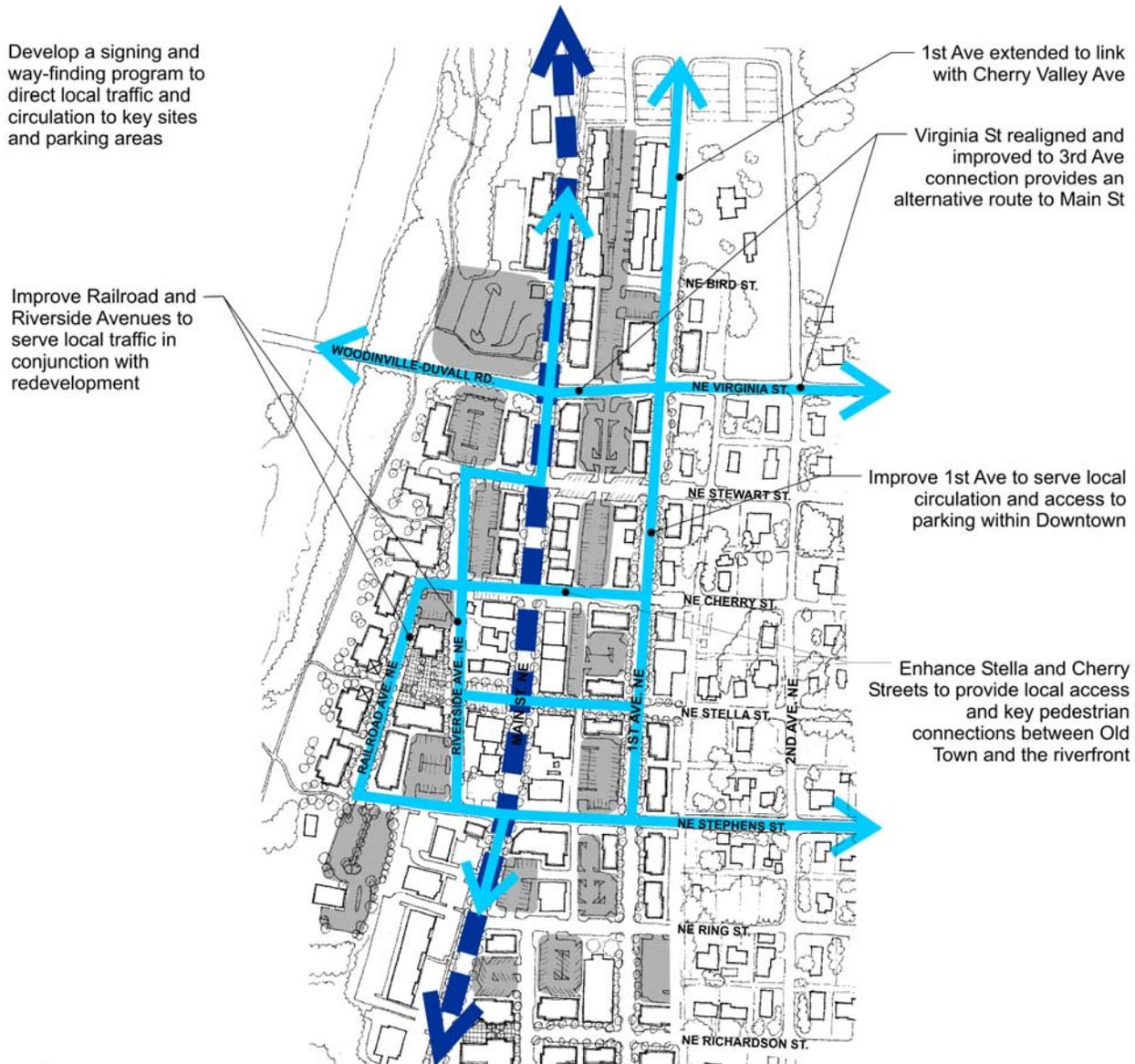


Figure 24. Downtown circulation improvements.

# Goal: Main Street South of Old Town

## T-3 Provide streetscape and access improvements on Main Street south of Old Town.

*Applicability: Main Street (SR 203) from Big Rock Road to NE Stephens Street.*

### Policies

- Reduce travel speeds.
- Enhance pedestrian access along Main Street.
- Enhance vehicular safety and access.

### Strategies

- T-3a. Develop SR 203/Main Street as a two-lane highway with on-street parking and sidewalks from Big Rock Road to Old Town.**
- T-3b. Traffic signals should be limited along Main Street south of Old Town to Big Rock Road and 143<sup>rd</sup> Street.**
- T-3c. Implement signing and improvements to establish speed transitions along SR-203 at Big Rock Road and the south gateway to Old Town.** This could include medians, landscaping, wider sidewalks, curb bulbs, street furniture, and/or entry feature.
- T-3d. The number of direct access drives to properties along Main Street shall be minimized to maintain capacity and enhance safety.**
- T-3e. 1<sup>st</sup> Avenue shall be improved and connected between Big Rock Road and Kennedy Street to serve business access and local circulation.**
- T-3f. Curb bulbs should be developed, where feasible, at unsignalized pedestrian crosswalks.**

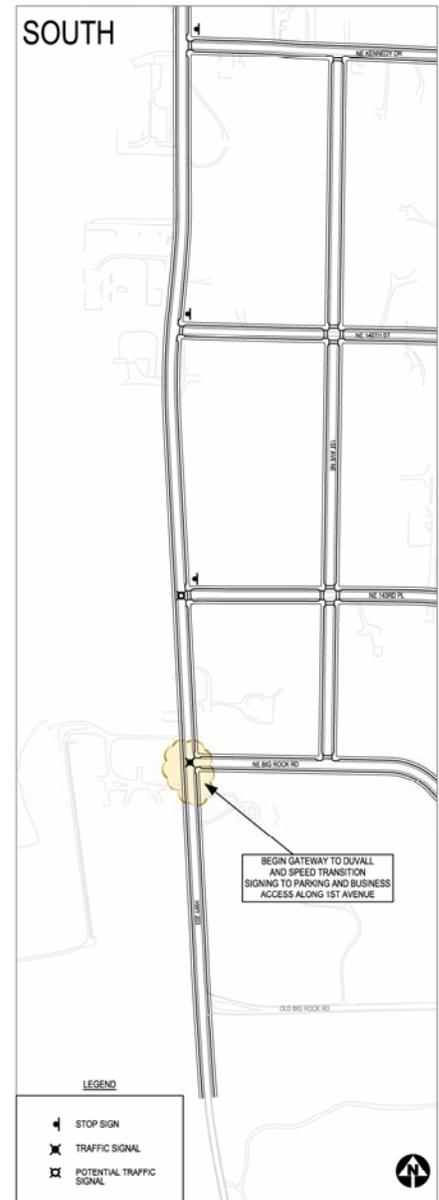


Figure 25. Main Street improvements south of Old Town.

# Goal: Parking

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## **T-4 Enhance on and off-street parking opportunities Downtown.**

*Applicability: Downtown core area.*

### Policies

An adequate supply of parking is needed to support the desired land use plan. It must be visible and easy to get to. Specifically:

- Retain or expand on-street parking opportunities in conjunction with future street improvements.
- Encourage Downtown businesses to reserve key on-street parking spaces for business patrons.
- Enhance opportunities for short term parking Downtown.

### Strategies

- T-4a. Provide on-street parking along Main Street, 1<sup>st</sup>, Railroad, and Riverside avenues, and other local streets as part of their improvements.**
- T-4b. Create and implement a signing and way finding program to direct drivers to parking areas from the Main Street/Stephens Street and Main Street/Virginia Street intersections.**
- T-4c. Explore option to provide public parking in off-street lots within Old Town via 1<sup>st</sup>, Riverside, and/or Railroad avenues.**
- T-4d. Consider a two- to four-hour parking limit on some public streets to discourage use by transit users (alternatively, transit users should be encouraged to use the car park).**
- T-4e. Provide public parking for McCormick Park jointly with the interim police facility at Stephens Street/Railroad Avenue.**
- T-4f. Ensure that private developments provide adequate parking.**
- T-4g. Where feasible, parking areas for private developments should be located at the back or side of the development instead of adjacent to the street.**

# Goal: Transit

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## T-5 Enhance transit service Downtown.

*Applicability: Within Downtown.*

### Policies

- Enhance pedestrian access to transit facilities Downtown.
- Enhance transit service commensurate with population growth and an increase in activity in Downtown.

### Strategies

**T-5a. Work with King County Metro to reroute transit service within Downtown as areas are redeveloped and improvements are made to local streets such as 1<sup>st</sup> Avenue.** Possibly reroute service as a loop within Downtown, especially with completion of the extension of 3<sup>rd</sup> Avenue to SR 203 north of Duvall.

**T-5b. Provide bus shelters and other enhancements at higher volume bus stops.**

**T-5c. Improve pedestrian connections between car park north of Woodinville-Duvall Road and existing or a relocated bus stop near Woodinville-Duvall Road.**

**T-5d. Work with King County Metro to provide bus access to the Community CarPark (Park-and-Ride Lot).**



Figure 26. Existing bus shelter on Main Street.

# Goal: Pedestrian and Bicycle Access

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## T-6 Enhance pedestrian and bicycle access throughout Downtown.

*Applicability: Throughout Downtown.*

### Policies

Pedestrian and bicycles will serve an important transportation function within the City, especially within Downtown. Specifically:

- Facilitate safe bicycle access through Downtown.
- Enhance bicycle and pedestrian access to the riverfront and other Downtown parks.
- Enhance Downtown streetscapes and pedestrian access in conjunction with new development.

### Strategies

**T-6a. Develop improvements to Main Street and local streets to incorporate facilities for pedestrians and bicyclists, per Strategies under T-1, T-2, and T-3.** This includes sidewalk widening on Main Street, the development of new sidewalks on other Downtown streets in conjunction with new development, and enhanced crosswalks.

**T-6b. Encourage King County to extend the Snoqualmie Valley Trail northward from Duvall.** The trail currently terminates at the park-and-ride lot north of the Woodinville-Duvall Bridge, but the old railroad right-of-way continues northward towards Monroe. This extension could include a grade-separated link at SR-203 to the Dougherty Homestead at Cherry Valley Road.



*Figure 27. Snoqualmie Valley Train.*

**T-6c. If and when the existing Cherry Valley Road connection to Main Street/SR-203 is replaced with the proposed north connection (see T-2f), develop a multi-use bicycle and pedestrian pathway that extends from the sidewalk on the east side of Main Street along the existing Cherry Valley Road right-of-way to the Dougherty Homestead, Holy Innocents Church site, and beyond per the adopted Duvall Vision Plan.**

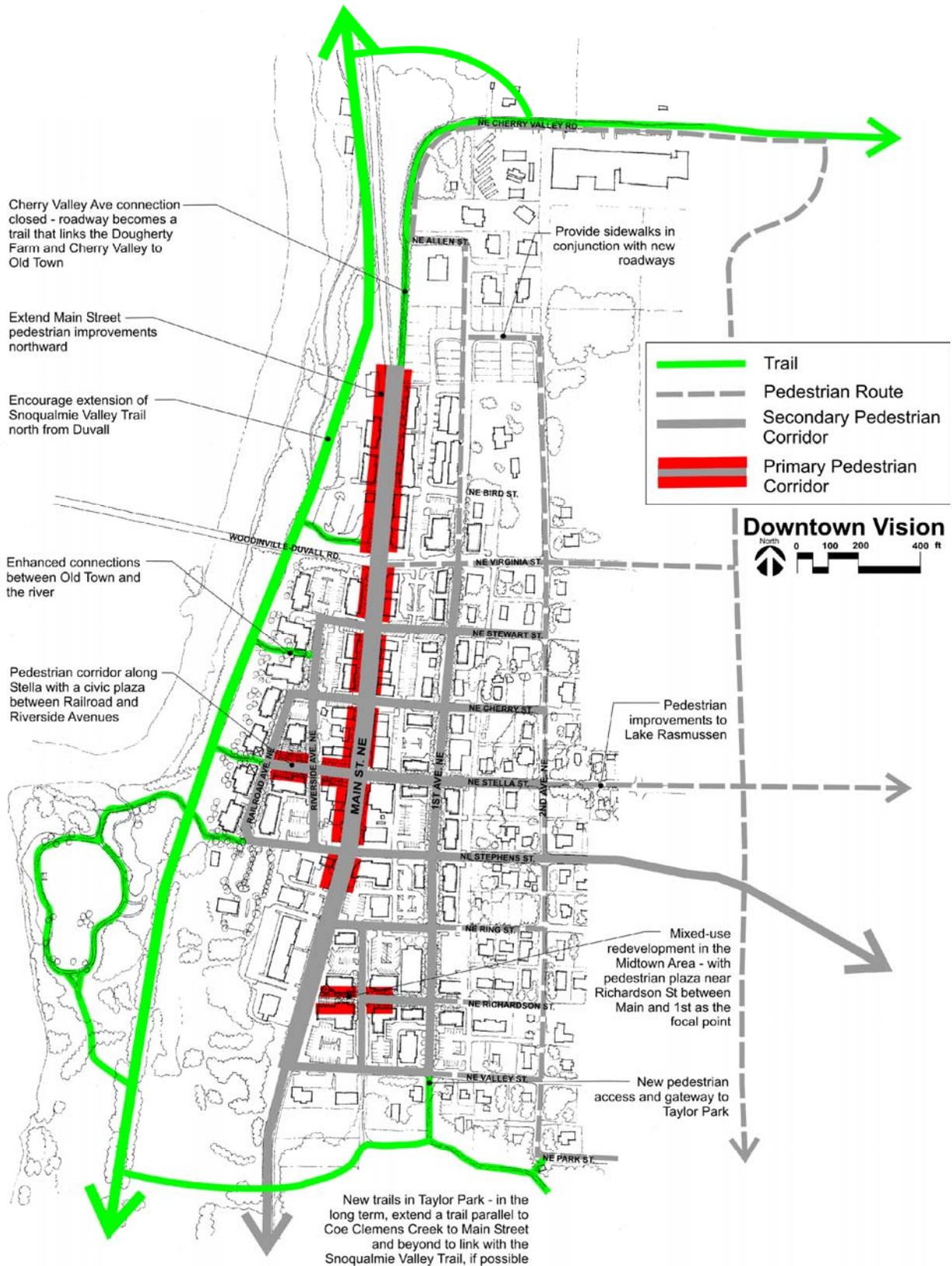


Figure 28. Proposed pedestrian corridors and trails.

**T-6b. Update and implement the City’s current system of Pedestrian Corridors.** These corridors connect Downtown uses with each other and with other parts of the City, including parks and residential areas. The updated list includes new designations including Primary and Secondary Corridors and Pedestrian Routes. This list is intended to specify different streetscape standards to accommodate the expected level of pedestrian traffic. Descriptions, standards, and locations (see Figure 27) are as follows:

- Primary Pedestrian Corridors – which require a minimum 12-foot sidewalk with street trees, pedestrian lighting (12-14 feet in height), and continuous pedestrian-friendly storefronts on adjacent sites. These include Main Street within Old Town, NE Stella Street, between the Snoqualmie Valley Trail and 2<sup>nd</sup> Avenue, and NE Richardson Street within Midtown.
- Secondary Pedestrian Corridors – these are most other streets in the commercial areas and require sidewalks of at least 8’ in width (preferably 10’) with street trees and/or other landscaping and lighting.
- Pedestrian Route – These are other important pedestrian connections that require sidewalks - at least 4’ in width and lighting. They include NE Stephens Street (the primary connection to upland neighborhoods), NE Stella Street (connection to Lake Rasmussen), the 1<sup>st</sup> Avenue extension north of NE Virginia Street, and 2<sup>nd</sup> and 3<sup>rd</sup> avenues.

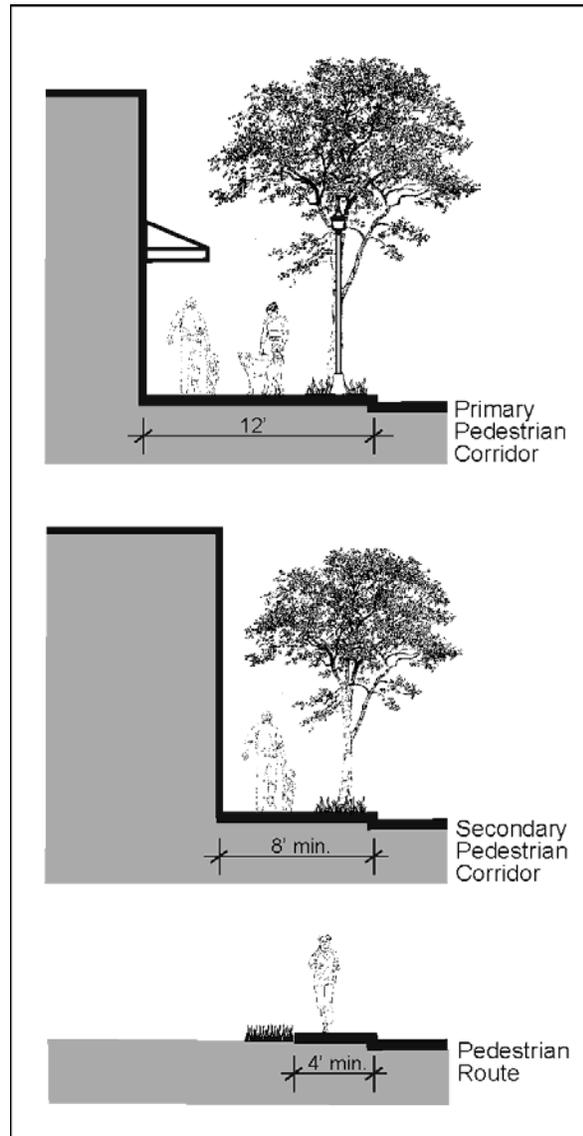


Figure 29. Pedestrian corridor standards.

# Parks Goals and Strategies

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## Goal: McCormick Park

### P-1 Protect and Enhance McCormick Park as the Jewel of the City's Park System.

#### Policies

- As the top priority, preserve and enhance the shoreline, wetlands, and riparian habitat within the park.
- Enhance public access to the park and shoreline.
- Maintain and expand public parking areas available to park-goers.
- Protect the wooded character of the Snoqualmie Valley Trail through the park.
- Maintain the informal natural character of the park.
- Maintain and enhance the park for its ability to accommodate a wide variety of activities including walking, jogging, picnicking, swimming, relaxing, bird-watching, dog walking, and other informal recreational activities.
- Maintain and enhance the park for its ability to accommodate the increasingly popular summer festivals and events.
- Provide a mixture of watercraft access opportunities including for kayakers, canoers, row boaters, and rafters.
- Provide additional environmental and historical information to park-goers.
- Protect and integrate the depot into the park as an important historic landmark of the City.
- Consider opportunities to provide low-level lighting in active areas of the park, where possible.



Figure 30. McCormick Park.

## Strategies

### **P-1a. Implement Phase 1 of the McCormick Park Plan.**

This plan includes a combination of reforestation and wetland improvements, pedestrian access improvements and park amenities, and enhanced signage and interpretive features (see Figure 31). Also see Strategy P-1b below for additional features and amenities proposed consistent with plan policies.

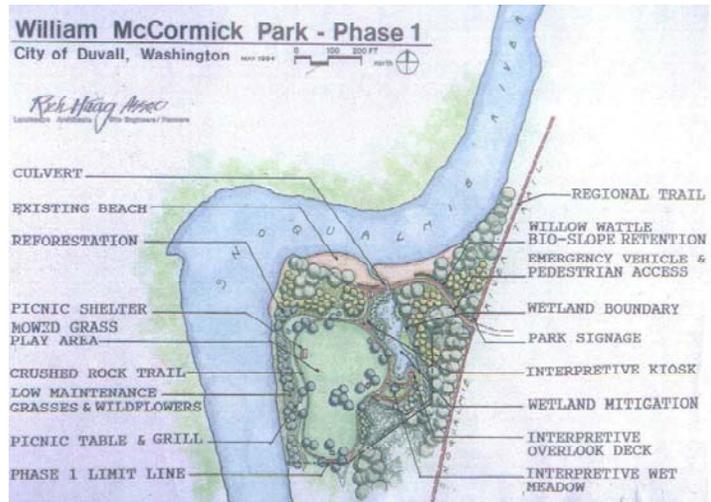


Figure 31. Implement the adopted McCormick Park Plan.

### **P-1b. Work with King County's Division of Natural Resources and Parks and other relevant public agencies and private property owners to enhance waterfront access and shoreline preservation.**

### **P-1c. Integrate the following features and amenities into the park.** Add these elements to the improvements proposed in the McCormick Park Plan identified in Strategy P-1a and Figure 31.

- Enhance the park entry from Stephens Street. This is the most prominent park entry and should include signage and features that welcome visitors.
- Consider formalizing river access to discourage multiple “bank-scrambling” which erodes shoreline vegetation.
- Consider bioengineering solutions to eroded bank areas along the river.
- Replace non-native vegetation, such as Himalayan Blackberries, with native plants to provide greater wildlife food and cover values.
- Provide other features and amenities as specified in the park policies above.

### **P-1d. Work with developers of adjacent properties to ensure that development complements the park.** See Strategy LU-2b for applicable design guidelines for the Riverside Village properties.

### **P-1e. Consider opportunities for passive recreation opportunities to the south of the existing developed park area.**

# Goal: Taylor Park

## P-2 Upgrade Taylor Park as a valuable recreational and visual resource for Downtown.

### Policies

Planning participants stressed the need to provide safety and access improvements to Taylor Park:

- Enhance pedestrian access to the park.
- Upgrade the recreational facilities and amenities in the park.
- Provide measures and improvements that enhance the safety of park-goers.
- Preserve and enhance the environmental integrity of the park.



Figure 32. Proposed Taylor Park trails and access improvements.



Figure 33. Taylor Park.

### Strategies

#### P-2a. Provide safety and facility improvements, specifically:

- Restore the restroom building.
- Enhance existing structures and facilities.
- Consider other measures that enhance safety at the park.

**P-2b. Consider a new park entrance and pathway at 1<sup>st</sup> Avenue NE at NE Valley Street.** A public right-of-way exists in this location. Improvements could include signage and other entry features.

**P-2c. Expand the system of pathways in Taylor Park.** Trails from the new park entry point described above should link with existing park facilities adjacent to NE Park Street. Consider opportunities to extend a trail through the ravine that links with future sidewalks along Main Street/SR-203 (this is currently in the Comprehensive Plan and adopted citywide “Pedestrian Boardwalk/Trail Plan”). Work with adjacent property owners to minimize impacts to those properties, and where possible and desirable, provide new trail access points from individual developments.

# Goal: Lake Rasmussen

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## **P-3 Enhance public access to Lake Rasmussen.**

### Policies

While much of the land surrounding Lake Rasmussen is either publicly owned or within public rights-of-way, the lake is difficult for the public to access. This is the only lake within the City limits and provides a great park/recreation opportunity for Duvall residents. Specifically:

- Enhance pedestrian access to the park.
- Provide waterfront access improvements within the park.
- Minimize negative impacts to adjacent property owners.
- Preserve and enhance the environmental integrity of the lake and shoreline.



*Figure 34. Lake Rasmussen*

### Strategies

- P-3a. Enhance pedestrian access on NE Stella Street leading to the park (see Strategy T-6b involving “Pedestrian Routes”).**
- P-3b. Provide public access improvements and amenities on the western lakeshore within existing public rights-of-way area.** Take measures to protect privacy of adjacent residents.
- P-3c. As a long term goal, acquire private property or easements around the lake necessary to accommodate a circuitous pathway around the lake.**

# Economic Strategy

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The economic report in the Duvall Vision Plan identifies four categories of job producing economic development for the City to pursue:

- ***Personal services and retail to serve its existing and growing population base.*** This is the proverbial “low-hanging fruit” that should be relatively easy to pick. Much of this business will locate in the southern portion of the City. Some will choose to locate in the Old Town with the addition of more amenities in Old Town. These amenities will come and are important foundations for a small town economy.
- ***Intra-regional tourist based retail and attractions.*** Duvall offers a lot of small-town charm to attract weekend visitors. The community has dedicated stakeholders helping to produce quality events. The City should support their efforts financially whenever possible. Urban design, streetscaping, and pedestrian amenities are all investments the City can foster to improve intra-regional tourism.
- ***Entrepreneurial activity.*** Duvall is home to a handful of entrepreneurs involved in crafts and trades. Much of this activity is concentrated in the “Tech Center” along Main Street. The popularity of the existing space is a positive sign that entrepreneurship exists in Duvall. The City should explore supporting this activity, in the long run, through incubator space or through increased flex-tech space such as the Tech Center.
- ***Business services to sustain a local economy.*** As the economy grows and diversifies, the local economy must sustain itself through business services. Economic development groups such as the Chamber of Commerce can support this growth.

Reference: City of Duvall Citywide Visioning: Economic Conditions, Oct. 2002 Page 25.

Of these four categories, Downtown is poised to attract three: Personal services and retail, Intra-regional tourist based retail, and Business services. In the first category, Downtown should not try to compete with the larger footprint retail businesses that will gravitate to the south end of town. However, smaller specialty shops and services such as medical services, hairdressers, real estate agents and lawyers will be attracted to the varied and higher amenity character in the Downtown. The economics report summarizes Downtown’s short term prospects:

- ***Old Town/Riverfront.*** The Old Town has real charm and a lot of potential. Traffic problems currently disrupt pedestrian activity. Vacancy rates are high. Retail activity and new commercial developments south of this area will compete for scarce tenants in the short run.
- ***Analysis of Duvall’s retail pull factors suggests that the biggest short-term opportunities are in the categories of Eating and Drinking Establishments, Miscellaneous Retail (a category that includes things like drug stores, book stores, sporting good stores and florists), and Furniture/Furnishings.*** These are the kinds of short term opportunities that the City would want to see if it wanted to pursue a high-amenity, pedestrian-friendly Old Town.

This plan's recommendations for street improvements, pedestrian amenities and linkages to the river address the issues described above. During the next regional economic upswing and when the sewer capacity is expanded, the three categories of economic growth described above suggest the following multi-pronged economic development strategy:

To encourage *retail and personal services* the plan recommends the City:

- 1. Improve vehicular circulation and parking in Downtown.** See Strategies under T-2.
- 2. Revise zoning and undertake public improvements to encourage new small scale commercial development** along Main Street, north of the Bird Street right-of-way (see Strategies under T-1) and in the Midtown and Uptown neighborhoods (see Strategies under LU-3 and LU-4). Providing additional space for retail services will broaden the Downtown's spectrum of attractions.
- 3. Provide zoning modifications and street improvements to encourage professional offices and personal services** to areas surrounding the historic main street to add activity and support retail businesses there. A lawyer or real estate agent working on First Avenue NE., for example, is more likely to dine at a restaurant or buy a paperback on Main Street than if they work elsewhere. See Strategies under T-2.
- 4. Add significant residential population** to the Riverside Village area (see Strategy LU-3a), the North Neighborhood (see Strategy LU-6a), and Midtown (see Strategy LU-3a) and Uptown (see Strategies LU-4a and LU-5a) neighborhoods. It is estimated that the average household in the Duvall area spends a total of \$54,700/year on various retail and personal services (\$59,000 for the average household within a ten-mile radius of Duvall). Consumer spending is substantially higher than the \$38,800 average state-wide. While the smaller Downtown shops cannot be expected to capture a large percentage of that amount, convenience and service businesses will benefit from a greater number of local residents.
- 5. Add and/or expand as appropriate, public facilities and services.** The plan recommends moving the public works shop away from Downtown to make room for more service-based uses such as an expanded city hall (see Strategy LU-2d). Retaining the police station in the Downtown will also be a plus, especially near the park. The City should also take steps to assist the King County Library system in finding a suitable Downtown location for a new library (see Strategy LU-3c). There appear to be some attractive local sites. Providing additional reasons for people to venture Downtown has boosted local commercial businesses.
- 6. Improve pedestrian connections and park attractions** (see Strategy T-6d). Pedestrian connections have proven to be an essential part of revitalizing small Downtowns because without attractive, convenient access, local residents and visitors will shop elsewhere. This plan recommends pedestrian improvements including curb bulbs on Main Street (see Strategy T-1b), sidewalks on Second Avenue NE (see Strategy T-2a) and on cross streets where they are missing, street lights, street trees and other safety and accessibility improvements to complete the pedestrian network (see Strategy T-2d). It is envisioned that seniors will find close-in living in Downtown attractive if walking is safe and comfortable and there are the support conveniences. The plan also recommends a river to lake pedestrian spine along NE Stella Street. Completing the section of NE Stella Street between Main Street and the riverfront would open up the Riverside Village area for business activity. A plaza or other small open space would provide space for holiday celebrations, festivals, sales and civic

events. In addition, park improvements programmed in the City's Park Plan (see Strategy P-1a) will increase activity.

To increase *intra-regional tourism activities* the Plan recommends the City (in addition to items 1, 2 and 6 above, which will support tourist based businesses):

- 7. Take proactive steps to encourage mixed use development in the Riverside Village area.** Because this small district can potentially link Main Street to the River, it has the opportunity to significantly enlarge Duvall's tourist based businesses and identity as a regional tourist destination. The slope of the land provides an attractive setting for mixed use development with offices or residential over small shops. The plan recommends that the scale of this development fit with other businesses and not overpower local uses, but it appears that both local and regional activities would complement each other in this district.
- 8. Enhance the north and South entries into Downtown.** The plan recommends an integrated set of improvements, a gateway element, intersection enhancements and street connections in the north end to make it a safer, more attractive gateway into Downtown. Zoning and public improvements are also aimed at upgrading the development quality and general appearance of this area.

To increase *business services that support the local economy* the plan recommends (in addition to items 1-5 and 7 above which will increase the demand for these professional services):

- 9. Revise zoning and undertake capital improvements to attract businesses that are not appropriate in Downtown to other parts of the City.** The Vision Plan adopted in March, 2003 recommends several actions for the City to take to encourage general commercial development in City's Southwest Sector, (near the intersection of Main Street and Big Rock Road) and industrial/commercial activities along Big Rock Road, generally east of 3<sup>rd</sup> Avenue NE. These activities will increase the employment base (thereby adding to the need for personal and retail services) and business activity (thereby adding to the need for professional business support services). These areas will also provide space for those activities, such as the City Public Works shop, that choose to leave the Downtown for a more efficient location.

To encourage *all of these uses and activities* in the Downtown area the plan recommends:

- 10. Streamlining the permit review process for new development.** The ability to save time and money on the planning process can be a powerful magnet for developers as long as market conditions are supportive. Considerations:
  - Provide for administrative approval for all uses permitted "by right." This would take at least a month off the review process and reduce development costs.
  - Reduce SEPA requirements for individual developments. This can be accomplished by sponsoring a Planned Action Environmental Impact Statement (which addresses all impacts associated with development projected by the Plan) or completing smaller and less costly development impact analysis involving individual topics (such as a traffic impact analysis). Given the upfront cost to the City, care should be given to assess the benefits of such an action. For example, will it help bridge the gap in the market to encourage the desired type of development in downtown?

**Table 2. Relationship between plan recommendations and desired outcomes.**

Action	Enhance Personal Retail Services	Increase Tourism-Based Activities	Increase Business Services
1. Improve vehicular circulation	X	X	X
2. Redevelop North and South Ends and Riverside	X	O	X
3. Encourage professional offices	X		X
4. Add residences	X		X
5. Add public facilities	X		O
6. Improve pedestrian and park facilities	X	X	O
7. Redevelop Riverside	X	X	O
8. Enhance entries	O	X	
9. Attract large commercial businesses in city	O		X

X = Action directly enhances category

O = Action indirectly enhances category

## Toward an Integrated Strategy

From the list on the previous page, it is obvious that the various recommendations interact with one another. In many cases, one action benefits 2 or 3 economic sectors. Table 2 summarizes these interrelationships. An “X” indicates that the action is directly aimed at enhancing the category of business activity. An “O” indicates that the action indirectly enhances the category. From this, it is clear that the plan is aimed at the full spectrum of economic potential and focuses on those public actions that will provide maximum economic benefit while achieving other community objectives.

# Implementation Strategy

A basic purpose of this plan is to identify and define City and community sponsored actions (actions, programs, and regulatory changes) to further the community’s goals for Downtown. By setting priority for actions, the City can incorporate community objectives into its capital improvement and regulatory activities.

The first priority is to revise the Comprehensive Plan land use designations and zoning, and update the development standards so they are in place before development proposals are submitted. Table 3 below provides recommendations on the implementation timing for each of the Plan’s proposed actions. Specifically:

- Ongoing – This refers to ongoing actions, monitoring, or planning, related to the proposal.
- Phase 1 – Immediate actions – implement within first 2 years after plan adoption.
- Phase 2 – Begin planning now – implement within 5 years.
- Phase 3 – Important project, but not necessarily top priority – put on capital improvement plan list – implement within 10-15 years.
- Long Term – Other projects that have merit, but due to costs, may be beyond the horizon of the plan.

Table 3’s “Implementation Comments” column provides information on who initiates the action, notes where specific coordination or involvement is necessary for proper implementation, and whether implementation can occur in conjunction with another project.

**Table 3: Implementation chart.**

Action	Timing	Implementation Comments
<b>LAND USE AND COMMUNITY DESIGN ACTIONS</b>		
LU-1a. Replace the Mxd-16 designation with the (O-MU) designation.	Phase 1	Immediate City action.
LU-1b. Expand the Old Town land use designation (O-MU).	Phase 1	Immediate City action.
LU-2a. Replace the Mxd-16 designation with the new Riverside - Mixed Use (R-MU) designation.	Phase 1	Immediate City action.
LU-2b. Update development standards for Riverside Village properties	Phase 1	Immediate City action.

Action	Timing	Implementation Comments
LU-2c. Redevelop the City's Public Works site.	No timetable	City to begin exploring replacement sites; Coordinate with adjacent property owners on possible redevelopment plans/timing; Involve the public with regards to the type and nature of development.
LU-3a. Replace the Co designation with the new Midtown - Mixed Use (M-MU) designation.	Phase 1	Immediate City action.
LU-3b. Update development standards for Midtown properties	Phase 1	Immediate City action.
LU-3c. Consider Midtown properties for a relocated King County Library	Ongoing	Coordinate with the King County Library regarding expansion and relocation plans; Coordinate with property owners where applicable; Involve public as much as possible on planning.
LU-4a. Replace the MU-16 designation with the new Uptown - Mixed Use (U-MU) designation.	Phase 1	Immediate City action.
LU-5a. Update the land use designation for Uptown properties on 2 <sup>nd</sup> Ave to allow 8 dwelling units per acre.	Phase 1	Immediate City action.
LU-5b. Adopt design standards for R-8 zoned properties.	Phase 1	Immediate City action.
LU-6a. Consolidate residential land use designations in the North Neighborhood.	Phase 1	Immediate City action.
LU-6b. Adopt design standards for multi-family zoned properties.	Phase 1	Immediate City action.
<b>TRANSPORTATION AND STREETScape ACTIONS</b>		
T-1a. Explore opportunities to develop a truck bypass of Main Street using West Snoqualmie Valley Road and High Bridge Road.	Ongoing/ Long Term	Ongoing coordination with King County, Snohomish County, PSRC, and WSDOT on solutions – big and small.
T-1b. Enhance Main St as a two-lane roadway with wider sidewalks, safer pedestrian crossings, and on-street parking.	Phase 1 to Phase 2	City to work with WSDOT to develop preliminary design plan. City to begin searching for funding immediately; One of the top city-wide priorities; Related projects include T-1c to T-1h below.
T-1c. Realign Virginia Street at Main Street to align with Woodinville-Duvall Road.	With T-1b, Phase 2, or coordinated with redevelopment	Construct together with T-1b improvements, if possible, or with private redevelopment activity on adjacent properties (coordinate with applicable property owners).

Action	Timing	Implementation Comments
T-1d. Provide left-turn lanes at signalized Main Street/Woodinville-Duvall Road/Virginia Street and Main/Stephens streets intersections.	Ongoing	Maintain with T-1b improvements; construct additional left-turn lanes at Main Street/Virginia Street with T-1c.
T-1e. Minimize the number of access drives to Main Street.	Ongoing	City enforcement; Incorporate with T-1b improvements.
T-1f. Provide curb bulbs along Main Street within Old Town.	Phase 1 to Phase 2	Construct together with T-1b.
T-1g. Monitor traffic operations and safety along Main Street.	Ongoing	Monitor annually with WSDOT. Implement possible left-turn restrictions during peak hours following an engineering determination of traffic operations or safety problems. Coordinate with T-2a.
T-2a. Improve 1 <sup>st</sup> Avenue between Valley and Virginia streets.	In conjunction w/ redevelopment; Phase 2 or 3	City to create concept plan with public and property owners; Property owners to implement with development activity; City initiate most important blocks – such as between Stephens and Stella Streets.
T-2b. Improve Railroad and Riverside avenues.	Coordinated with private redevelopment; Phase 3.	Timing tied to redevelopment activity – thus coordination with property owners is crucial; Improvements may require partnership.
T-2c. Develop and implement signing and way-finding program.	Phase 1 and 2	Chamber of Commerce or business lead.
T-2d. Stella and Cherry streets should be improved to provide for local circulation and to serve as key pedestrian routes.	Timing coordinated with private redevelopment; Phase 3.	Coordinate with property owners – particularly if and when new development occurs; Otherwise, City initiate in Phase 3 once L-1b is completed.
T-2e. Improve Virginia Street between Main Street and 3 <sup>rd</sup> Avenue, in addition to T-1c	Phase 3	City initiated. Improvement should follow completion of, or be done in conjunction with T-1c.
T-2f. Pursue extension of 3 <sup>rd</sup> Avenue from Cherry Valley Road to SR 203.	Timing coordinated with private redevelopment, Phase 3.	<i>Coordinate with property owners – particularly if and when new development occurs; Otherwise, City initiate in Phase 3</i>
T-2g. Extend and improve 1 <sup>st</sup> Avenue north of Virginia Street to connect to Cherry Valley Road.	In conjunction with private development.	Some privately initiated improvements in the works; City to continue coordination with property owners and developers.

Action	Timing	Implementation Comments
T-3a. Maintain/develop SR 203/Main Street as a two-lane highway with on-street parking and sidewalks from Big Rock Road to Old Town.	Ongoing/ Phase 1 and 2; In conjunction with private development	Implement with new development; City initiate improvement of key connections such as near Coe Clemons Creek (sidewalks, drainage) – begin planning immediately (high priority pedestrian connection).
T-3b. Limit traffic signals along Main Street south of Old Town.	Ongoing	City to work with WSDOT to define street design plan, including location of traffic signals,
T-3c. Implement signing and improvements to establish speed transitions along SR 203, Big Rock Road, and the south gateway to Old Town.	Ongoing/ Phase 1 and 2; In conjunction with private development	City to begin planning immediately; Implement signage improvements in Phase 1 and other physical improvements as described in T-3a.
T-3d. Minimize the number of direct access drives to properties along Main Street.	Ongoing	City enforcement.
T-3e. Improve and connect 1 <sup>st</sup> Avenue between Big Rock Road and Kennedy Street.	In conjunction with private development	Coordinate with property owners and developers.
T-3f. Curb bulbs should be developed, where feasible, at unsignalized pedestrian crosswalks.	Ongoing.	Policy language to support future improvements where warranted.
T-4a. Provide on-street parking along Main Street, 1 <sup>st</sup> , Railroad, and Riverside avenues.	In conjunction with T-1a, T-2a and T-2b or with private development	Implement as part of city initiated improvements or together with private development activity.
T-4b. Create and implement way-finding/signing theme.	Phase 2	Chamber of Commerce or business lead, with assistance from the city.
T-4c. Explore option to provide public parking in off-street lots within Old Town.	Ongoing/ Phase 3	Coordinate with property owners – there may be opportunities to lease land before development occurs on particular sites.
T-4d. Consider a two- to four-hour parking limit on some public streets to minimize use by Metro transit users, and encourage use of joint use parking facility.	Phase 1	City to begin initiating low cost action immediately and monitor results. City will adjust as needed to meet plan objectives.
T-4e. Provide public parking for McCormick Park jointly with the interim police facility at Stephens Street/Railroad Avenue.	Phase 1	Implement as part of planned improvements.
T-4f. Ensure that private developments provide adequate parking (in conjunction with available on-street parking).	Ongoing	City enforcement; Reexamine codes continuously, particularly in response to newer development to see how codes are working.

Action	Timing	Implementation Comments
T-4g. Where feasible, encourage parking areas for private developments to locate at the back or side of the development.	Ongoing	Continue to incorporate policy in design guidelines for new commercial and multi-family development.
T-5a. Reroute transit service within Downtown.	Ongoing/ Phase 3	Continue to coordinate opportunities with METRO; Consider changes if T-2g improvements involving a future Cherry Valley Road – SR-203 connection are implemented.
T-5b. Provide bus shelters and other enhancements at higher volume bus stops.	Ongoing	Coordinate with METRO and consider as part of new or redevelopment projects.
T-5c. Improve pedestrian connections between the park and ride and bus stop.	Phase 1 and/or 2	Implement with T-1a or as a separate high priority pedestrian improvement if funding for the larger Main Street improvement plans lack funding. Coordinate with Metro.
T-6a. Develop pedestrian and bicycle improvements to Main St and local streets, per T-1, T-2, and T-3.	See Actions under T-1, T-2, and T-3.	
T-6b. Encourage King County to extend the Snoqualmie Valley Trail northward.	Ongoing	Coordinate with King County.
T-6c. Develop a multi-use bicycle and pedestrian pathway on a portion of Cherry Valley Rd, when vacated.	Phase 3	Incorporate with T-2g.
T-6b. Update and implement the City's current system of Pedestrian Corridors.	Phase 1	City to update with zoning changes.
<b>PARKS ACTIONS</b>		
P-1a. Implement Phase 1 of the McCormick Park Plan.	Ongoing to Phase 3	Continue existing park implementation activities.
P-1b. Acquire additional property north of McCormick Park.	Ongoing to Phase 3	Work with King County and property owners.
P-1c. Integrate additional features and amenities into McCormick Park.	Ongoing to Phase 3	Continue existing park implementation activities.
P-1d. Work with developers of adjacent properties to ensure that development complements the McCormick Park.	Ongoing	Also see Actions under LU-2.
P-2a. Construct planned Taylor Park improvements.	Phase 1	Continue existing park implementation activities.
P-2b. Provide new Taylor Park entrances and pathways at 1 <sup>st</sup> Avenue at Valley Street.	Phase 3	Put improvements in CIP plan and coordinate with adjacent property owners, area residents and businesses.

Action	Timing	Implementation Comments
P-2c. Expand the system of pathways in Taylor Park.	Phase 3	Put improvements in CIP plan and coordinate with adjacent property owners, area residents and businesses; Some improvements could be coordinated with new private development on adjacent properties.
P-3a. Enhance pedestrian access on Stella Street leading to Lake Rasmussen (see T-6b).	Phase 2	One of the highest priority streets for sidewalks.
P-3b. Provide public access improvements on Lake Rasmussen.	Phase 3	Coordinate with adjacent property owners and area residents.
P-3c. Acquire private property around Lake Rasmussen to accommodate a trail.	Long Term	Same as above – probably a long term action due to cost – but begin coordination with property owners early.

# Appendices

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## A. Downtown Streetscape Elements

### Streetscape Design Recommendations

The chart below and illustration on the following page provide streetscape design recommendations for downtown's streets.

Streets	Street Trees	Light Fixture	Bench	Waste Receptacle	Special Crosswalk
Primary Pedestrian Corridors	●	●	●	●	●
NE Railroad Ave. and NE Riverside Ave.	●	●		●	●
1st Ave. NE between NE Virginia St. and NE Valley St.	●	●			●
Other Secondary Corridors	●	●			

# DOWNTOWN STREETScape DESIGN RECOMMENDATIONS



Examples of appropriate historic light fixtures; in dark brown or black

Variety of trees and landscaping is encouraged



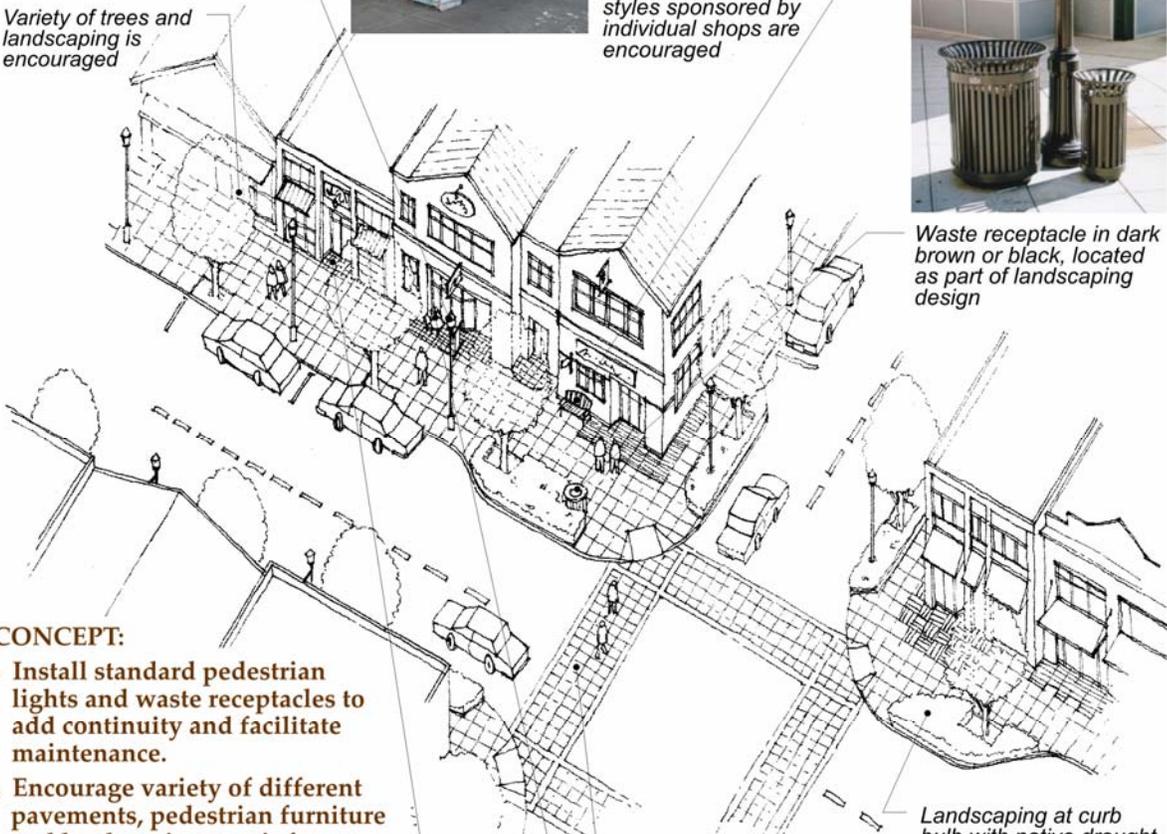
Benches in various styles sponsored by individual shops are encouraged



Bench in dark brown color if provided by the city



Waste receptacle in dark brown or black, located as part of landscaping design



## CONCEPT:

- Install standard pedestrian lights and waste receptacles to add continuity and facilitate maintenance.
- Encourage variety of different pavements, pedestrian furniture and landscaping to reinforce Duvall's diverse small scale character.

Various special paving sponsored by individual shops is encouraged



Distinctive crosswalk used throughout to unify the

Various storefront features by individual shops



Landscaping at curb bulb with native drought resistant and low maintenance to provide seasonal color and interest



## B. Technical Memorandum - The Transpo Group

<b>TECHNICAL MEMORANDUM</b>			
<b>To:</b>	Doreen Wise, City of Duvall	<b>Date:</b>	March 9, 2004
<b>From:</b>	Larry Toedtli, P.E.	<b>TG:</b>	02155.00
<b>cc:</b>	John Owen, Makers Bob Bengford, MAKERS		
<b>Subject:</b>	City of Duvall Downtown Plan—Transportation Element		

John Owen requested that I prepare this memo to address a couple of transportation comments brought up by the City's Planning Commission related to the Downtown Plan. The first comment relates to the desire for a bypass route, especially to move trucks out of downtown Duvall. The second comment relates to the future location of the Woodinville-Duvall Road bridge, when it is ultimately replaced by King County. The following summarizes our input on these items.

### Bypass Route

The Duvall City-Wide Visioning Plan includes a recommendation that the City of Duvall "work with WSDOT, King County, and Snohomish County to explore opportunities to redirect trucks from Main Street as part of a long-term vision for the community." One option for the truck route would be SR 203, NE 124<sup>th</sup> Street, W Snoqualmie Valley Road, Woodinville-Duvall Road, and back to SR 203. The north end of the truck route could also extend into Snohomish County using Crescent Lake Road/Tualco Road to connect back to SR 203 south of Monroe.

The Downtown Plan includes an action to coordinate with the agencies to explore bypass solutions. It is identified as an ongoing process, yet acknowledges that it could be a long-term project.

In the near-term, neither WSDOT nor either county have projects identified to implement such a bypass. Given the lack of funding and other priorities, funding for a bypass may not be available for at least 10 years.

It is unlikely that trucks will divert from SR 203 to a bypass route unless they obtain some travel time savings, it is more convenient, or use of SR 203 is restricted through regulation. Much of the truck traffic occurs during non-peak hours, thus these trucks would not readily shift to an alternate route to save travel time. SR 203/Main Street provides the most direct route for truck traffic traveling between Snohomish County and Fall City or other destinations south of Duvall. Truck traffic would shift to a bypass if and when it provides a better route that reduces delays or minimizes stops.

The PSRC Rural Corridors and Town Centers project has selected the SR 203 corridor as a case study for evaluating planning and implementation programs in the rural areas of the region. Makers will be the prime consultant and The Transpo Group will be a subconsultant. The City will be part of the case study process along with WSDOT and representatives from both counties and PSRC. This case study should provide a forum for discussing the bypass, including regional priorities and how funding might be secured. The case study will be undertaken in 2004.

Consistent with the Vision and the Downtown Plan, the City is currently working with WSDOT to define a roadway cross-section for Main Street within Duvall. These conceptual cross-sections and channelization

plans prepared by Transpo were presented at the September 27, 2003 workshop for the Downtown Plan. The conceptual plan calls for narrowing the travel lanes and providing curb bulbs at various intersections. The parking lane would also be narrowed. These types of design features have been successfully applied to slow traffic down and enhance the pedestrian environment in cities of similar size. The width of the travel and parking lanes would still meet or exceed WSDOT design standards, so they should not result in safety problems in the corridor. The conceptual plan also calls for coordinating traffic signals to minimize the stop-and-go traffic patterns for through traffic. This would help reduce the noise and exhaust issues associated with trucks accelerating and decelerating within downtown. These types of changes to Main Street may not fully solve the truck issue, but should help in reducing the impacts.

## **Woodinville-Duvall Road Bridge Location**

The Woodinville-Duvall Road bridge currently serves as a primary access route to/from Duvall. It also serves through traffic between Snohomish County and Woodinville or Redmond.

Our previous discussions with Jim Markus, King County Managing Engineer, indicate that the county recently completed an improvement to upgrade the load capacity of the bridge and will be doing a seismic retrofit. According to Jim, the load upgrade likely added 25 or more years of life to the bridge. King County does not have a project to replace the bridge in its current long-range transportation plan.

Based on these discussions, the Downtown Plan includes recommendations to modify the existing Virginia Street/Main Street intersection in the next five years or so to better align with the bridge approach. This will improve capacity and safety. It will also be compatible with the recommendation to have local traffic use Virginia Street to connect with 3<sup>rd</sup> Avenue, instead of traveling through town on Main Street to Stephens Street.

In terms of long-range planning (more than 20 years), several options could be considered for locating a new bridge. The basic option is to leave the bridge where it is currently located. Another option would have the bridge be moved south to connect with a local arterial such as Stephens Street. A third option would be to relocate the bridge to connect to SR 203 north of the proposed downtown expansion area. The potential implications of these strategies are discussed below.

### **Leave Bridge Where It Is**

This option has the advantage in that it would simply replace an existing bridge and thus would probably be less of an issue during a future environmental review. It would also tie in with the Virginia Street corridor, which hopefully would have been realigned and upgraded during the next five to ten years. This alignment would facilitate direct access to residential development in east Duvall via Virginia Street. In addition, the new bridge could provide turn lanes to improve the future operations at the Main Street intersection.

The major impact of leaving the bridge at this location would be the continued through traffic on Main Street north of Woodinville-Duvall Road. The through traffic would make the area to the north less pedestrian friendly. However, many of the businesses in the north area could benefit from the exposure that they get with higher traffic volumes. The existing location is also in close proximity to the existing downtown core south of Woodinville-Duvall Road. This location is fairly convenient for traffic to divert to Duvall for shopping, dining, or other activities.

### **Locate Bridge to Stephens Street**

This bridge location would provide a more direct connection to downtown Duvall and to Stephens Street. This would provide direct regional access to the community and the business district. It would also enhance bridge connections to areas south of Stephens Street.

Much of the traffic using the existing bridge connects with Snohomish County. The Stephens Street bridge terminus would result in the Snohomish County traffic going through the business district on Main Street. This would result in additional capacity deficiencies and potential safety problems.

Locating the bridge to connect with Main Street at Stephens Street would require a new right-of-way and would impact the park. It would likely have more environmental impacts than the existing bridge location since it would be a new alignment. Having a principal arterial connect at this location would also negatively impact the future Riverside development and pedestrian connections in the south part of downtown.

## **Locate Bridge North of Duvall**

A new bridge could be located to connect with SR 203 north of the proposed extension of the downtown business district. The new bridge could be aligned with the proposed extension of 3<sup>rd</sup> Avenue from Cherry Valley Road to SR 203. This connection would provide a fairly direct route for traffic connecting between east Duvall and Woodinville-Duvall Road, bypassing the downtown business district. The northerly connection would also keep through traffic between Woodinville-Duvall Road and Snohomish County out of downtown Duvall.

The northerly connection will require any traffic connecting between Woodinville-Duvall Road and south Duvall (such as Big Rock Road) to travel through downtown via Main Street. This will primarily be an additional impact on Main Street north of Woodinville-Duvall Road, since much of this traffic would already use Main Street south of Woodinville-Duvall Road. The northerly location could also make it less convenient for regional traffic to divert to downtown Duvall for shopping, dining, or other business needs.

Shifting the bridge alignment to the north would require acquisition of right-of-way. The new alignment would likely have more environmental impacts than leaving the bridge at its current location.

## **Conclusion**

Given the long-term horizon for King County to replace the existing bridge, it would be prudent for the City to proceed with the identified improvements to realign and improve Virginia Street. The City's plan should also protect potential needs for right of way to widen the bridge to add turn lanes on the west leg of the intersection with Main Street in the future. The specific needs for right-of-way could be evaluated as part of the design process for the realignment of Virginia Street at Main Street. This will protect the option to leave the bridge at this location in the future.

In the future, the City should work with King County and WSDOT to assess potential relocation of the bridge to the north. The City should also consider if a combination of improvements to Main Street and moving the bridge to the north would result in a decrease in truck traffic through Duvall. Some of this evaluation may be incorporated into the PSRC Rural Corridors and Town Centers project case study (discussed above). As a minimum, the case study would provide a forum for discussing the long-term needs for the bridge and options for connections with SR 203. The City will want to preserve the option to keep the bridge at its existing location and the long-range potential for an alignment north of the City.