PLANNING COMMISSION MEETING AGENDA

Duvall Visitor Center, 15619 Main Street, Duvall
Wednesday, June 20, 2018, at 7:00 p.m.

1. **Call to Order – Flag Salute**

2. **Roll Call**

3. **Announcements**

4. **Approval of Minutes**

5. **Citizens' Comments and Requests – Items Not on the Agenda**

6. **Public Hearing(s)**

7. **Old Business**

8. **New Business**
   A. *Design Review* –Duvall Urban Village Block Lots (Toll Brothers)

9. **Presentation**

10. **Good of the Order**

11. **Adjournment**

Materials List

- *Agenda*
- *Design Review Packet for Duvall Urban Village Block Lots*

(*Please call Diana Hart [425] 788-2779 if you have any questions or if you cannot attend the meeting.)*

Meeting Room is Wheelchair Accessible. Americans With Disabilities Act - Reasonable Accommodations Provided Upon Request - (425) 788-2779

Exhibit 1

CITY OF DUVALL
Planning Department
PO Box 1300, Duvall, WA 98019 425.788.2779
www.duvallwa.gov

DESIGN REVIEW STAFF REPORT

TO: Planning Commission

FROM: Troy Davis, Senior Planner

DATE: June 20, 2018

FILE: SPR17-007 DUV-1 Block Lots

1. INTRODUCTION

A. APPLICATION

Submittal Date: November 17, 2018 (complete submittal)

Vesting: Regulations in effect in 2008

Applicant: Charles Hare, Senior Land Entitlement Manager
Toll Brothers
8815 122nd Ave NE, Suite 200
Kirkland, WA 98033

Property Owner: Toll Bros
8815 122nd Ave NE, Suite 200
Kirkland, WA 98033

Contact: Charles Hare, Senior Land Entitlement Manager
Toll Brothers
8815 122nd Ave NE, Suite 200
Kirkland, WA 98033

Project Name: DUV-1 Block Lots

Project Location: 26400-26800 Blocks of Big Rock Road NE
Duvall, WA 98019
(Parcel No.242606-9067)

Request: Site Plan/Design Review Recommendation

Site Plan Review Date: June 20, 2018

Peer Review Architect: Andrew Kovach
Kovach Architects
2115 Colby Avenue
Everett, WA 98201

B. EXHIBITS

1. Design Review Staff Report
2. Master Permit Application
3. Site Plan Review Permit Application
4. Design Review Submittal Packet
5. Color-Material Board
6. Landscape Submittal Packet
7. Peer Review Matrix from Andrew Kovach
8. DMC Section 14.62.035 (Planning Commission Criteria)
9. Design Guidelines 14.34
10. Development Agreement
11. Development Agreement Amendment
12. Notice of Decision (Preliminary Plat)
13. Preliminary Plat Modification
14. Public Comment – Mike Chapman
40. Departure Request – 50% Garage Width Limitation
41. Departure Request – Model/Elevation Requirement

2. BACKGROUND INFORMATION

A. PROPOSED LAND USE ACTION

The Applicant, Charles Hare on behalf of Toll Brothers, is seeking design review approval for the construction of attached single-family housing units on shared lots within the proposed Duvall Urban Village-1 mixed use development project located in the 26400—26600 blocks of NE Big Rock Road. Referred to as the Duvall Urban Village Block Lots, this project consists of the construction of 23 buildings (totaling 76 attached units) situated among eight different lots within the Duvall Urban Village Plat. Attached housing products will consist of 2-plex, through 5-plex buildings 3-stories in height ranging between approximately 1400-2100 square feet in size. Each unit will come with a rear-loaded two-car garage. A variety of floor plans and architectural styles are proposed.

B. PUBLIC COMMENTS

A Notice of Application was issued on November 30, 2017. This notice went to property owners within 500 feet of the site and was posted at city hall, the library, and post office. One public comment was received (*see Exhibit 14*).

C. EXISTING SITE CONDITIONS

Lot Size:

Lot 6:	33,117sf	0.76 acres	(18 units)
Lot 75:	5,380sf	0.12 acres	(4 units)
Lot 76:	19,934sf	0.45 acres	(10 units)
Lot 80:	32,597sf	0.75 acres	(14 units)
Lot 81:	10,409sf	0.24 acres	(5 units)
Lot 82:	6,742sf	0.15 acres	(4 units)
Lot 83:	26,216sf	0.60 acres	(16 units)
Lot 84:	9,978sf	0.23 acres	(5 units)

Current Land Use: Vacant

Comprehensive Plan Designation: CO (Commercial)

Zoning Classification: MU12 (Mixed Use – Commercial & Residential)

Site Description: The project site is cleared and vacant. Toll Brother's is currently in the process of installing infrastructure for Duvall Urban Village.

Site & Situation: The subject property is located in the 26400—26600 blocks of NE Big Rock Road. This is within the southwest corner of the City east of Main Street and North of Big Rock Road. Other existing residential areas are located to the north, south, and east of the project site. To the west is commercial development.

D. GENERAL DESCRIPTION OF PROPOSED DESIGN ELEMENTS

Building: The proposal consists of 23 buildings distributed among 8 lots. The buildings will consist of two-plex, three-plex, four-plex and five-plex unit types. A variety of architectural styles such as northwest contemporary, transitional contemporary, craftsman, shingle and colonial are shown. The units will have rear-loaded garages with pronounced pedestrian entries on the front façade consisting of covered stoops and porches. Most units will face a thoroughfare with some units facing a linear common area or pedestrian walkway.

Site: The attached units will be situated along the NE Big Rock Road corridor and neighborhood entrance. Each unit will have a pedestrian walkway connecting the front door to an interconnected sidewalk or pathway. Rear-loaded garages will take access from a rear access tract. Mailboxes will be grouped and distributed among the block lots.

Landscaping: Each lot will be fully landscaped with a variety of vegetation for seasonal interest. (Note: Planning staff will provide a more detailed analysis of the proposed landscaping as part of the public hearing before the City's Hearing Examiner.)

3. REVIEW PROCESS AND ANALYSIS

A. SITE PLAN/DESIGN REVIEW PROCESS

Site Plan Review applications submitted to the City are subject to review by the City's Planning Commission pursuant to DMC 14.08.010.C.2 (*see Exhibit 8*). Site Plan review by the Planning Commission occurs during regularly scheduled meetings of the Planning Commission. Staff provides the Planning Commission with review materials and its findings a week ahead of the scheduled site plan review. During the review, the Applicant presents their proposal, including how it conforms to the City's Design Guidelines. The Planning Commission will have the opportunity to ask clarifying questions, discuss the proposal as a body, and make a recommendation if ready.

The Planning Commission is responsible for reviewing a proposal for conformance with the City's applicable Design Guidelines codified in Duvall Municipal Code Chapter 14.34 with respect to building design (DMC 14.34.060) and pedestrian oriented spaces—for commercial

developments (DMC 14.34.050.B.8). Planning commission has been provided with both architectural drawings and landscape plans. Landscape plans have been provided for information only and is not part of Planning Commission's review for this project. After its review, the Planning Commission then makes a recommendation to the City's Hearing Examiner. The Planning Commission may recommend approval, approval with conditions, or denial. Staff presents the Planning Commission's recommendation during the public hearing on the proposal before the Hearing Examiner; however, staff can note in their staff report to the Hearing Examiner whether they are in agreement or disagreement with the planning commission's recommendation (*see Exhibit 8*).
Prior to the public hearing before the City's hearing examiner, Planning Staff will provide a thorough analysis of this proposal's conformance to all applicable land-use regulations.

B. DEPARTURE REQUESTS

The applicant of the original Duvall Urban Village project requested two administrative deviations (or "departures") from two different design guidelines (*see Exhibits 40 and 41*). The first deviation was from maximum garage widths on front facades and the second deviation was from the minimum elevation and model variety requirement. In 2017, the new owner of the plat (Toll Brothers) requested a Minor Plat Modification that included a rearrangement in the lot numbering. The Minor Plat Modification to the original plat was approved; however, a corresponding correction wasn't made to the lot numbers referenced in the approved administrative deviations to the original plat. The original deviations were directed at detached single-family homes and attached (duplex) single-family homes.

"Administrative Deviation - Garage faces to exceed 50 percent of façade:
The developer has requested an administrative deviation from DMC 14.34.050A.6.a.iv., which requires that no more than 50 percent of the ground level façade may be occupied by the garage (see Exhibit 40). The developer has requested that the garages be permitted to occupy no more than 75 percent of the ground level façade for lots 57 through 80 (the single-family lots along the northern property line). Most of these lots are 40 feet in width which will accommodate homes that are approximately 30 feet wide. A typical side-by-side two-car garage, which typically sells better than tandem two-car garages, will occupy much more than 50 percent of the ground level façade. The City will grant a deviation to the code requirement to allow 75 percent of the Lots 57-80 to have garages that occupy up to 75 percent of the ground level façade, if the Director determines that the visual mass of the garage is reduced through different building materials and additional modulation and roof pitches during building permit review. The remaining 25 percent of Lots 57-80 shall meet the code requirement in DMC 14.34.050A.6.a.iv."

This deviation applies to block lots 75, 76, and 80; however, this deviation is moot as all proposed units on these subject lots are rear-loaded.

"Administrative Deviation - Less than 400 feet of separation between like models:
The developer has requested an administrative deviation from DMC 14.34.060.A.2.a.ii., which requires that no more than two of the same model and elevation shall be built on the same block frontage (400 feet) or across the public right-of-way. The developer is requesting that on Lots 6-79 (proposed single-family detached and single-family attached homes) that any two of the same model and elevation of a home be separated by a minimum of two homes. For a development of this size, approximately 33 different architectural and structural

engineering plans would be required. The City grants a deviation from this code requirement to allow any two of the same model and elevation of a home to be separated by a minimum of two homes, provided that the same model and elevation is not directly across the street, and different elevations of models incorporate different materials, window placement, porches, reversed floor plans, and different colors."

This deviation applies to block lots 6, 75, and 76. While the buildings on lots 81, 82, 83, 84 meet the code requirement, the individual units do not; however, unit repetition lends a pleasing balance to overall building massing.

C. STAFF FINDINGS OF FACT

This proposal has been reviewed by City staff and the City's peer review architect, Andy Kovach (*see Exhibit 7*), for conformance with the requirements found in Chapter 14:34 (Design Guidelines) sections 14.34.060.A (Residential Building Design). Only applicable code sections are shown below. An omission of an inapplicable code section is predicated by a **4-dot ellipsis**. Following each guideline are staff's findings in *underlined italics*.

DMC Chapter 14.34 Design Standards (*see Exhibit 9)*

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14.34.060.A Residential Building Design

1. Purpose. The purpose of this section is to encourage residential building design that enhances Duvall's traditional village character, foster creative, high-quality architectural design, and ensure new development that adds value to the existing community. All new development shall include complete architectural detailing on all building frontages with a consistent visual identity and a similar quality of materials, detailing and window placement. Abrupt ending of architectural details shall be avoided with no radical change in details, features or materials.
2. General Provisions.
   a. Elevations and Models. Elevations and models are required to ensure that new developments provide a diverse streetscape with a variety of floor plans and frontage character.
      i. Residential buildings shall avoid a uniform appearance by providing variation in building architecture and elevations using methods such as building modulation, primary and secondary building forms (e.g., covered porches, dormers, window bays), and changes in exterior materials, colors, windows, doors and trim.

         Proposed residential buildings provide a high degree of variation and modulation.

      ii. No more than two of the same model and elevation shall be built on the same block frontage (four hundred (400) feet) or across a public right-of-way. Where longer blocks are approved by the city, a four hundred (400) foot interval shall be used for purposes of this section. Where curvilinear roads are used, the city may consider an increase to three of the same model and elevation if they meet the intent of this section.

         A departure request from this requirement was granted as part of the preliminary plat for Lots 6, 75, and 76 (see Section 3.b above). Overall proposed building

massing and elevation changes among the units provides a sense of variation between individual units and buildings.

iii. The same model and elevation shall not be built next to each other.

Proposed building models are in compliance, with individual units not in exact compliance. Variation in individual unit elevations gives the appearance of model variety.

iv. To differentiate the same models and elevations, different colors and materials shall be used.

Proposed finish material provides adequate variation with orderly clean lines.

v. Each model shall have at least two architectural styles and a variety of color schemes.

There is substantial variation in architectural styles and color schemes for each proposed model.

vi. Different models are defined as having significant variations in the floor plans, which allows for variety in the massing of the home. The following major elements must be substantially different:

Proposed individual units within building types do not vary greatly; however, exterior elevations do. Building floor plans to vary considerably between building types.

A. Floor plan/building configuration/massing;

Proposed floor plans and massing form pleasing visual with a strong sense of variation.

B. Roof type (gable, hip, shed, etc.).

Proposed roof styles provide substantial variation.

The following minor features must be substantially different:

A. Finish color (siding, roofing, or trim);

A variety of visually pleasing colors and finishes are proposed.

B. Siding style;

Multiple complimentary siding materials are proposed.

C. Window configuration, architectural detailing or elements.

A substantial complimentary variety of window assemblies are proposed.

3. Massing and Composition.

a. A clear pattern of massing changes and modulation of building forms and composition is required to create architectural variety and interest.

An orderly pattern providing plentiful variation and interest is evident in the proposed buildings.

b. Primary building forms shall be the dominating form while secondary formal elements shall include porches, dormers, or other significant features.

A well-defined hierarchy of primary and secondary elements have been established in the proposed buildings.

4. The primary porch height shall be one story to encourage pedestrian scale elements along the street or pedestrian; heights are encouraged adjacent to pedestrian access.

   Pedestrian scale entries and associated elements are proposed.

5. Massing and Composition. A clear pattern of massing changes and modulation of building forms and composition is required to create architectural variety and interest.

   a. Primary building forms shall be the dominating form while secondary formal elements shall include porches, dormers, or other significant features.

      A well-defined hierarchy of primary and secondary elements has been established in the proposed buildings.

   b. Secondary roof forms, such as dormers, shall be proportional to the primary roof form.

      Complimentary scale between primary and secondary elements is evident in the proposed buildings.

   c. The primary porch height shall be one story to encourage pedestrian scale elements along the street or pedestrian; heights are encouraged adjacent to pedestrian access routes.

      Pedestrian scaled entries and associated elements are proposed.

   d. Multi-story porches are permitted if massing is appropriate to the building style.

      Multi-story porches are not proposed.

6. Building Modulation. Building modulation is required to avoid monotonous repetition of elevations, reduce bulk and mass, and provide pedestrian scale elements adjacent to the streetscape. Buildings shall have a consistent visual identity on all sides, with an emphasis on elevations visible to the public realm (e.g., public/private streets, sidewalks, and common areas). This should be achieved by providing similar levels of materials, detailing and window placement. Unless otherwise approved by the planning director in accordance with DMC Section 14.34.010, the following standards shall apply:

   a. Multifamily Residential Buildings.

      i. All building elevations shall have modulations or changes in plane. Modulations shall be a minimum of an eight-foot horizontal modulation for each fifty (50) feet of horizontal dimension. The minimum depth of modulation shall be two feet, and where appropriate, shall extend vertically from the ground plane to the roof (e.g., when there is an offset in the building foundation).

         The proposed depth of 1-foot (as opposed to 2 feet) is proportionally pleasing. Proposed building types are attached single-family.

      ii. Modulation can be achieved by an offset in the building foundation, projecting window bays, connecting an open porch to the building, a dormer facing the street, a variety of roof forms, a well-defined entry element, or other features that provide architectural variation and reduce the bulk and mass of a multifamily building.

         The proposed buildings provide sufficient modulation. Proposed building types are attached single-family.

      iii. Dormers or intersecting rooflines shall be used to break up continuous sloped roofs.

Rooflines are sufficiently varied. Proposed building types are attached single-family. Proposed building types are attached single-family.

iv. A physical break in the primary facade, ideally a pedestrian passage or other usable space, shall be provided for every six units.

v. *Not proposed as the greatest number of attached units is five. Proposed building types are attached single-family.*

b. Attached and Detached Residential Buildings.

i. Elevations visible from public or private streets, sidewalks, and common areas shall have at least one modulation or change in plane. Modulations shall be a minimum of an eight-foot horizontal modulation for each twenty-five (25) feet of plan dimension. The minimum depth of a modulation shall be eighteen (18) inches, and where appropriate, extend from the ground plane to the roof.

Sufficient modulation change is provided in the proposed buildings.

ii. Modulation can be an offset in the building foundation, primary and secondary building forms, projecting window bay, the connection of an open porch to the building, a dormer facing the street, a variety of roof forms, a well-defined entry element, or other features that provide architectural variation and reduce the bulk and mass of attached and detached single-family buildings.

Sufficient modulation types are provided in the proposed buildings.

iii. Where modulation is difficult to achieve alongside yards due to small lot sizes and/or minimum setbacks, elevations shall be treated with change in materials, colors, wrapped windows, or modulations with reduced profiles or elements.

Changes is materials, colors, and detailing is provided on the side of proposed buildings.

iv. The maximum number of attached units is eight, as measured along a horizontal plane.

Five attached units is the highest number of attached units proposed.

7. Entries.

a. Covered porches or stoops are required on all homes. The primary door to the house shall be located in that entry and shall be oriented to and clearly visible from a street, green or other common open space.

Proposed covered porches and stoops provide pedestrian access and front either a street or common area.

b. The design of porches and stoops shall be architecturally integrated into the design of the structure.

The proposed design of the porches and stoops are architecturally integrated into the design of the structure.

c. Porch and stoop sizes shall be:

i. Porches (minimum forty-eight (48) square feet):

Minimum width: eight feet;

Minimum depth: six feet.

ii. Stoops (minimum thirty (30) square feet):

Minimum width: six feet;

Minimum depth: five feet.

Provided dimensions appear to be in compliance.

d. Porches and stoops shall be raised above the grade at the front elevation, ideally a minimum of eighteen (18) inches, except where accessibility (ADA) is required. An accessible route may also be taken from a front driveway.

Some proposed stoops appear to be below the minimum height requirement (see Condition 2).

e. Where a home is located on a corner lot, i.e., at the intersection of two roads or the intersection of a road and common open space, a wrapped porch is preferred to reduce the perceived scale of the house and engage the street or open space on both sides.

Proposed end units are shown to have wrap-around porches.

8. Decks. All decks visible from the public realm, including large landscape views to the Snoqualmie Valley, public rights-of-way, trail systems or other areas accessible to the general public shall meet the following criteria:

a. Decks shall be an architecturally integrated component of building design. Decks that have the appearance of looking like an afterthought and non-integrated due to the use of dissimilar finishes, materials, or style shall be avoided. Proportionally weak support columns or connections to the ground, unresolved under story and lack of a physical connection with the main structure are discouraged.

Proposed decks are well integrated.

b. The following design criteria must be met:

i. Exhibit similar detailing, use of materials or color schemes that either compliment or match the main structure;

Proposal appears to be in compliance.

ii. Linked to the main structure through the uses of recess, alcoves, indentation, or wrapping with a minimum overlap dimension of eighteen (18) inches;

Proposal appears to be in compliance.

iii. Provide minimum support column face dimension of seven and one-fourth inches parallel the length of the deck; additionally, the maximum uninterrupted vertical height of any deck support column is ten (10) feet; columns in excess of ten (10) feet are to include additional detailing such as side trimmers, arbor elements, knee braces, or wing walls that include elements of the main structure such as siding, stone cladding, or other finishes;

Proposal appears to be in compliance.

iv. Where covered decks are constructed, roof articulation should be provided that includes a major portion of the deck under the eaves for weather protection, shade, and integration between the deck and the main structure.

Proposal appears to be in compliance.

9. Roof Pitch. Roof pitches shall be in keeping with the architectural design and character of a residential structure and the surrounding neighborhood. For example, steeper roof pitches (e.g., 6:12, 8:12) are appropriate in the Old Town Neighborhood District to reflect the historic character of the older homes. Secondary roof pitches shall be designed in relation to the primary roof pitch.

   Proposed roof-pitches appear to be in keeping with the architectural design and character of the surrounding neighborhood.

   a. Roof Overhangs. Roof overhangs shall be a minimum of twelve (12) inches (excluding gutter). Overhangs and eaves should be detailed and proportioned to complement the architectural style of the home. Exceptions may be permitted subject to the planning director's approval when the applicant demonstrates that a reduced overhang is in keeping with the architectural design of the structure.

      Some proposed gable overhangs appear to be below the minimum extension requirement.

10. Architectural Details.

   a. Doors.

      i. Front doors shall be in keeping with the architectural style of the structure.

         Proposed front doors match the architectural style of the building.

      ii. Front doors shall be paneled or have inset windows.

         Proposed front doors are paneled and or windowed.

      iii. Sliding glass doors are not permitted along frontage elevations or where a primary elevation faces a pedestrian easement.

         No sliding glass doors are proposed on front facades.

      iv. A three and one-half inch minimum head and jamb trim is required around all doors.

         Demonstration from applicant needed (see Condition 3).

   b. Primary Windows.

      i. Primary windows shall be proportioned vertically rather than horizontally.

         Proposed primary windows are generally proportioned vertically.

      ii. Windows are required to have a trim on all four building facades.

         Window trim is proposed on all windows.

      iii. Trim must be appropriate to the architectural character of the home and be a minimum of three and one-half inches wide.

         Proposed window trim is appropriate to the architectural character of the unit.

      iv. Vertical windows may be combined together to create a larger window area.

         Combined vertical windows are proposed on some plans.

      v. Divided light windows are encouraged. They must either be true divided light or have properly proportioned mullions applied to the window. Individual panes must be vertically proportioned or square

Divided light windows are proposed on some units and are vertically or squarely proportioned.

c. Chimneys. [*none proposed*]

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d. Columns, Trim and Corner Boards.

   i. Character columns shall be strongly related to a home's architectural style (e.g., round, square, or tapered).

   Character columns are strongly related to the unit's architectural style where proposed.

   ii. Exposed four by four and six by six-inch posts are prohibited.

   No exposed posts are proposed.

   iii. Corner boards shall be a minimum of two and one-half inches in width.

   Proposed corner boards appear to be in compliance.

e. Architecture Detail and Features. To ensure the appropriate scale and to provide elements of human interest, at least one of the following features shall be used in residential buildings. These elements shall follow the home's architectural style.

   i. Shutters (proportional to window);

   ii. Shutters (proportional to window);

   iii. Flower boxes;

   iv. Knee braces;

   v. Columns;

   vi. Trellises.

   Proposed architectural detailing is utilized where appropriate.

f. Trash and Recycling Containers [*none proposed*].

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g. Mail and Newspaper Boxes.

   i. The design of mailbox shelters should be compatible with the design of the primary structures on the site. This may include similar materials, architectural form, and/or design details.

   More detail needed (see Condition 4).

   ii. Mail and newspaper box locations shall be well lit and pedestrian accessible via an appropriate walkway. Mailbox shelters must not obstruct a walkway.

   Proposed mailboxes are accessible via pedestrian walkway and do not obstruct any walkway.

   iii. All mailboxes shall be clustered and lockable consistent with USPS standards. Clustered mailboxes shall be architecturally enhanced with materials and details typical of the home's architecture and carefully placed to not adversely affect the privacy of residents and serve the needs of the U.S. Postal Service.

   More detail needed (see Condition 4).

h. Accessory Structures. [*none proposed*]

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11. Materials.

a. Vertical Changes. Changes in materials in a vertical wall, such as from brick to wood, hall wrap the corners in accordance with subsection (A)(4) of this section.

Proposed vertical changes in material wrap corners.

b. Horizontal Changes. Transition in material on a wall surface, such as shingle to lap siding, shall have a material separation, such as a trim band board.

Proposed horizontal changes include a separation.

c. Acceptable Exterior Wall Material. Wood, cement fiberboard, stucco, brick, and stone may be used. Simulated stone, wood, stone, or brick may be used to detail homes.

Proposed exterior wall materials are acceptable.

d. Trim may be wood, cement fiberboard, stucco, or stone materials. Trim is required around all doors and windows. The trim must be three and one-half inches minimum and be used on all elevations.

Proposed trim appears to meet this requirement.

e. Where a finish material meets a corner, that material shall wrap the corner until it meets a vertical element such as a chimney or window, or for a minimum of twenty-four (24) inches.

Proposed wrappings meet vertical elements.

12. Colors.

a. Provide multiple colors on buildings to reflect material changes and individuality of the residence.

Multiple building colors are proposed where appropriate to the architectural style.

b. Muted deeper tones, as opposed to vibrant primary colors, shall be the dominant colors.

Muted deeper tones are proposed as the dominant color.

c. Although grey and beige are not excluded, the use of these colors shall not be the dominant color used on homes or other structures within the development.

Grey's and beiges are not dominant.

d. Color palettes for all new buildings in the R12, MU12 zone districts, and in cottage/innovative housing developments in the residential zone districts, coded to the home elevations, shall be submitted to the city for approval. Colors shall be consistent with the building architecture and shall unify the character of projects within these zone districts.

A proposed color pallet has been provided (see Exhibit 5).

12. STAFF RECOMMENDATION

A. RECOMMENDATION

Based on staff's Findings of Fact, planning staff recommends that the Planning Commission make a recommendation of **APPROVAL** of the proposed elevation designs to the Hearing Examiner subject to the following conditions:

1. Construction drawings shall be in substantial conformance with the building and landscaping plan as recommended by the Planning Commission.

2. Construction drawings shall demonstrate that porches and stoops are raised above the grade at the front elevation a minimum of eighteen (18) inches.

3. Construction drawings shall demonstrate a three and one-half inch minimum head and jamb trim is provided around all doors.

4. Construction drawings shall demonstrate that the design of mailbox the shelters are compatible with the design of the primary structures on the site (this may include similar materials, architectural form, and/or design details).

5. Building height calculations consistent with DMC 14.64.130 shall be provided for each unit prior to site plan review hearing before the City's Hearing Examiner.

Exhibit 2

Received Stamp	City of Duvall Small Town. Real Life.	Planning Department 15535 Main St. NE PO Box 1300 Duvall, WA 98019 (425) 788-2779 FAX (425) 788-8097 www.duvallwa.gov

Master Permit Application

This form must be completed (clearly printed or typed) and submitted to the Planning Department to file an application. Additional materials are required for specific types of applications. Please provide 7 complete packets with copies of all required application materials (stapled or binder clipped). For questions, please contact the Planning Department at (425) 788-2779.

FOR STAFF USE ONLY		
File No.:	Received By:	Date Received:

Type of Application:	TYPE I	TYPE II	TYPE III	TYPE IV	TYPE V	TYPE VI
	☐ Administrative Interpretation ☐ Boundary Line Adjustment ☐ Wireless Facility ☐ Other Construction Permits – no SEPA required ☐ Final Site Plan	☐ Building Permit-SEPA required ☐ Other construction permit – SEPA required ☐ Sensitive Area Permits ☐ Site Plans, Parks less than ½ acre in new area ☐ Infill Development of duplexes and townhome	☐ Conditional Use Permit ☐ Shoreline Conditional Use Permit ☐ Shoreline Substantial Development Permit ☐ Shoreline Variance ☐ Preliminary Short Subdivision ☐ Preliminary Long Subdivision ☒ Site Plan/ Master Development Plan Over ½ acre ☐ Variance ☐ Vacations/Alterations ☐ Reasonable Use Exception	☐ Rezone	☐ Final Plat ☐ ROW Vacation	☐ UDR Text Amendment ☐ Annexation ☐ Area-Wide Zoning Map Amendment ☐ Comp. Plan Amendment ☐ Pre-Annexation Zoning

☐ Other Application (please explain):

APPLICANT

Name (please print): Charles Hare Email Address: chare@tollbrothers.com		Phone # (425) 825-5319	
Street Address: 9720 NE 120th PL, Ste. 100	City: Kirkland	State: WA	Zip: 98034

BASIC PROJECT INFORMATION

Project / Development Name: Duvall Urban Village Division I – Residential Block Lots	Project / Development Location (including nearest intersections): Within the Duvall Urban Village – Division I plat area adjacent the Big Rock Rd. and future 3rd Ave NE intersection.
Description of Proposed Action: Site Plan Review Approval for Lots 6, 80-84 and 75-76	

Assessor / Tax Parcel Numbers (include 10-digit parcel number for all parcels within project boundaries):

242606-9067			

Land Area of Project Site (sq. ft. & acres): 159,551 sf / 3.663 acres	Zoning District: MU-12	Comp Plan Designation: Same

CONTINUED ON BACK PAGE

Present use of property: Vacant	Are there Sensitive Areas on the property? No

OWNER (if other than applicant)

Name (please print): Toll WA LP Email Address: same		Phone #: 425-825-5319	
Street Address: 9720 NE 120th PL, #100	City: Kirkland	State: WA	Zip: 98034

AUTHORIZATION TO FILE APPLICATION (all persons with an ownership interest in property)

Name (please print): Kelley Moldstad ☒ Owner ☐ Contract Purchaser

Address: 9720 NE 120th PL, #100 ☐ Option Purchaser

Phone #: (425) 825-5337 Option Expiration Date:

Assessor Parcel Number(s): 242606-9067

I certify that the information and exhibits contained in and with this application is true and correct to the best of my knowledge and under the penalty of perjury by the laws of the state of Washington.

Signature:

Name (please print): ☐ Owner ☐ Contract Purchaser

Address: ☐ Option Purchaser

Phone #: ( ) Option Expiration Date:

Assessor Parcel Number(s):

Other Documents Required:
1. Application / Information for specific permit type.
2. SEPA Checklist.

I certify that the information and exhibits contained in and with this application is true and correct to the best of my knowledge and under the penalty of perjury by the laws of the state of Washington.

Signature: Date: 9/27/17

CONTINUED ON NEXT PAGE

APPLICANT NOTARY

I, the undersigned, state that to the best of my knowledge the above information is true and complete. It is understood that the City of Duvall may nullify any decision made in reliance upon information given on this application form should there by any willful omission of significant information or any misrepresentation or willful lack of full disclosure on my part.

Applicant's Signature _____

STATE OF WASHINGTON }
COUNTY OF KING } SS

On this 27th day of September, 2017 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Charles Hare, to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

WITNESS MY HAND AND OFFICIAL SEAL THIS 27th day of September, 2017

_____
Notary Public in and for the State of Washington
residing at Lake Forest Park

ERIN I. HOPKINS
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
SEPTEMBER 25, 2019

Notary Seal Affixed Here

OWNER NOTARY (if other than Applicant)

I, the undersigned, state that to the best of my knowledge the above information is true and complete. It is understood that the City of Duvall may nullify any decision made in reliance upon information given on this application form should there by any willful omission of significant information or any misrepresentation or willful lack of full disclosure on my part.

Owner's Signature _____

STATE OF WASHINGTON }
COUNTY OF KING } SS

On this 27th day of September, 2017 before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally appeared Kelley J. Moldstad, to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that he signed the same as his free and voluntary act and deed, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

WITNESS MY HAND AND OFFICIAL SEAL THIS 27th day of September, 2017

_____
Notary Public in and for the State of Washington
residing at Lake Forest Park

ERIN I. HOPKINS
NOTARY PUBLIC
STATE OF WASHINGTON
COMMISSION EXPIRES
SEPTEMBER 25, 2019

Notary Seal Affixed Here

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The following tables set out the project permit decision making and appeal processes, the division of action types into permit types and the required procedure for each permit type.

Table 14.08.010.C.1 Project Permit Applications – Action Type

Project Permit Applications – Action Type					
TYPE I	TYPE II	TYPE III	TYPE IV	TYPE V	TYPE VI
Boundary Line Adjustments	Building Permits – SEPA required	Conditional Use Permits	Rezones	Final Plats	UDR Text Amendments
Minor exterior remodels, no building permit required		Shoreline Conditional Use Permits			Annexations (2)
Building Permits – no SEPA required	Other Construction permits – SEPA required	Shoreline Substantial Development Permits			Area-Wide Zoning Map Amendments
Other Construction Permits – no SEPA required	Sensitive Area Permits	Shoreline Variances			Comprehensive Plan Amendments
Wireless Facilities on Existing Structure – Camouflaged	Site Plans, Parks less than ½ acre in new area				
Final Site Plan Permits					
Administrative Interpretations					Development Agreements
Shoreline Exemptions	Infill Development of Duplexes and Town Home	Preliminary Short Subdivisions			
		Site Plans/Master Development Plan greater than ½ acre(5)			Pre-Annexation Zoning(3)
		Preliminary Long Subdivisions			
		Variances			
		Vacations or Alterations – Subdivisions			
		Reasonable Use Exceptions			

Table 14.08.010.C.2 Project Permit Applications – Decision Making and Appeal Process

Project Permit Applications – Decision Making and Appeal Process						
	TYPE I	TYPE II	TYPE III	TYPE IV	TYPE V	TYPE VI
Final Decision made by	Director	Director	Hearing Examiner	City Council	City Council	City Council
Recommendation made by	N/A	N/A	Planning Department Planning Commission (1)	Planning Commission	Engineering Department	Planning Commission
Open Record Public Hearing – Decision	No	No	Yes – Hearing Examiner	Yes – City Council	No	Yes - Planning Commission(4) Yes - City Council
Open Record Public Hearing - Appeal	Yes	Yes	No	No	No	No
Closed Record Appeal	No	No	No	No	No	No
Appeal to:	Hearing Examiner	Hearing Examiner	King County Superior Court	King County Superior Court, SHB	King County Superior Court, GMHB	King County Superior Court, GMHB, SHB

Exhibit 3

Received Stamp	City of Duvall Small Town. Real Life.	Planning Department 15535 Main St. NE PO Box 1300 Duvall, WA 98019 (425) 788-2779 www.duvallwa.gov
RECEIVED NOV 13 2017 CITY OF DUVALL		

Site Plan Review Permit Application

This form must be completed (clearly printed or typed) and submitted to the City to file an application, along with the Master Permit Application. Additionally, the applicant shall provide all information as required by the attached checklist, as well as all fees as determined by the Planning Director (see attached Fee Schedule). For questions, please contact the Planning Department at (425) 788-2779.

FOR STAFF USE ONLY		
File No.:	Received By:	Date Received:

Applicant Name: **Charles Hare c/o TOLL WA LP, 9720 NE 120th PL, #100, Kirkland, WA 98034**
Phone # **(425) 825-5319**

Signature: 11/3/2017

Project / Development Name: **DUV-I – Residential Block Lots**

Street Address / Location of Site: **Big Rock Road at 3rd Ave NE alignment**

Assessor / Tax Parcel Number(s): **242606-9067**

Zoning: **MU-12** | Comprehensive Plan Designation: **Mixed-Use**

A. Justification

An applicant shall demonstrate that the site plan review application meets all criteria as defined in DMC 14.62.030, as well as provide the following information:

1. Provide a written description of the project.

   Seven (7) residential block (condominium) lots (#'s 6, 75, 76 and 80-84) of the Duvall Urban Village Division I (DUV-I) Minor Modification to Preliminary Plat approved September 2017 containing 77 units in duet, 3-plex, 4-plex and 5-plex configurations.

2. Provide written documentation that the project is consistent with the Comprehensive Plan and Unified Development Regulations.

   See DUV-I Minor Modification to Preliminary Plat approved September 12, 2017.

3. Discussion of how the proposed project is consistent with the City's development regulations in consideration of:

   See DUV-I Minor Modification to Preliminary Plat approved September 2017.

   a. The type of land use of the proposed project;
   b. The level of development, such as units per acres or other measures of density;
   c. Availability of infrastructure, including public facilities and services needed to serve the development; and
   d. The character of development, including compliance with DMC 14.34, Design Guidelines and all other provisions of this Title.

   Per the Residential Diversity Architectural Concepts portion of the DUV-I Minor Modification approved September 2017 the architecture utilizes variations in massing, materials, colors, styles, detail modulation, including porches and stoops, grade changes and plan types. Residential design elements create a balance between diversity and a visually cohesive

community character.

4. Explain how the project conforms with the following principles set out in DMC 14.34.020:
   a. A unifying organization that takes into account site conditions (e.g., topography, slopes, streams, wetlands) and adjacent uses;

      This application is for a subset of a larger development known as DUV-I approved in 2010 and again in September 201 by Minor Modification. Further, DUV-I, when combined with the abutting Walden property application, will be a phase of a larger integrated community plan known as Walden at Big Rock (WABR). WABR is organized around public and private open spaces with vehicular and pedestrian connections inter-linking all elements of the community – residential neighborhoods, commercial areas, public facilities and open spaces.

   b. Convenient and connected pedestrian and vehicular circulation, including a range of street types, pedestrian pathways, and trails that support a variety of street and frontage types;

      See 4.a. above and the approved DUV-I Minor Modification of Preliminary Plat approved September 2017.

   c. A variety of building types, with assorted floor plans and elevations that complement the village character of Duvall and enhance adjacent uses and buildings;

      This application represents three of the six building types found within DUV-I as shown in the Residential Diversity Architectural Concepts element of the DUV-I Minor Modification approved September 2017.

   d. Façade designs, landscaping, usable open space and other common amenities that serve to organize the site, create points for community gathering, and incorporate screening, environmental mitigation, utilities, and drainage as positive amenities in the overall site design;

      Both the land plan and architectural designs respond to existing site conditions and topography through a variety of means, including a vehicular circulation pattern that steps with grade, grounding residential buildings by stepping with grade and utilizing tuck-under floorplans to absorb grades changes. Building designs and configurations that maximize the street presence of residential facades are universally employed. Landscaping and open spaces, integrated with the larger DUV-I development and with the overall WABR community plan, further enhance and strengthen connections between site and buildings and to the Duvall community.

   e. Where abutting developed land provides road stub-ours, easements, or other methods to provide the opportunity for future road connections, the interior street, sidewalk and trail network of new development shall be designed to link up to those connections and provide a clear public path of travel for both vehicles and pedestrians, unless there are sire constraints such as topography or sensitive areas that make such connections infeasible.

      Not applicable to this application – see the DUV-I Minor Modification approved September 2017.

A.	**A Site Plan Checklist has been included in the application packet. It included all items that are required at time of submittal.**
B.	**Any other information deemed pertinent by the DRC, Planning Commission or City Council or required to be submitted with the site plan under other provisions of the Duvall Municipal Code.**

Exhibit 4

ARCHITECTURAL DRAWING INDEX

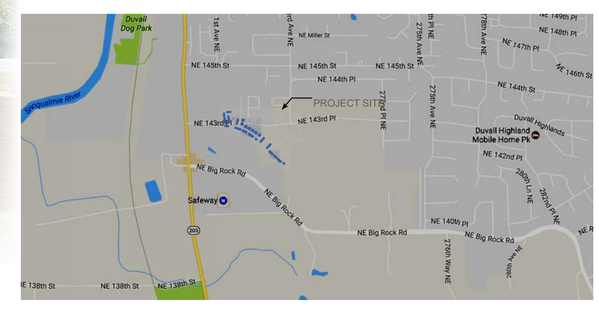
A.1 COVER SHEET & PROJECT INFORMATION
A.2 EXISTING SITE PHOTOS
A.3 ARCHITECTURAL SITE PLAN
A.4 STREET SCAPE PERSPECTIVE FROM BIG ROCK ROAD
A.5 STREET SCAPE PERSPECTIVE FROM BIG ROCK ROAD

URBAN TRANSITION - BURKE PLANS
A.6 2 PLEX ELEVATIONS
A.7 2 PLEX ELEVATIONS
A.8 2 PLEX BLDG FLOOR PLANS
A.9 3 PLEX ELEVATIONS
A.10 3 PLEX ELEVATIONS
A.11 3 PLEX BLDG FLOOR PLANS
A.12 3 PLEX BLDG FLOOR PLANS
A.13 4 PLEX ELEVATIONS - TYPICAL STEPPED CONDITION
A.14 4 PLEX ELEVATIONS
A.15 4 PLEX ELEVATIONS
A.16 4 PLEX BLDG FLOOR PLANS
A.17 4 PLEX BLDG FLOOR PLANS
A.18 4 PLEX BLDG FLOOR PLANS
A.19 5 PLEX ELEVATIONS - TYPICAL STEPPED CONDITION
A.20 5 PLEX ELEVATIONS
A.21 5 PLEX ELEVATIONS
A.22 5 PLEX BLDG FLOOR PLANS
A.23 5 PLEX BLDG FLOOR PLANS
A.24 5 PLEX BLDG FLOOR PLANS

NORTHWEST PARK - DAHLIA DELRIDGE PLANS
A.25 3 PLEX ELEVATIONS
A.26 3 PLEX ELEVATIONS
A.27 3 PLEX BLDG FLOOR PLANS
A.28 4 PLEX ELEVATIONS
A.29 4 PLEX ELEVATIONS
A.30 4 PLEX BLDG A FLOOR PLANS
A.31 4 PLEX BLDG A FLOOR PLANS
A.32 4 PLEX BLDG B FLOOR PLANS
A.33 4 PLEX BLDG B FLOOR PLANS
A.34 5 PLEX ELEVATIONS
A.35 5 PLEX ELEVATIONS
A.36 5 PLEX BLDG FLOOR PLANS
A.37 5 PLEX BLDG FLOOR PLANS

MORAINE PARK - PALISADE PLANS
A.38 NORTHWEST CONTEMPORARY STYLE DUPLEX ELEVATIONS
A.39 TRANSITIONAL CONTEMPORARY STYLE DUPLEX ELEVATIONS
A.40 CRAFTSMAN STYLE DUPLEX ELEVATIONS
A.41 NORTHWEST CONTEMPORARY STYLE FLOOR PLANS

VICINITY MAP



DIRECTORY

APPLICANT / DEVELOPER
TOLL BROTHERS
9720 NE 120th PLACE #100
KIRKLAND, WA 98034
P: 425.825.1955
ATTN: CHARLES HARE
chare@tollbrothers.com

ARCHITECT
DAHLIN GROUP
10900 NE 8TH STREET #1120
BELLEVUE, WA 98004
P: 425-353-5388
ATTN: TONY RADOVICH
tony.radovich@dahlingroup.com

CIVIL ENGINEER
BLUELINE
25 CENTRAL WAY, SUITE 400
KIRKLAND, WA 98033
P: 425.216.4051
ATTN: BRETT PUDISTS
bpudists@thebluelinegroup.com

LANDSCAPE ARCHITECT
DTJ DESIGN
P: 303.443.4533
ATTN: GREG WHITE
gwhite@dtjdesign.com

PROJECT INFORMATION

23 BUILDINGS ON 8 LOTS
TYPE VB CONSTRUCTION
NON SPRINKLER AT DUPLEX (MORAINE PARK)
SPRINKLERS AT 3 PLEX AND ABOVE

KEY PLAN

Block-Lot Site Plan Review Package

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

COVER SHEET &
PROJECT INFORMATION

Toll Brothers
America's Luxury Home Builder®

DAHLIN

JOB NO. 113.266
DATE 04-24-2018
10900 NE 8th Street #1120
Bellevue, WA 98004
425-453-5388

A.1

PHOTO VIEW #1

PHOTO VIEW #2

PHOTO VIEW #3

PHOTO VIEW #4

Existing Site Photos

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

Toll Brothers
America's Luxury Home Builder®

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DATE 04-24-2018
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Bellevue, WA 98004
425-453-5388

A.2

Division 1 Legend

Urban Transition
Alley-Loaded Townhomes

Northwest Park
Alley-Loaded Attached Homes

Moraine Park
Downslope Single-Family Attached

Lot Number & Building Number

Lot #	Bldg. #
6	6A, 6B, 6C, 6D, 6E
75	75A, 75B
76	76A, 76B
80	80A, 80B, 80C, 80D, 80E
81	81A
82	82A
83	83A, 83B, 83C, 83D
84	84A

Elevation Style Legend

a - Northwest Comtemporary
b - Transitional Contemporary
c - Craftsman
d - Shingle
e - Colonial

ARCHITECTURAL SITE PLAN

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

Toll Brothers
America's Luxury Home Builder®

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Scale:
1"=50'-0" 0 50 100 150

JOB NO. 113.266
DATE 04-24-2018

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Bellevue, WA 98004
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N

A.3

STREET SCAPE PERSPECTIVE
FROM BIG ROCK ROAD

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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A.4

STREET SCAPE PERSPECTIVE
FROM BIG ROCK ROAD

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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DATE 04-24-2018

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Bellevue, WA 98004
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A.5

alley-loaded townhomes

The contemporary detailing of these townhomes create a clean and striking street scene along Big Rock Road which complements neighboring planned commercial architecture located across the street.

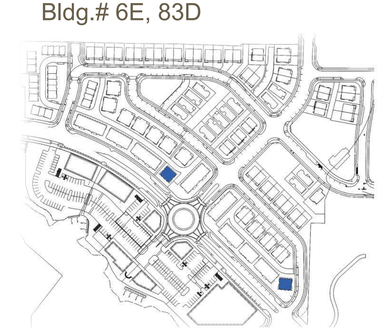
FRONT ELEVATION

Northwest
Contemporary Style

Contemporary Style

1 VERTICAL SIDING
2 HARDIE PANEL WITH REVEALS
3 BOARD & BATTEN SIDING
4 MANUFACTURED STONE VENEER
5 8" LAP SIDING
6 METAL GUARDRAIL
7 METAL AWNING
8 COMPOSITION SHINGLE
9 VINYL SASH WINDOW
10 WOOD POST, WOOD TRIM
11 2x4 MIN. WINDOW & DOOR TRIM

Bldg.# 6E, 83D



2 PLEX ELEVATIONS

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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Scale:
3/16"=1'-0" 0 4 8 12 16

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DATE 04-24-2018

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A.6

SIDE ELEVATION ENHANCED

SIDE ELEVATION

REAR ELEVATION

Bldg.# 6E, 83D

Urban Transition

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2 PLEX ELEVATIONS

Scale:
3/16"=1'-0" 0 4 8 12 16

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DATE 04-24-2018

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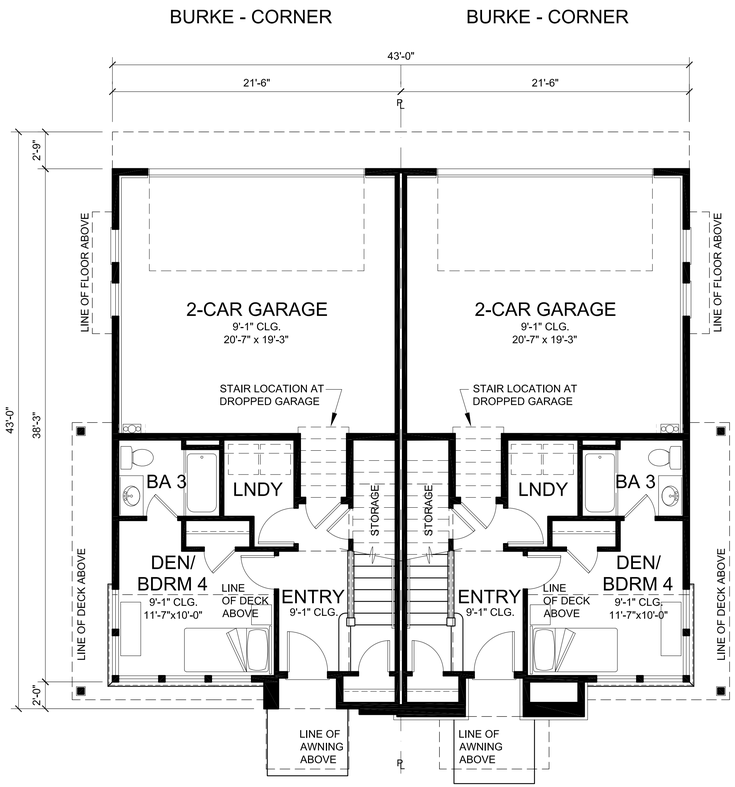
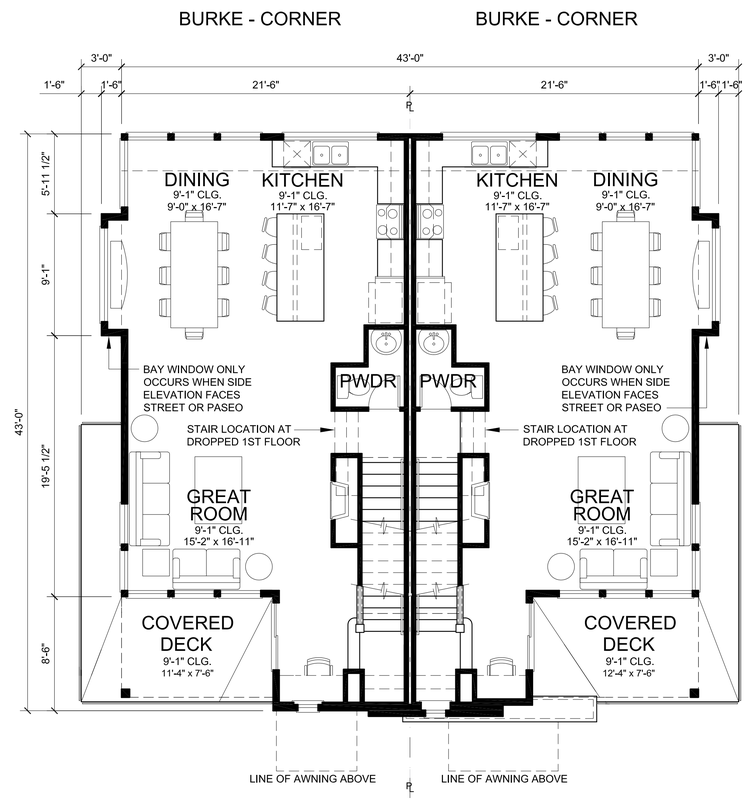
A.7



Northwest Contemporary Style

Contemporary Style

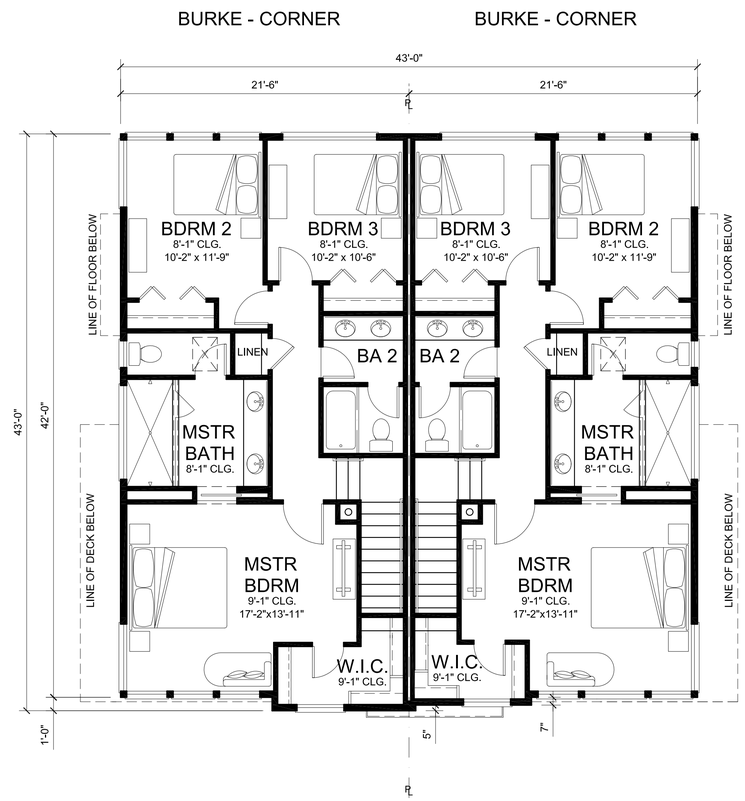
2 PLEX BUILDING - FIRST FLOOR PLAN



Northwest Contemporary Style

Contemporary Style

2 PLEX BUILDING - SECOND FLOOR PLAN



Northwest Contemporary Style

Contemporary Style

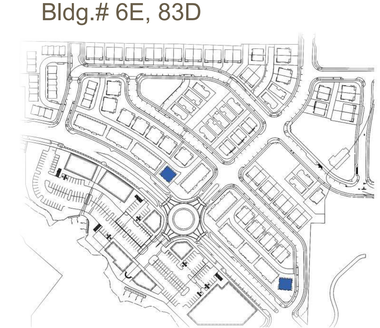
2 PLEX BUILDING - THIRD FLOOR PLAN

BURKE (END L) GROSS AREA	
1ST FLOOR:	392 SQ.FT.
2ND FLOOR:	842 SQ.FT.
3RD FLOOR:	913 SQ.FT.
TOTAL:	2,147 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	441 SQ.FT.
ENTRY STOOP:	40 SQ.FT.
COVERED DECK:	112 SQ.FT.

BURKE (END R) GROSS AREA	
1ST FLOOR:	399 SQ.FT.
2ND FLOOR:	833 SQ.FT.
3RD FLOOR:	908 SQ.FT.
TOTAL:	2,140 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	441 SQ.FT.
ENTRY STOOP:	42 SQ.FT.
COVERED DECK:	120 SQ.FT.

2-PLEX BLDG GROSS AREA	
1ST FLOOR:	791 SQ.FT.
2ND FLOOR:	1,675 SQ.FT.
3RD FLOOR:	1,821 SQ.FT.
TOTAL:	4,287 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	882 SQ.FT.
ENTRY STOOP:	82 SQ.FT.
COVERED DECK:	232 SQ.FT.

Bldg.# 6E, 83D



Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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2 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

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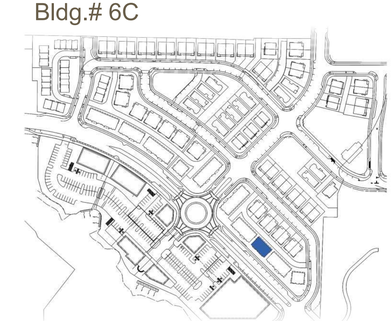
A.8

1 VERTICAL SIDING
2 HARDIE PANEL WITH REVEALS
3 BOARD & BATTEN SIDING
4 MANUFACTURED STONE VENEER
5 8" LAP SIDING
6 METAL GUARDRAIL
7 METAL AWNING
8 COMPOSITION SHINGLE
9 VINYL SASH WINDOW
10 2x4 MIN. WINDOW & DOOR TRIM

FRONT ELEVATION

Northwest Contemporary Style | Contemporary Style | Contemporary Style

Bldg.# 6C



3 PLEX ELEVATIONS

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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Scale: 3/16"=1'-0" 0 4 8 12 16

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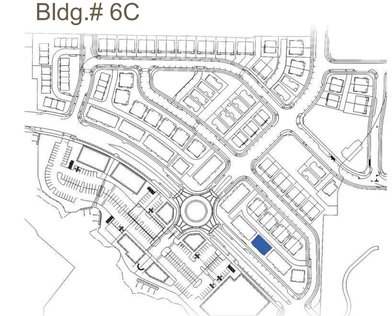
A.9

SIDE ELEVATION ENHANCED

SIDE ELEVATION

REAR ELEVATION

Bldg.# 6C



Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

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3 PLEX ELEVATIONS

Scale:
3/16"=1'-0" 0 4 8 12 16

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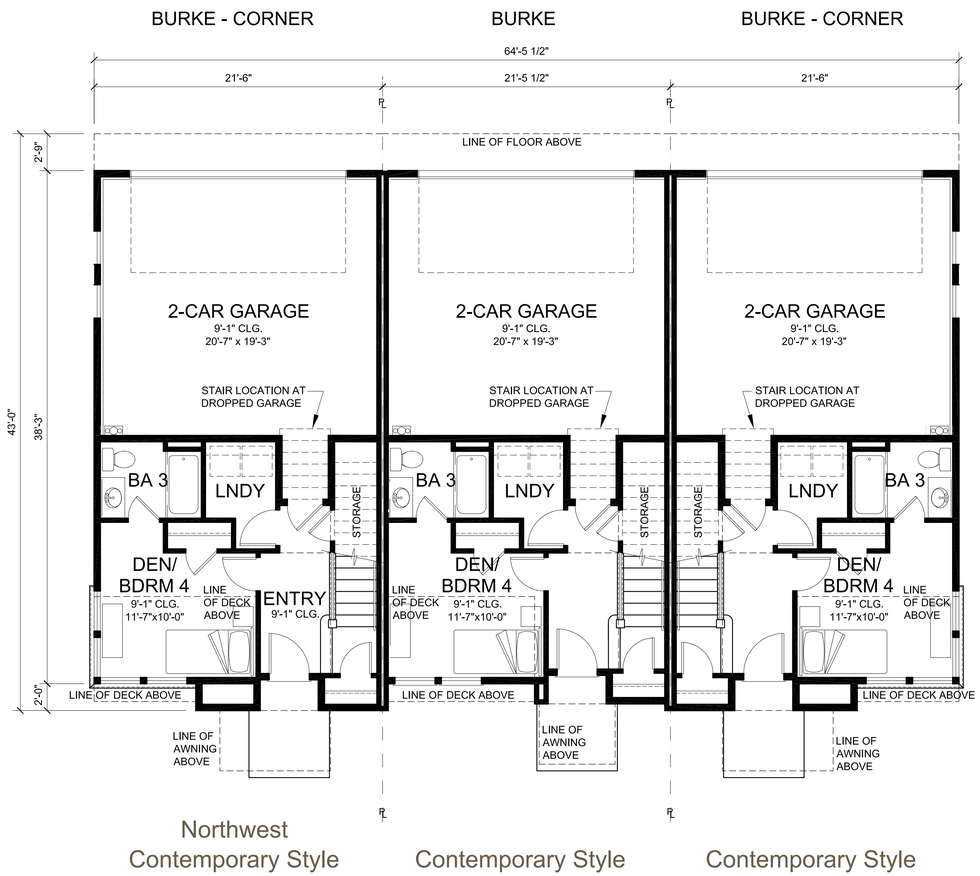
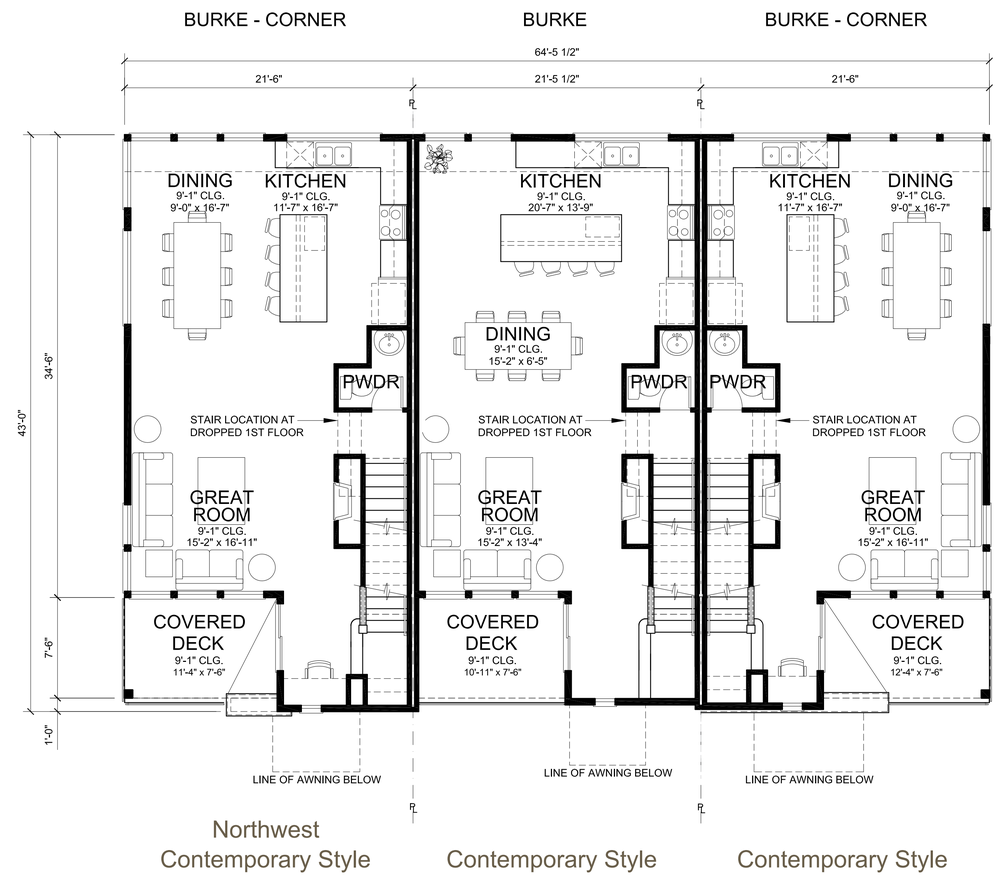
A.10



3 PLEX BUILDING - FIRST FLOOR PLAN



3 PLEX BUILDING - SECOND FLOOR PLAN

Bldg.# 6C

BURKE (END L) GROSS AREA	
1ST FLOOR:	399 SQ.FT.
2ND FLOOR:	828 SQ.FT.
3RD FLOOR:	913 SQ.FT.
TOTAL:	2,140 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	441 SQ.FT.
ENTRY STOOP:	40 SQ.FT.
COVERED DECK:	89 SQ.FT.

BURKE (MIDDLE) GROSS AREA	
1ST FLOOR:	387 SQ.FT.
2ND FLOOR:	821 SQ.FT.
3RD FLOOR:	901 SQ.FT.
TOTAL:	2,109 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	440 SQ.FT.
ENTRY STOOP:	39 SQ.FT.
COVERED DECK:	86 SQ.FT.

BURKE (END R) GROSS AREA	
1ST FLOOR:	399 SQ.FT.
2ND FLOOR:	818 SQ.FT.
3RD FLOOR:	911 SQ.FT.
TOTAL:	2,128 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	441 SQ.FT.
ENTRY STOOP:	40 SQ.FT.
COVERED DECK:	97 SQ.FT.

3-PLEX BLDG GROSS AREA	
1ST FLOOR:	1,185 SQ.FT.
2ND FLOOR:	2,467 SQ.FT.
3RD FLOOR:	2,725 SQ.FT.
TOTAL:	6,377 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	1,322 SQ.FT.
ENTRY STOOP:	119 SQ.FT.
COVERED DECK:	272 SQ.FT.

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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3 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266

DATE 04-24-2018

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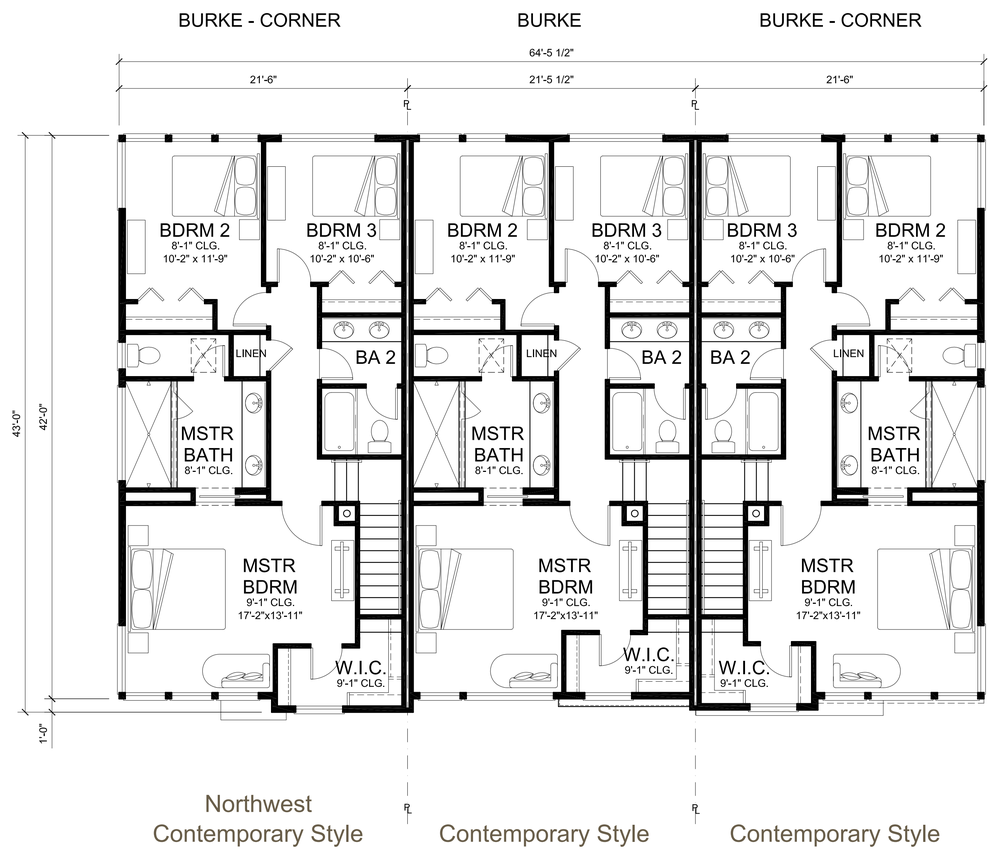
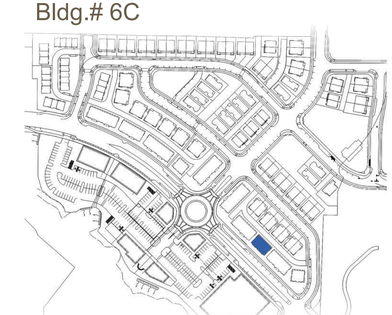
425-453-5388

A.11



3 PLEX BUILDING - THIRD FLOOR PLAN

Bldg.# 6C



Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

3 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266

DATE 04-24-2018

10900 NE 8th Street #1120
Bellevue, WA 98004
425-453-5388

A.12

1 VERTICAL SIDING
2 HARDIE PANEL WITH REVEALS
3 BOARD & BATTEN SIDING
4 MANUFACTURED STONE VENEER
5 8" LAP SIDING
6 METAL GUARDRAIL
7 METAL AWNING
8 COMPOSITION SHINGLE
9 VINYL SASH WINDOW
10 WOOD POST, WOOD TRIM
11 2x4 MIN. WINDOW & DOOR TRIM

FRONT ELEVATION - TYPICAL STEPPED CONDITION

Contemporary Style | Northwest Contemporary Style | Contemporary Style | Northwest Contemporary Style

Bldg.# 6D

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

Toll Brothers
America's Luxury Home Builder®

DAHLIN

4 PLEX ELEVATIONS - TYPICAL STEPPED CONDITION

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

10900 NE 8th Street #1120
Bellevue, WA 98004
425-453-5388

A.13

1 VERTICAL SIDING
2 HARDIE PANEL WITH REVEALS
3 BOARD & BATTEN SIDING
4 MANUFACTURED STONE VENEER
5 8" LAP SIDING
6 METAL GUARDRAIL
7 METAL AWNING
8 COMPOSITION SHINGLE
9 VINYL SASH WINDOW
10 WOOD POST, WOOD TRIM
11 2x4 MIN. WINDOW & DOOR TRIM

FRONT ELEVATION

Contemporary Style | Northwest Contemporary Style | Contemporary Style | Northwest Contemporary Style

Bldg.# 6B, 83B

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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4 PLEX ELEVATIONS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

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Bellevue, WA 98004
425-453-5388

A.14

SIDE ELEVATION ENHANCED

SIDE ELEVATION

REAR ELEVATION

Bldg.# 6B, 6D, 83B

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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4 PLEX ELEVATIONS

Scale:
3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

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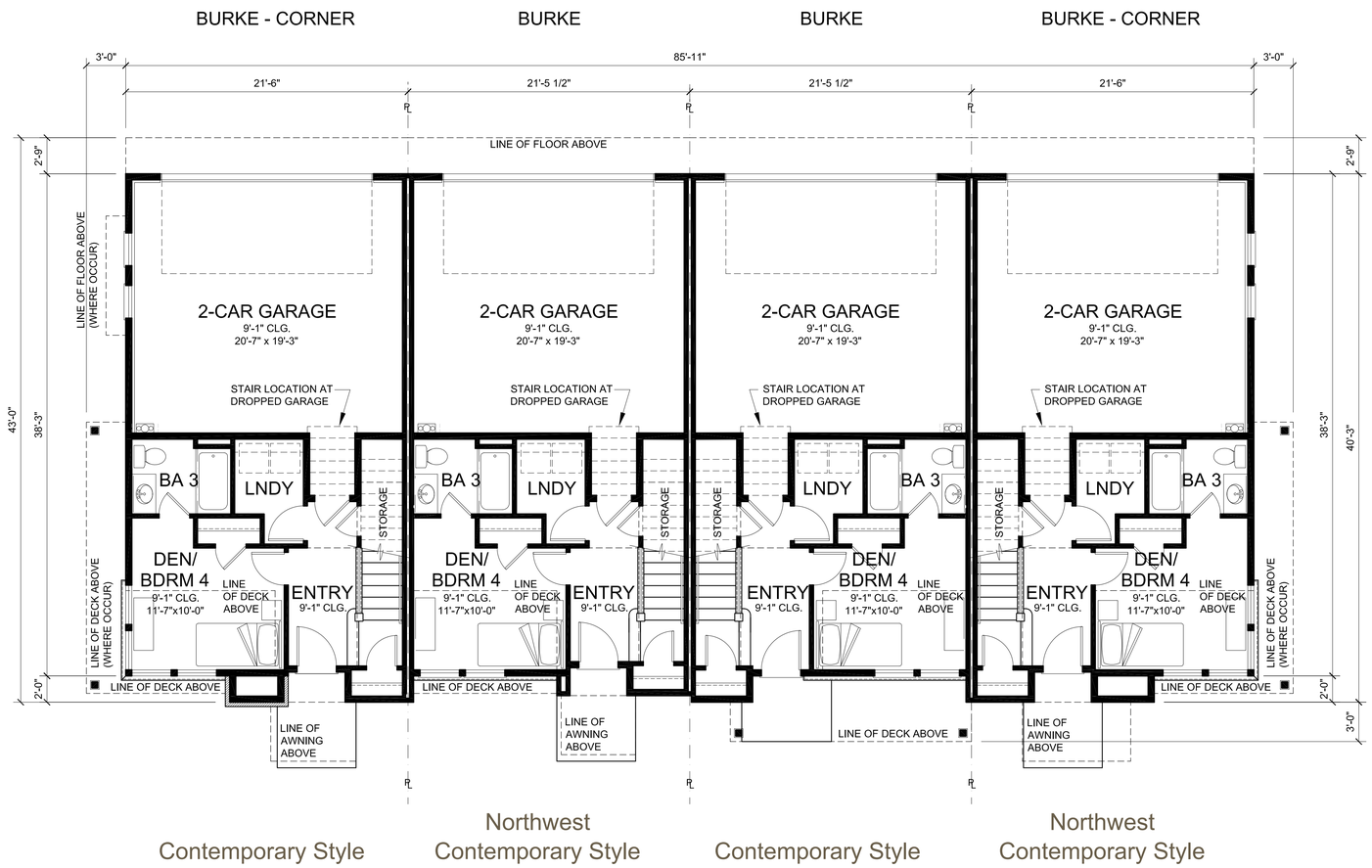
A.15

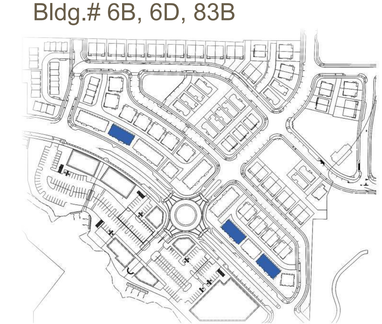


4 PLEX BUILDING - FIRST FLOOR PLAN

BURKE (END L) GROSS AREA		BURKE (MID 1) GROSS AREA		BURKE (MID 2) GROSS AREA		BURKE (END R) GROSS AREA	
1ST FLOOR:	398 SQ.FT.	1ST FLOOR:	387 SQ.FT.	1ST FLOOR:	390 SQ.FT.	1ST FLOOR:	399 SQ.FT.
2ND FLOOR:	841 SQ.FT.	2ND FLOOR:	821 SQ.FT.	2ND FLOOR:	826 SQ.FT.	2ND FLOOR:	818 SQ.FT.
3RD FLOOR:	913 SQ.FT.	3RD FLOOR:	901 SQ.FT.	3RD FLOOR:	911 SQ.FT.	3RD FLOOR:	911 SQ.FT.
TOTAL:	2,152 SQ.FT.	TOTAL:	2,109 SQ.FT.	TOTAL:	2,127 SQ.FT.	TOTAL:	2,128 SQ.FT.
OTHER UNIT AREAS		OTHER UNIT AREAS		OTHER UNIT AREAS		OTHER UNIT AREAS	
GARAGE:	441 SQ.FT.	GARAGE:	440 SQ.FT.	GARAGE:	440 SQ.FT.	GARAGE:	441 SQ.FT.
ENTRY STOOP:	40 SQ.FT.	ENTRY STOOP:	39 SQ.FT.	ENTRY STOOP:	33 SQ.FT.	ENTRY STOOP:	40 SQ.FT.
COVERED DECK:	113 SQ.FT.	COVERED DECK:	86 SQ.FT.	COVERED DECK:	126 SQ.FT.	COVERED DECK:	97 SQ.FT.

4-PLEX BLDG GROSS AREA	
1ST FLOOR:	1,574 SQ.FT.
2ND FLOOR:	3,306 SQ.FT.
3RD FLOOR:	3,636 SQ.FT.
TOTAL:	8,516 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	1,762 SQ.FT.
ENTRY STOOP:	152 SQ.FT.
COVERED DECK:	422 SQ.FT.

Bldg.# 6B, 6D, 83B



Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

Toll Brothers
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DAHLIN

4 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
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10900 NE 8th Street #1120
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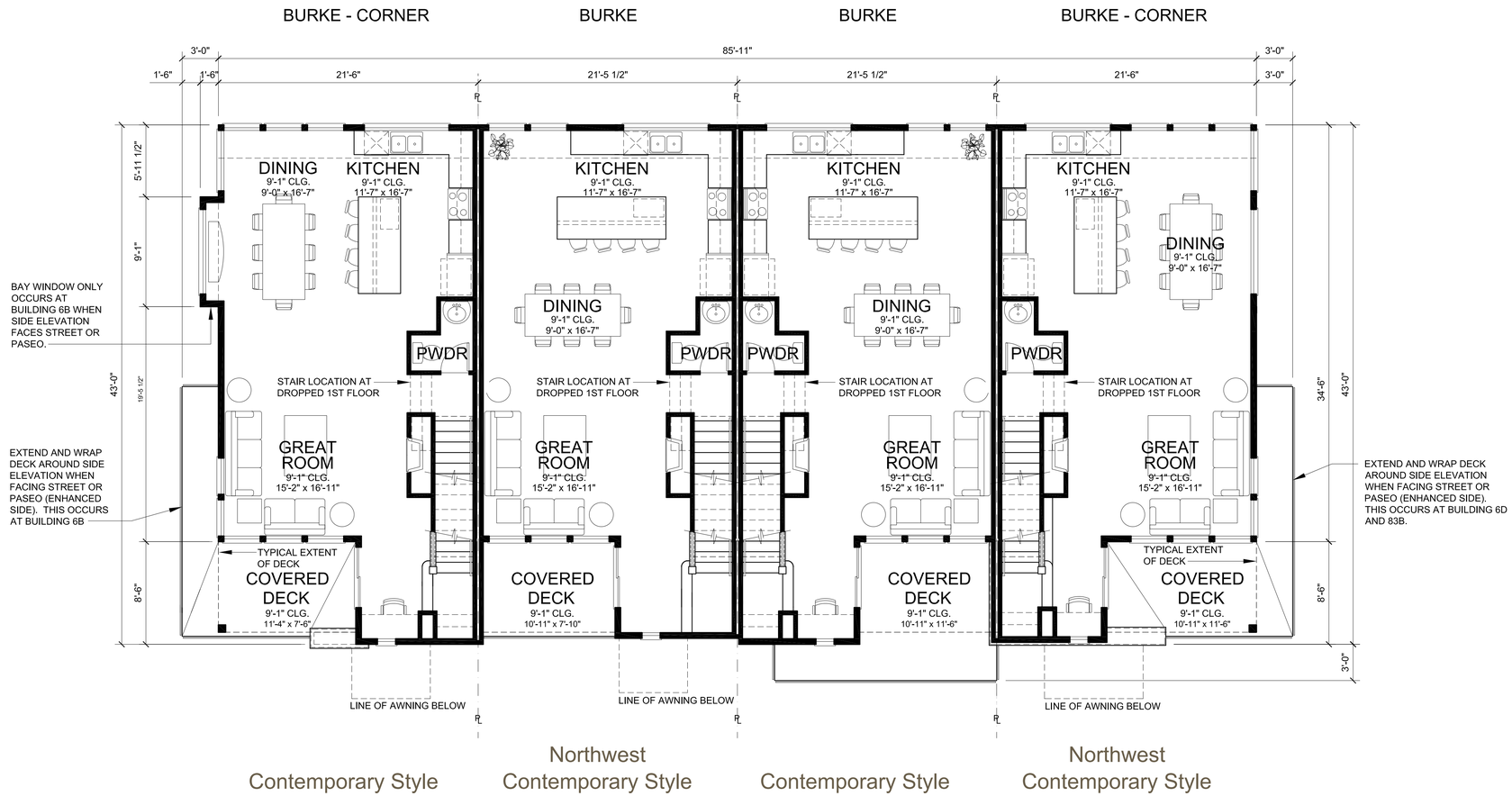
A.16



4 PLEX BUILDING - SECOND FLOOR PLAN

Bldg.# 6B, 6D, 83B

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

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4 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

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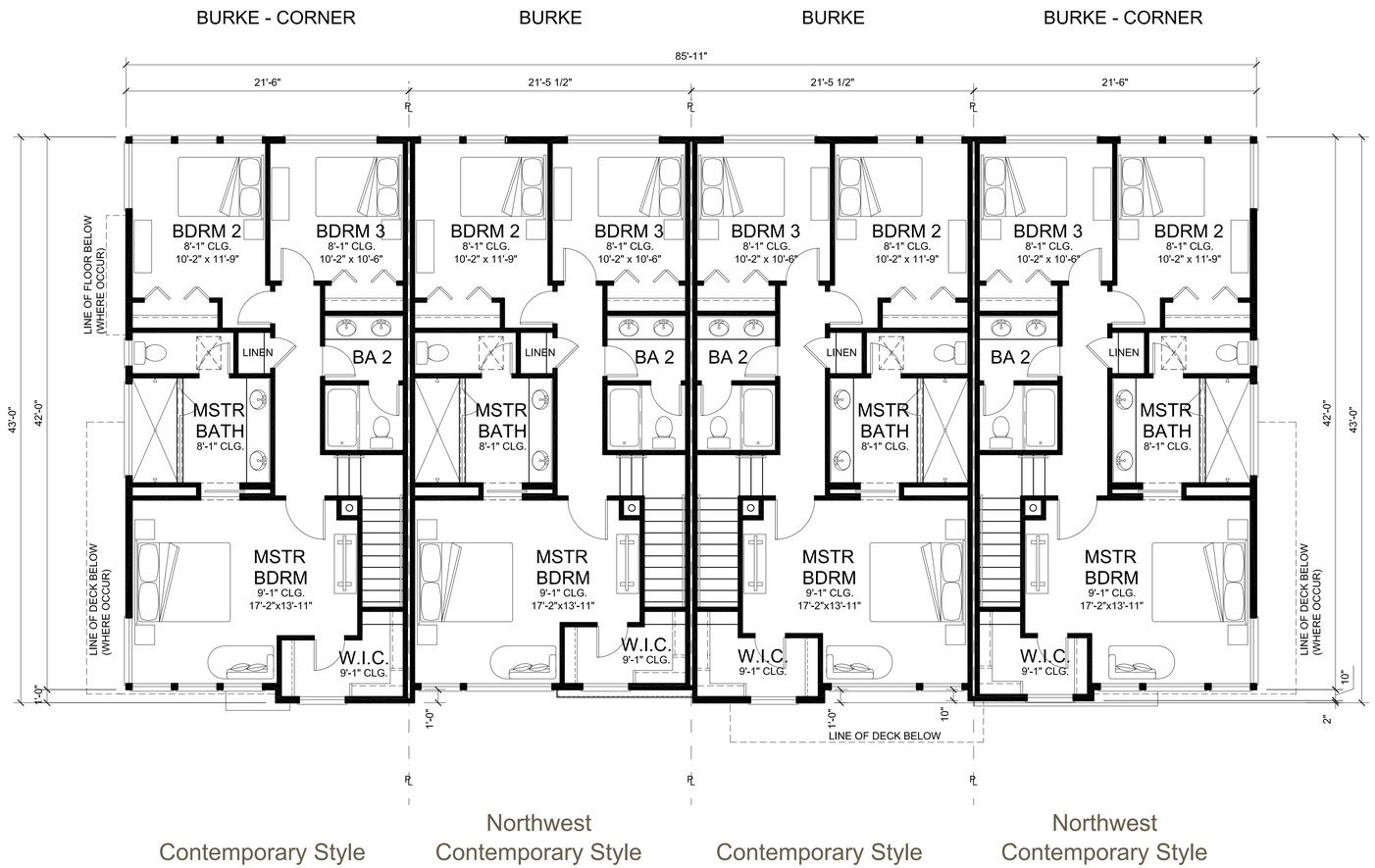
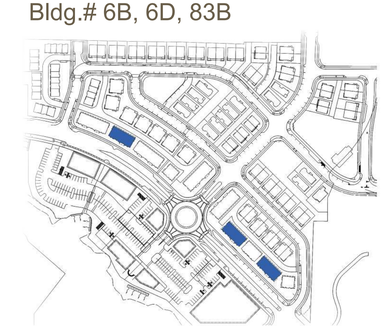
A.17



4 PLEX BUILDING - THIRD FLOOR PLAN

Bldg.# 6B, 6D, 83B



Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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4 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266

DATE 04-24-2018

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Bellevue, WA 98004
425-453-5388

A.18

1 VERTICAL SIDING
2 HARDIE PANEL WITH REVEALS
3 BOARD & BATTEN SIDING
4 MANUFACTURED STONE VENEER
5 8" LAP SIDING
6 METAL GUARDRAIL
7 METAL AWNING
8 COMPOSITION SHINGLE
9 VINYL SASH WINDOW
10 WOOD POST, WOOD TRIM
11 2x4 WINDOW & DOOR TRIM

FRONT ELEVATION - TYPICAL STEPPED CONDITION

Northwest Contemporary Style | Contemporary Style | Transitional Style | Northwest Contemporary Style | Contemporary Style

Bldg.# 6A, 81A, 83C

5 PLEX ELEVATIONS - TYPICAL STEPPED CONDITION

Scale: 3/16"=1'-0" 0 4 8 12 16

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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DAHLIN

JOB NO. 113.266
DATE 04-24-2018

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A.19

1 VERTICAL SIDING
2 HARDIE PANEL WITH REVEALS
3 BOARD & BATTEN SIDING
4 MANUFACTURED STONE VENEER
5 8" LAP SIDING
6 METAL GUARDRAIL
7 METAL AWNING
8 COMPOSITION SHINGLE
9 VINYL SASH WINDOW
10 WOOD POST, WOOD TRIM
11 2x4 WINDOW & DOOR TRIM

FRONT ELEVATION

Northwest Contemporary Style | Contemporary Style | Transitional Style | Northwest Contemporary Style | Contemporary Style

Bldg.# 83A

5 PLEX ELEVATIONS

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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Scale: 3/16"=1'-0" 0 4 8 12 16

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A.20

SIDE ELEVATION ENHANCED

SIDE ELEVATION

REAR ELEVATION

Bldg.# 6A, 81A, 83A, 83C

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

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5 PLEX ELEVATIONS

Scale:
3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

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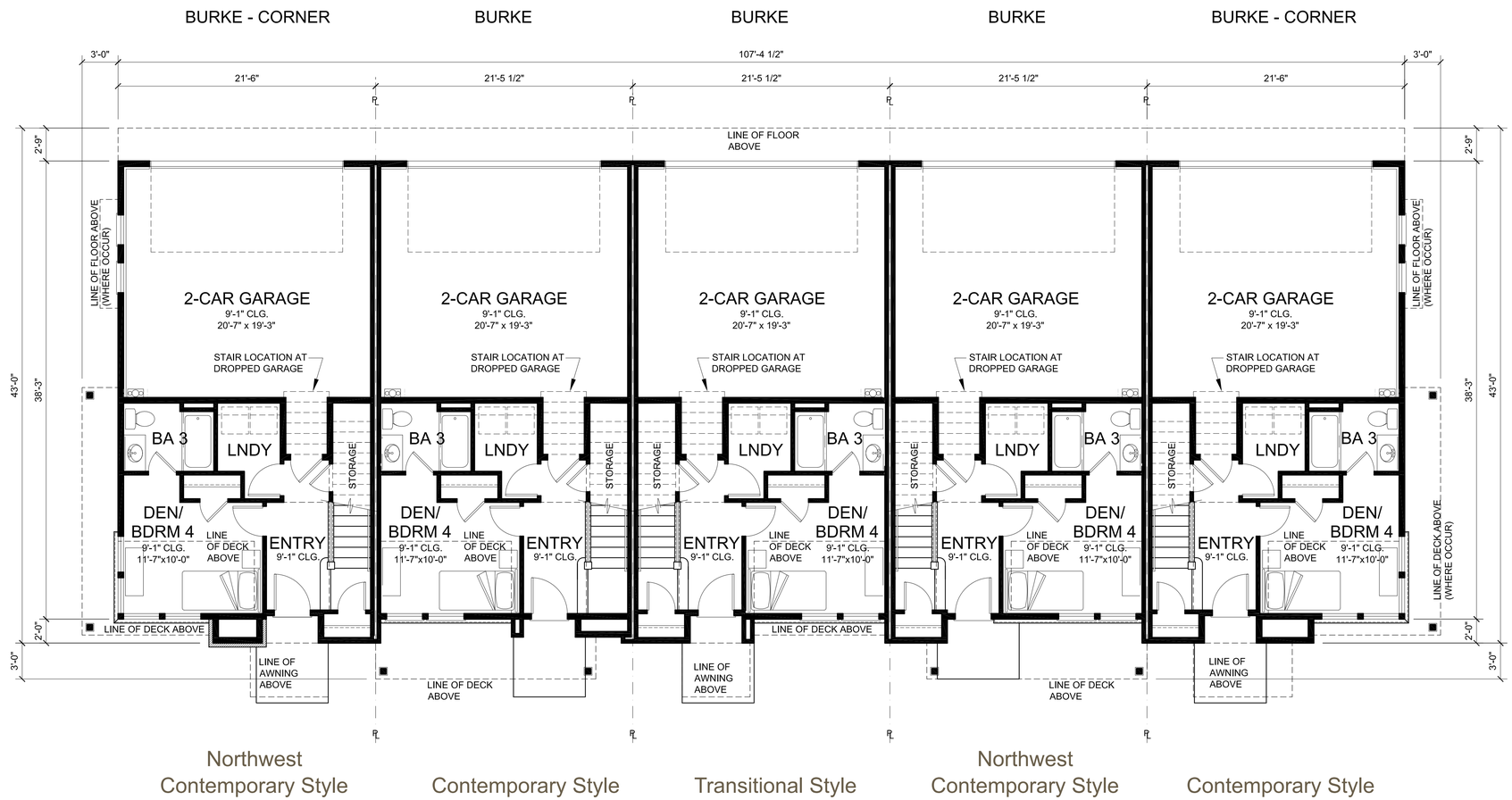
A.21



5 PLEX BUILDING - FIRST FLOOR PLAN

BURKE (END L) GROSS AREA		BURKE (MID 1) GROSS AREA		BURKE (MID 2) GROSS AREA		BURKE (MID 3) GROSS AREA		BURKE (END R) GROSS AREA	
1ST FLOOR:	398 SQ.FT.	1ST FLOOR:	389 SQ.FT.	1ST FLOOR:	391 SQ.FT.	1ST FLOOR:	390 SQ.FT.	1ST FLOOR:	399 SQ.FT.
2ND FLOOR:	841 SQ.FT.	2ND FLOOR:	821 SQ.FT.	2ND FLOOR:	826 SQ.FT.	2ND FLOOR:	826 SQ.FT.	2ND FLOOR:	831 SQ.FT.
3RD FLOOR:	913 SQ.FT.	3RD FLOOR:	901 SQ.FT.	3RD FLOOR:	908 SQ.FT.	3RD FLOOR:	911 SQ.FT.	3RD FLOOR:	911 SQ.FT.
TOTAL:	2,152 SQ.FT.	TOTAL:	2,111 SQ.FT.	TOTAL:	2,125 SQ.FT.	TOTAL:	2,127 SQ.FT.	TOTAL:	2,141 SQ.FT.
OTHER UNIT AREAS		OTHER UNIT AREAS		OTHER UNIT AREAS		OTHER UNIT AREAS		OTHER UNIT AREAS	
GARAGE:	441 SQ.FT.	GARAGE:	440 SQ.FT.	GARAGE:	440 SQ.FT.	GARAGE:	440 SQ.FT.	GARAGE:	441 SQ.FT.
ENTRY STOOP:	40 SQ.FT.	ENTRY STOOP:	37 SQ.FT.	ENTRY STOOP:	40 SQ.FT.	ENTRY STOOP:	33 SQ.FT.	ENTRY STOOP:	40 SQ.FT.
COVERED DECK:	113 SQ.FT.	COVERED DECK:	126 SQ.FT.	COVERED DECK:	86 SQ.FT.	COVERED DECK:	126 SQ.FT.	COVERED DECK:	120 SQ.FT.

5-PLEX BLDG GROSS AREA	
1ST FLOOR:	1,967 SQ.FT.
2ND FLOOR:	4,145 SQ.FT.
3RD FLOOR:	4,544 SQ.FT.
TOTAL:	10,656 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	2,202 SQ.FT.
ENTRY STOOP:	190 SQ.FT.
COVERED DECK:	571 SQ.FT.

Bldg.# 6A, 81A, 83A, 83C

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

Toll Brothers
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5 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

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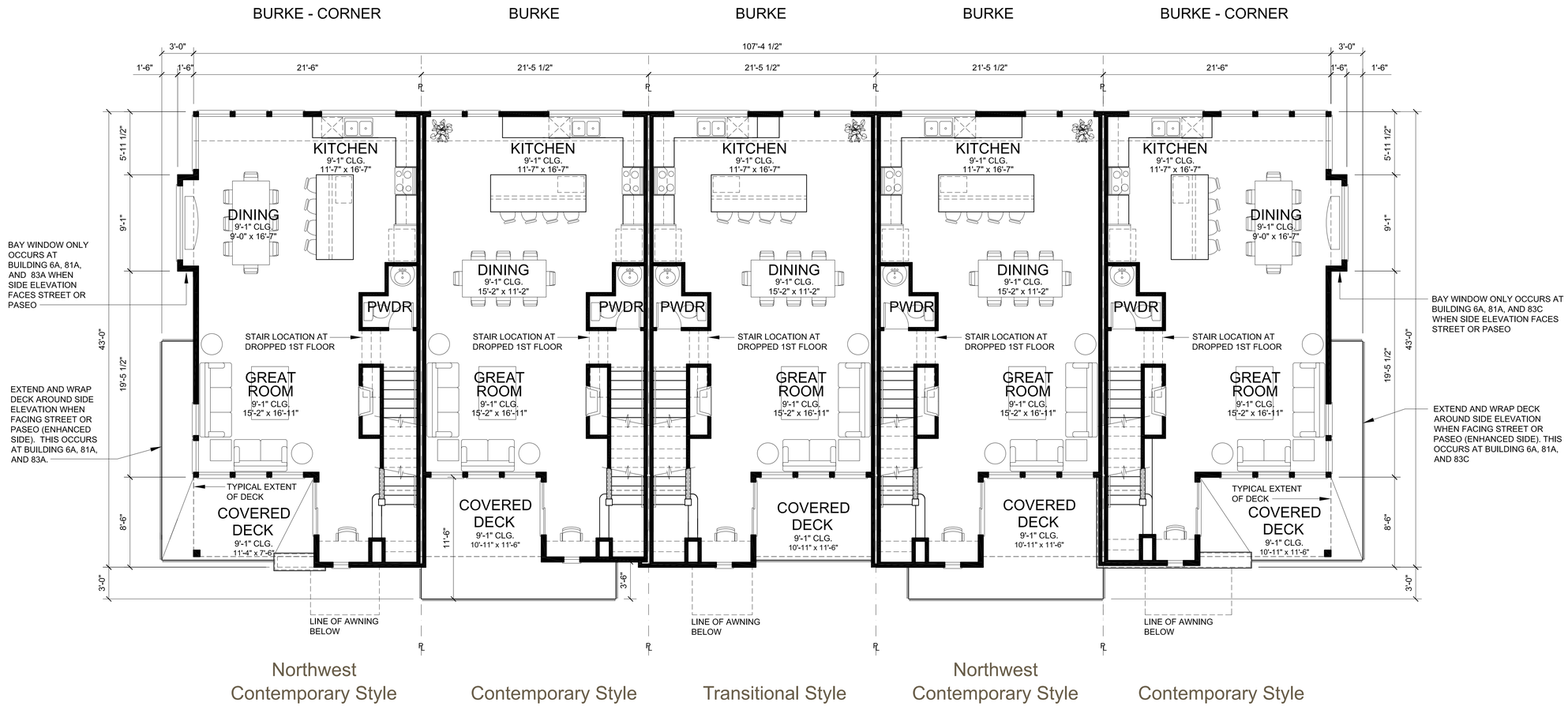
A.22



5 PLEX BUILDING - FIRST FLOOR PLAN

Bldg.# 6A, 81A, 83A, 83C

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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5 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

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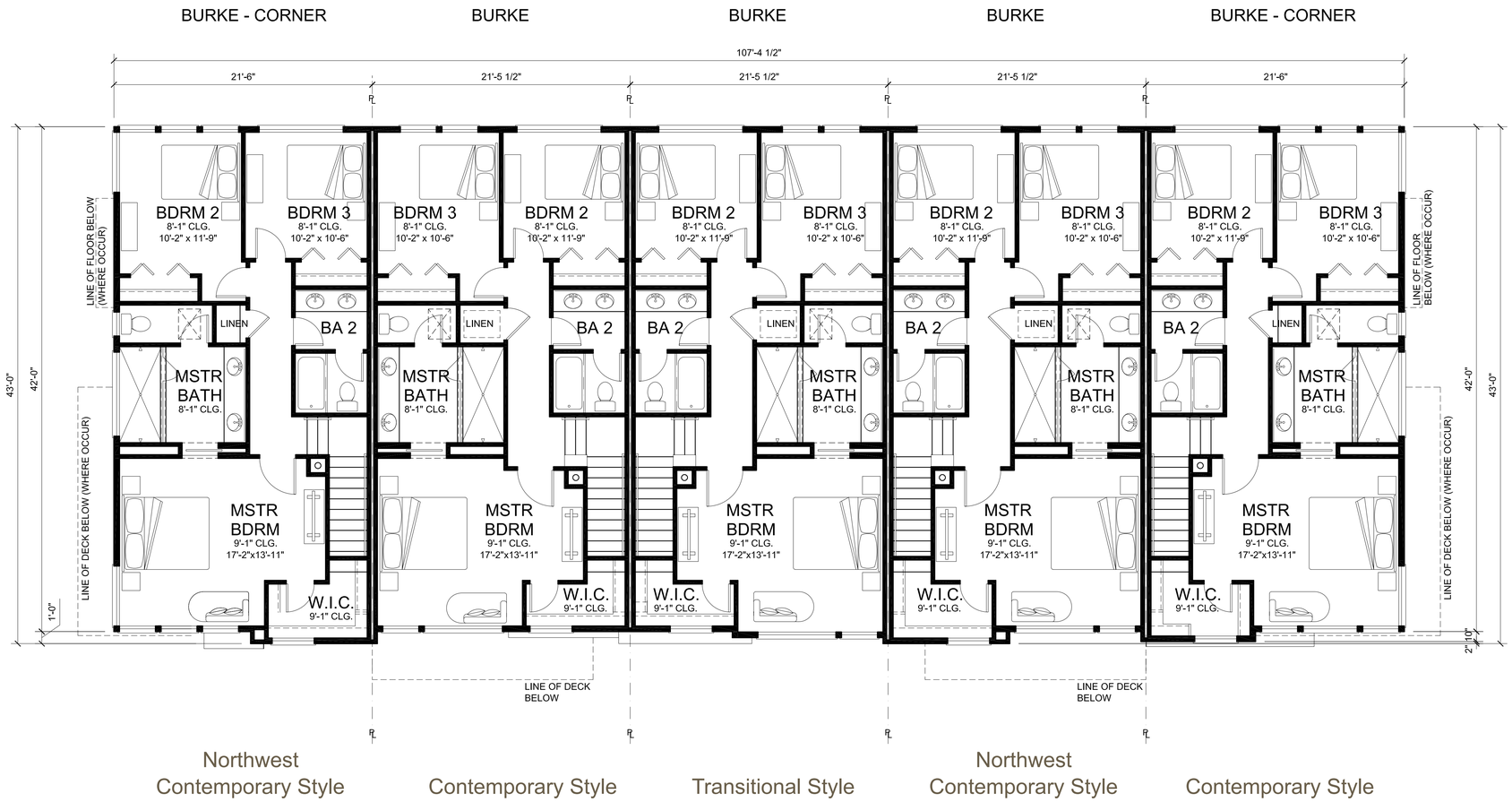
A.23



5 PLEX BUILDING - THIRD FLOOR PLAN

Bldg.# 6A, 81A, 83A, 83C

Urban Transition

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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5 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

10900 NE 8th Street #1120
Bellevue, WA 98004
425-453-5388

A.24

alley-loaded attached homes

The lush landscaping of the Northwest Park is anchored by attached homes with front porches that engage Big Rock Road and internally protected greenspaces.

1 VERTICAL SIDING
2 SHUTTER
3 POT SHELF
4 BOARD & BATTEN SIDING
5 MANUFACTURED STONE VENEER
6 BRICK VENEER
7 SHINGLE SIDING
8 6" LAP SIDING
9 4" LAP SIDING
10 2" LAP SIDING
11 COMPOSITION SHINGLE
12 VINYL SASH WINDOW
13 2x4 WINDOW & DOOR TRIM

FRONT ELEVATION

Craftsman Style
Color Scheme # 6

Traditional Style
Color Scheme # 2

Colonial Style
Color Scheme # 9

Bldg.# 75B, 76B

Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

Toll Brothers
America's Luxury Home Builder®

DAHLIN

3 PLEX ELEVATIONS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

10900 NE 8th Street #1120
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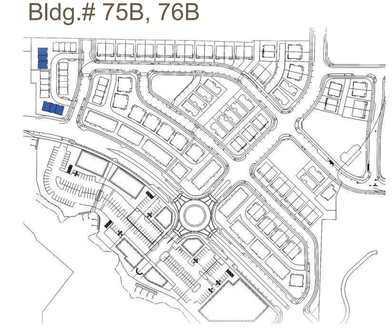
A.25

SIDE ELEVATION

SIDE ELEVATION

REAR ELEVATION

Bldg.# 75B, 76B



Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

Toll Brothers
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3 PLEX ELEVATIONS

Scale:
3/16"=1'-0" 0 4 8 12 16

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DATE 04-24-2018

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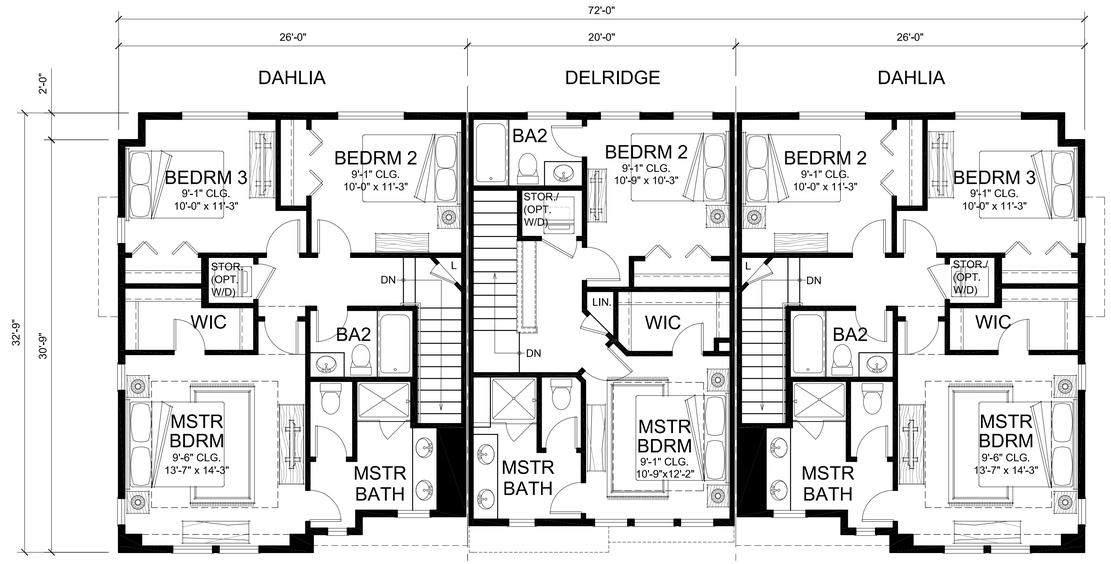
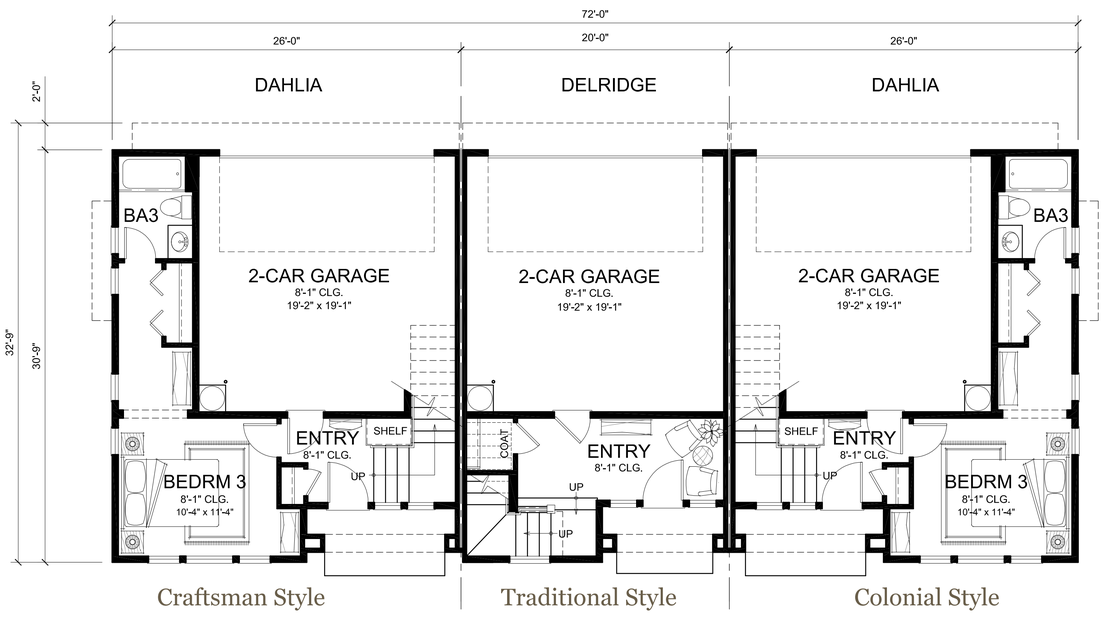
A.26

3 PLEX BUILDING - SECOND FLOOR PLAN



3 PLEX BUILDING - THIRD FLOOR PLAN



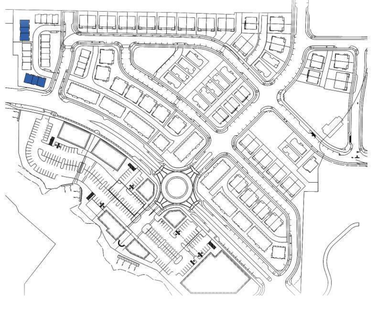
3 PLEX BUILDING - FIRST FLOOR PLAN

DAHLIA GROSS AREA	
1ST FLOOR:	372 SQ.FT.
2ND FLOOR:	823 SQ.FT.
3RD FLOOR:	823 SQ.FT.
TOTAL:	2,018 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	382 SQ.FT.
ENTRY STOOP:	45 SQ.FT.

DELRIDGE GROSS AREA	
1ST FLOOR:	185 SQ.FT.
2ND FLOOR:	636 SQ.FT.
3RD FLOOR:	615 SQ.FT.
TOTAL:	1,436 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	391 SQ.FT.
ENTRY STOOP:	36 SQ.FT.

3-PLEX BUILDING GROSS AREA (DA - DE - DA)	
1ST FLOOR:	929 SQ.FT.
2ND FLOOR:	2,282 SQ.FT.
3RD FLOOR:	2,261 SQ.FT.
TOTAL:	5,472 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	1,155 SQ.FT.
ENTRY STOOP:	126 SQ.FT.

Bldg.# 75B, 76B



Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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America's Luxury Home Builder®

DAHLIN

3 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

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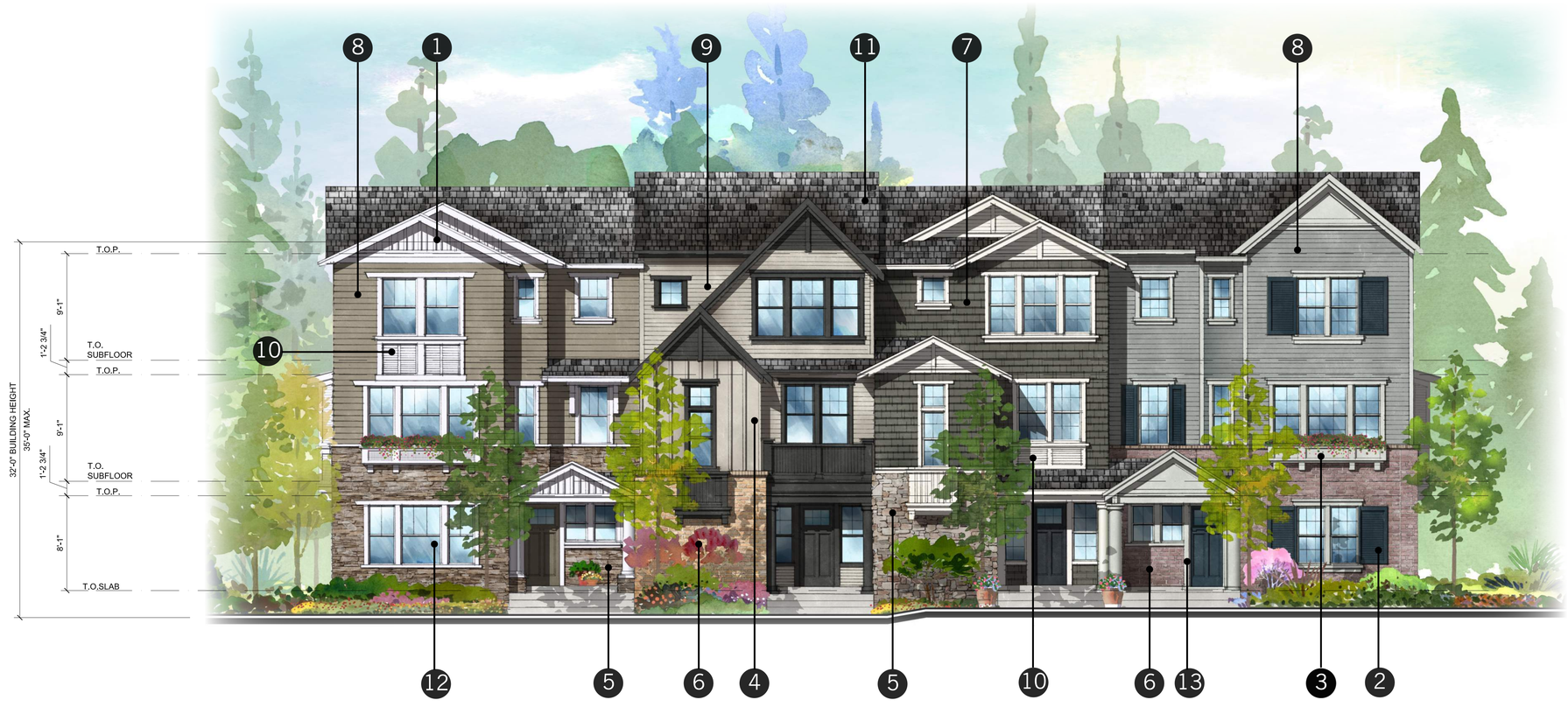
A.27



FRONT ELEVATION

Craftsman Style
Color Scheme # 5

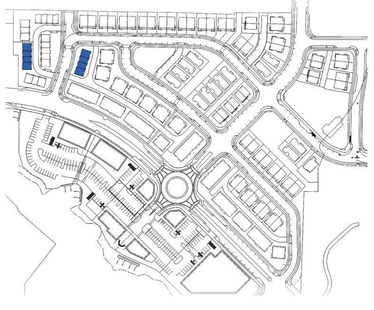
Traditional Style
Color Scheme # 3

Shingle Style
Color Scheme # 7

Colonial Style
Color Scheme # 4

1 VERTICAL SIDING
2 SHUTTER
3 PLANTER
4 BOARD & BATTEN SIDING
5 MANUFACTURED STONE VENEER
6 BRICK VENEER
7 SHINGLE SIDING
8 6" LAP SIDING
9 4" LAP SIDING
10 2" LAP SIDING
11 COMPOSITION SHINGLE
12 VINYL SASH WINDOW
13 2x4 WINDOW & DOOR TRIM

Bldg.# 76A, 82A



Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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America's Luxury Home Builder®

DAHLIN

4 PLEX ELEVATIONS

Scale:
3/16"=1'-0" 0 4 8 12 16

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A.28

SIDE ELEVATION

SIDE ELEVATION

REAR ELEVATION

Bldg.# 76A, 82A

Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

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4 PLEX ELEVATIONS

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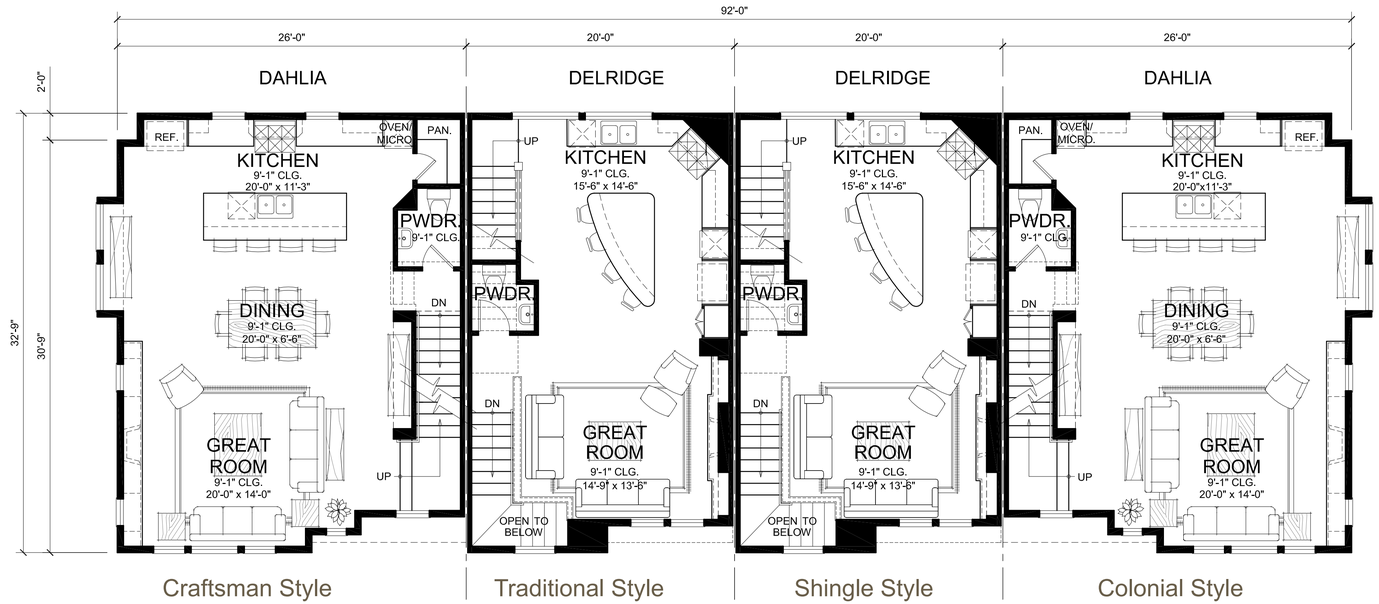
A.29

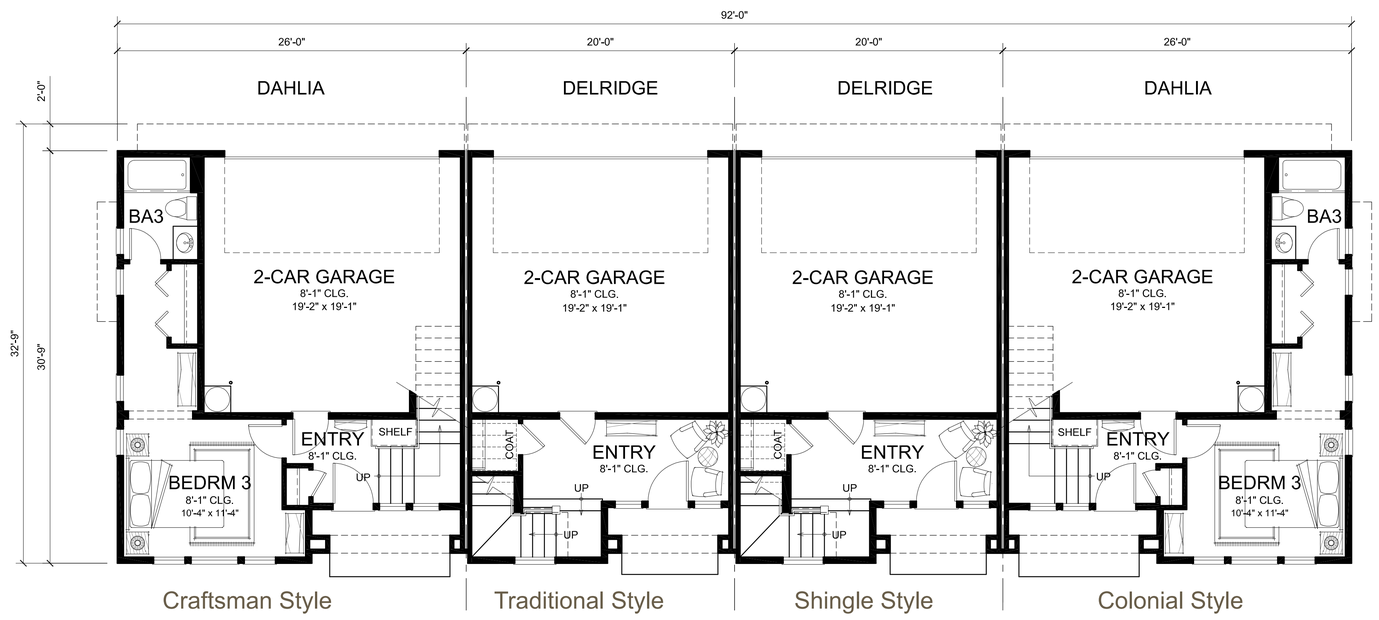


4 PLEX BUILDING A - SECOND FLOOR PLAN

DAHLIA GROSS AREA	
1ST FLOOR:	372 SQ.FT.
2ND FLOOR:	823 SQ.FT.
3RD FLOOR:	823 SQ.FT.
TOTAL:	2,018 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	382 SQ.FT.
ENTRY STOOP:	45 SQ.FT.

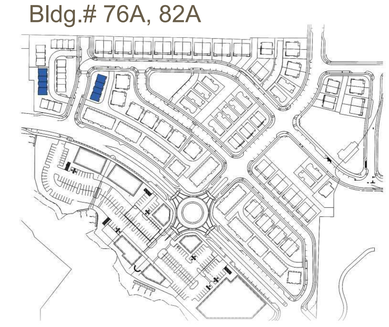
DELRIDGE GROSS AREA	
1ST FLOOR:	185 SQ.FT.
2ND FLOOR:	636 SQ.FT.
3RD FLOOR:	615 SQ.FT.
TOTAL:	1,436 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	391 SQ.FT.
ENTRY STOOP:	36 SQ.FT.

4-PLEX A BUILDING GROSS AREA (DA - DE - DE - DA)	
1ST FLOOR:	1,114 SQ.FT.
2ND FLOOR:	2,918 SQ.FT.
3RD FLOOR:	2,876 SQ.FT.
TOTAL:	6,908 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	1,546 SQ.FT.
ENTRY STOOP:	162 SQ.FT.



4 PLEX BUILDING A - FIRST FLOOR PLAN

Bldg.# 76A, 82A



Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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DAHLIN

4 PLEX A BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

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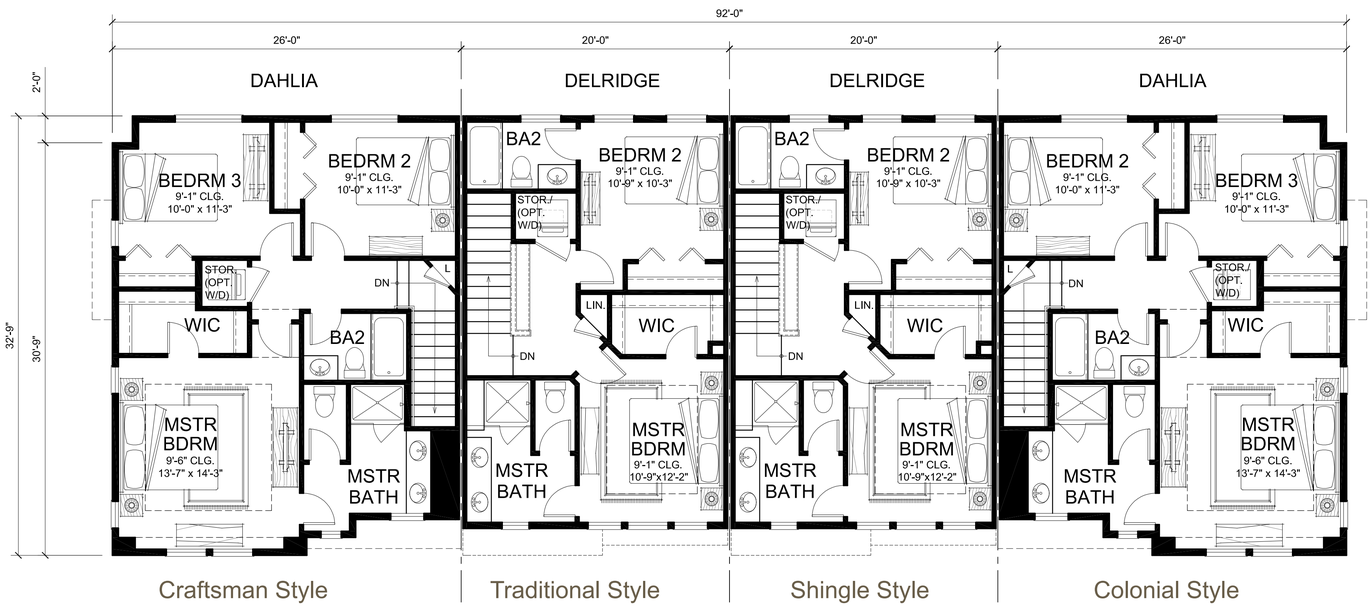
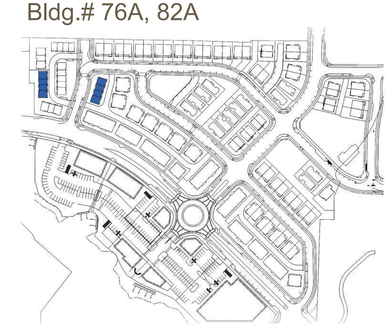
A.30



4 PLEX BUILDING A - THIRD FLOOR PLAN

Bldg.# 76A, 82A



4 PLEX BLDG A FLOOR PLANS

Scale:
3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266
DATE 04-24-2018

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A.31

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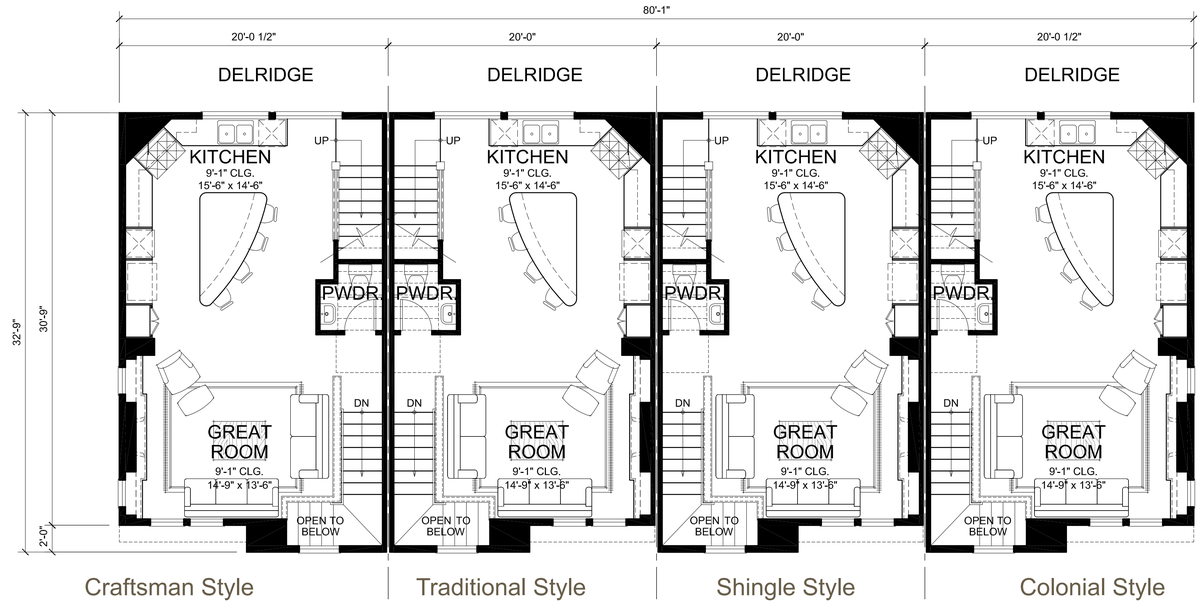
DAHLIN

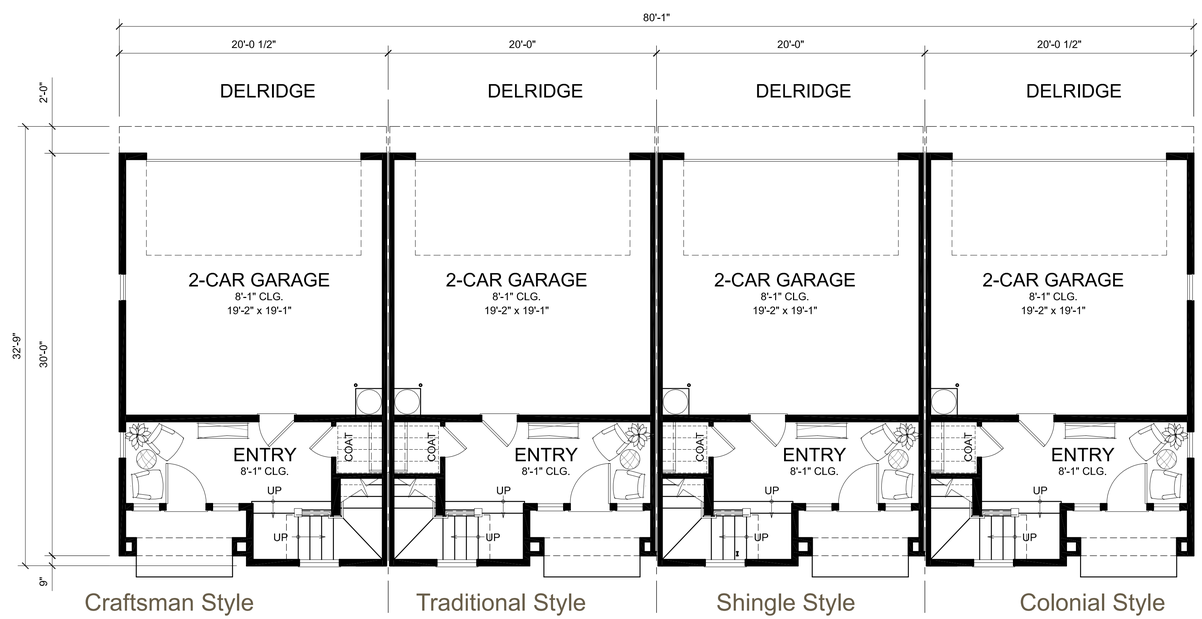
Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON



4 PLEX BUILDING B - SECOND FLOOR PLAN



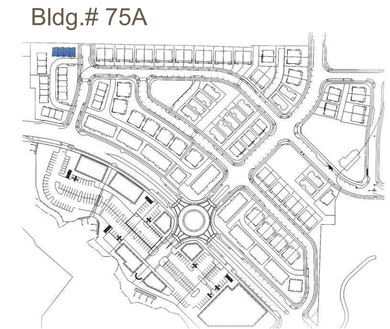
4 PLEX BUILDING B - FIRST FLOOR PLAN

DAHLIA GROSS AREA	
1ST FLOOR:	372 SQ.FT.
2ND FLOOR:	823 SQ.FT.
3RD FLOOR:	823 SQ.FT.
TOTAL:	2,018 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	382 SQ.FT.
ENTRY STOOP:	45 SQ.FT.

DELRIDGE GROSS AREA	
1ST FLOOR:	185 SQ.FT.
2ND FLOOR:	636 SQ.FT.
3RD FLOOR:	615 SQ.FT.
TOTAL:	1,436 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	391 SQ.FT.
ENTRY STOOP:	36 SQ.FT.

4-PLEX B BUILDING GROSS AREA (DE - DE - DE - DE)	
1ST FLOOR:	740 SQ.FT.
2ND FLOOR:	2,544 SQ.FT.
3RD FLOOR:	2,460 SQ.FT.
TOTAL:	5,744 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	1,564 SQ.FT.
ENTRY STOOP:	144 SQ.FT.

Bldg.# 75A



4 PLEX BLDG B FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

JOB NO. 113.266

DATE 04-24-2018

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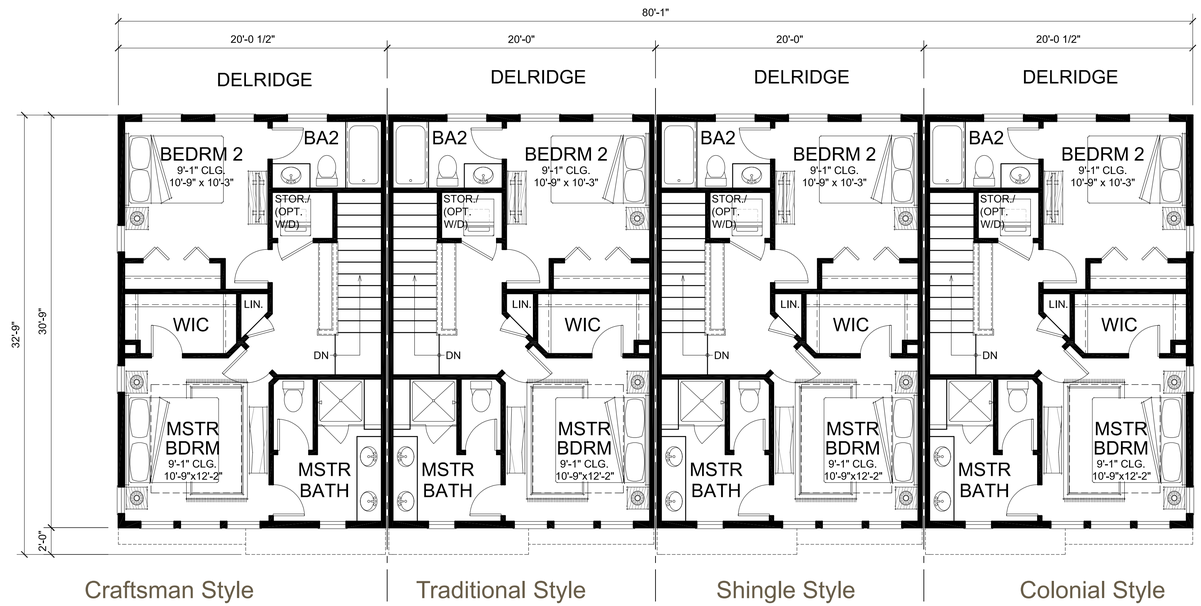
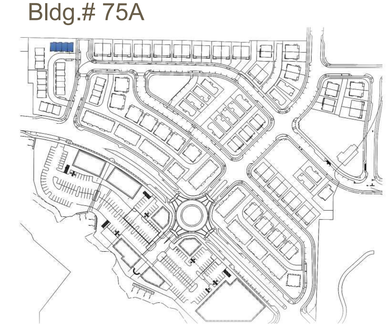
A.32



4 PLEX BUILDING B - THIRD FLOOR PLAN

Bldg.# 75A



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4 PLEX BLDG B FLOOR PLANS

Scale:
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A.33

1 VERTICAL SIDING
2 SHUTTER
3 POT SHELF
4 BOARD & BATTEN SIDING
5 MANUFACTURED STONE VENEER
6 BRICK VENEER
7 SHINGLE SIDING
8 6" LAP SIDING
9 4" LAP SIDING
10 2" LAP SIDING
11 COMPOSITION SHINGLE
12 VINYL SASH WINDOW
13 2x4 WINDOW & DOOR TRIM

FRONT ELEVATION

Craftsman Style	Traditional Style	Shingle Style	Craftsman Style	Colonial Style
Color Scheme # 9	Color Scheme # 1	Color Scheme # 4	Color Scheme # 3	Color Scheme # 2

Bldg.# 84A

Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

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5 PLEX ELEVATIONS

Scale: 3/16"=1'-0" 0 4 8 12 16

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DATE 04-24-2018

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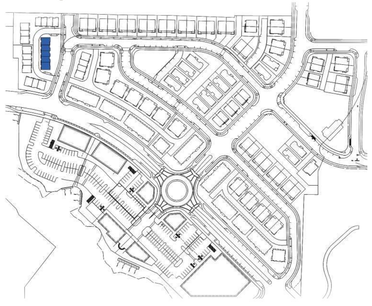
A.34

SIDE ELEVATION

SIDE ELEVATION

REAR ELEVATION

Bldg.# 84A



Northwest Park

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5 PLEX ELEVATIONS

Scale:
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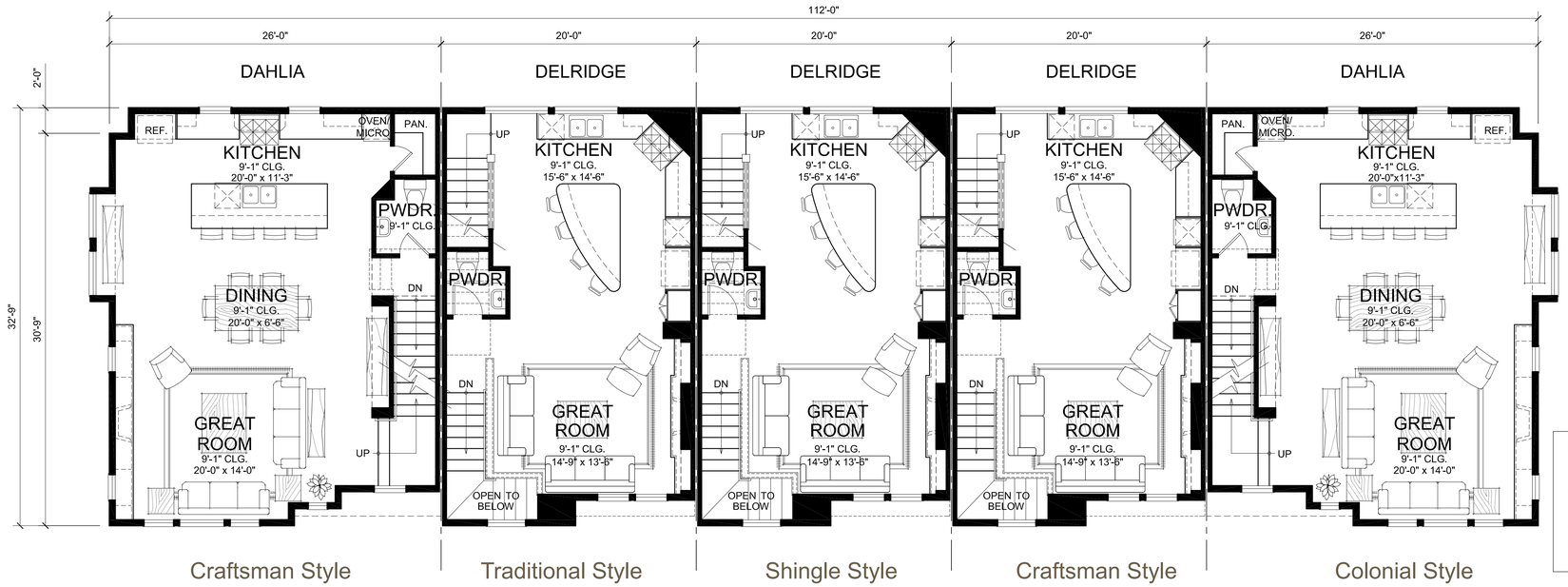
A.35

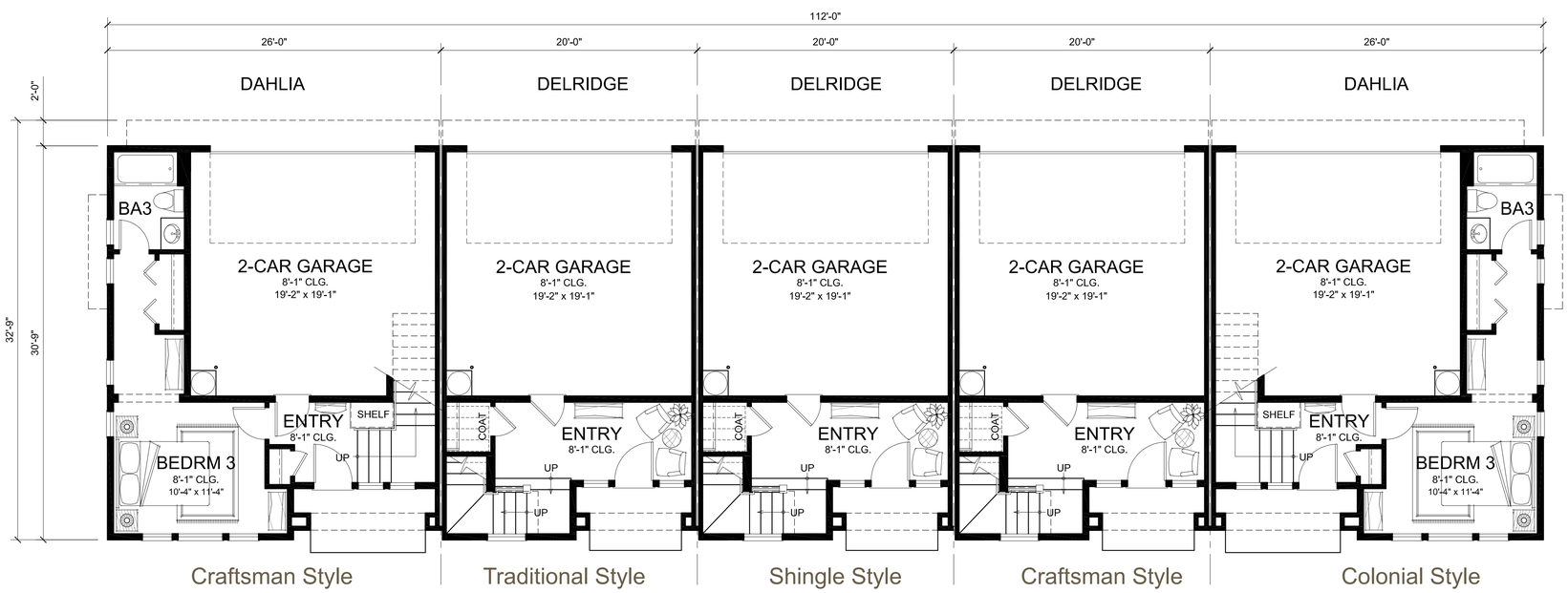


5 PLEX BUILDING - SECOND FLOOR PLAN

DAHLIA GROSS AREA	
1ST FLOOR:	372 SQ.FT.
2ND FLOOR:	823 SQ.FT.
3RD FLOOR:	823 SQ.FT.
TOTAL:	2,018 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	382 SQ.FT.
ENTRY STOOP:	45 SQ.FT.

DELRIDGE GROSS AREA	
1ST FLOOR:	185 SQ.FT.
2ND FLOOR:	636 SQ.FT.
3RD FLOOR:	615 SQ.FT.
TOTAL:	1,436 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	391 SQ.FT.
ENTRY STOOP:	36 SQ.FT.

5-PLEX BUILDING GROSS AREA (DA - DE - DE - DE - DA)	
1ST FLOOR:	1,299 SQ.FT.
2ND FLOOR:	3,554 SQ.FT.
3RD FLOOR:	3,491 SQ.FT.
TOTAL:	8,344 SQ.FT.
OTHER UNIT AREAS	
GARAGE:	1,937 SQ.FT.
ENTRY STOOP:	198 SQ.FT.



5 PLEX BUILDING - FIRST FLOOR PLAN

Bldg.# 84A

Northwest Park

DUVALL URBAN VILLAGE - DIVISION I

DUVALL, WASHINGTON

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5 PLEX BLDG FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

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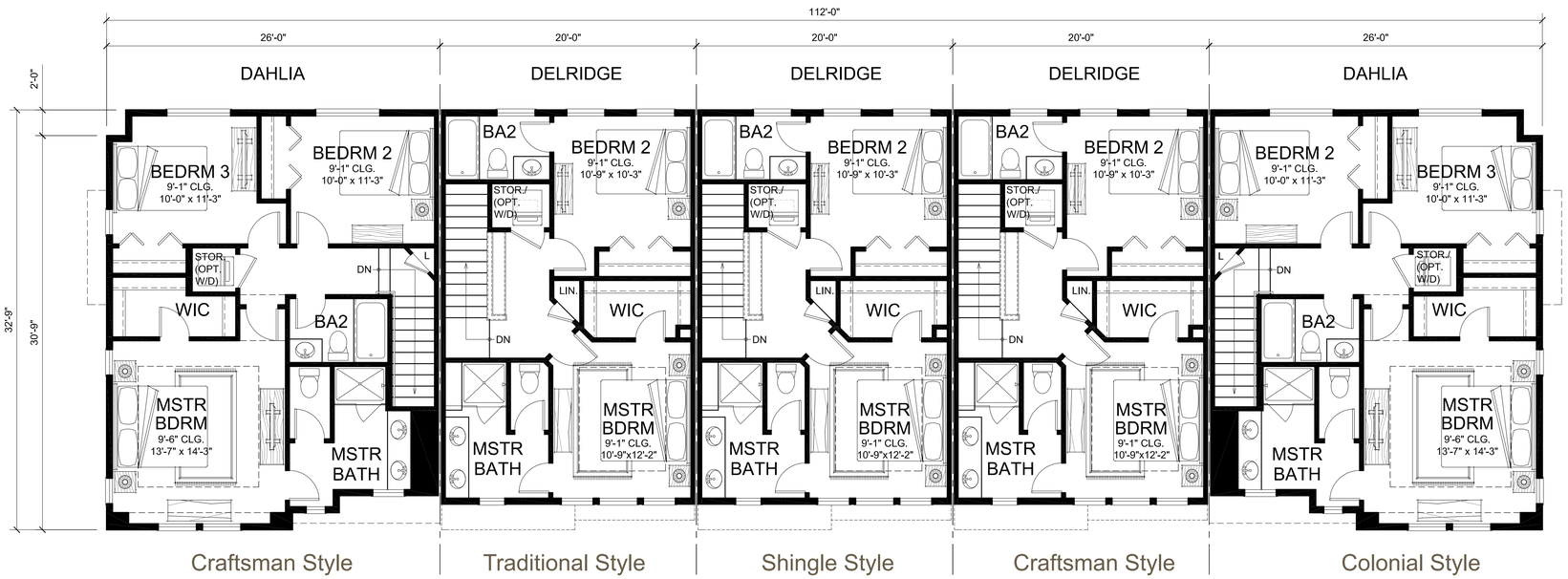
A.36



5 PLEX BUILDING - THIRD FLOOR PLAN

Bldg.# 84A

Northwest Park

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5 PLEX BLDG FLOOR PLANS

Scale:
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A.37

FRONT ELEVATION

Northwest Contemporary Style

Color Scheme # 2 ALT shown. Scheme # 6 ALT not shown

TYPICAL SIDE ELEVATION

1. BOARD & BATTEN SIDING
2. HORIZONTAL BOARD & BATT
3. FLAT ROOF
4. 8" LAP SIDING
5. 4" LAP SIDING
6. VINYL SASH WINDOW
7. METAL RAILING
8. 2x4 WINDOW & DOOR TRIM

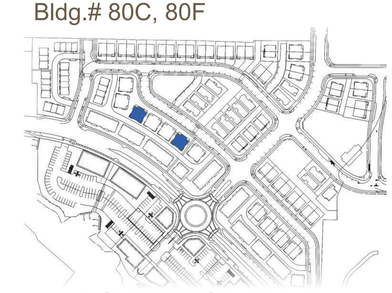
REAR ELEVATION

ENHANCED SIDE ELEVATION

downslope single-family attached

Moraine Park is just steps away from the fronts of these duets, with the garages located on the alley-side downslope. The primary living area is able to share the same level as the front entry, creating a 2-story façade from the street.

Bldg.# 80C, 80F



NORTHWEST CONTEMPORARY STYLE DUPLEX ELEVATIONS

Moraine Park downslope single-family attached

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DUVALL, WASHINGTON

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DAHLIN

Scale: 3/16"=1'-0" 0 4 8 12 16

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A.38

FRONT ELEVATION

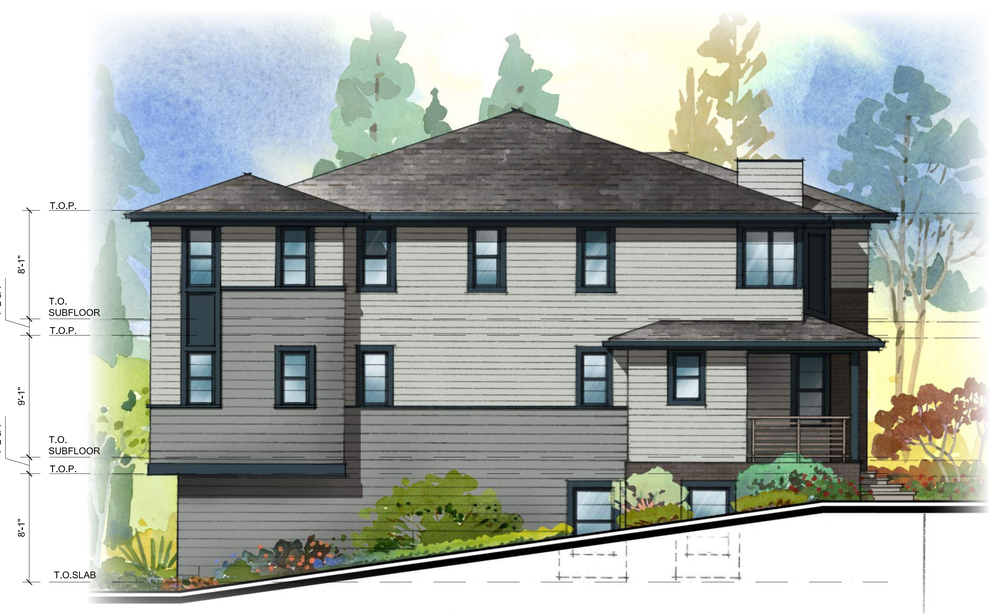
Transitional Style

Color Scheme # 4 ALT shown. Scheme # 8 not shown

ENHANCED SIDE ELEVATION

1. BRICK
2. PANEL SIDING
3. 8" LAP SIDING
4. 4" LAP SIDING
5. VINYL SASH WINDOW
6. COMPOSITION SINGLE
7. WOOD POST, WOOD TRIM
8. 2x4 WINDOW & DOOR TRIM

REAR ELEVATION



TYPICAL SIDE ELEVATION

Bldg.# 80A, 80D, 80G

TRANSITIONAL CONTEMPORARY STYLE DUPLEX ELEVATIONS

Moraine Park downslope single-family attached

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Scale: 3/16"=1'-0" 0 4 8 12 16

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A.39

FRONT ELEVATION

Craftsman Style

Color Scheme # 5 ALT shown. Scheme # 10 not shown

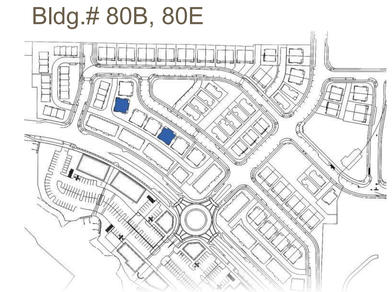
ENHANCED SIDE ELEVATION

1. BOARD & BATT SIDING
2. T & G V-GROOVE SIDING
3. 6" LAP SIDING
4. 8" LAP SIDING
5. VINYL SASH WINDOW
6. COMPOSITION SINGLE
7. WOOD POST, WOOD TRIM
8. BRICK
9. WOOD RAILING
10. 2x4 WINDOW & DOOR TRIM

REAR ELEVATION

TYPICAL SIDE ELEVATION

Bldg.# 80B, 80E



Moraine Park downslope single-family attached

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CRAFTSMAN STYLE
DUPLEX ELEVATIONS

Scale:
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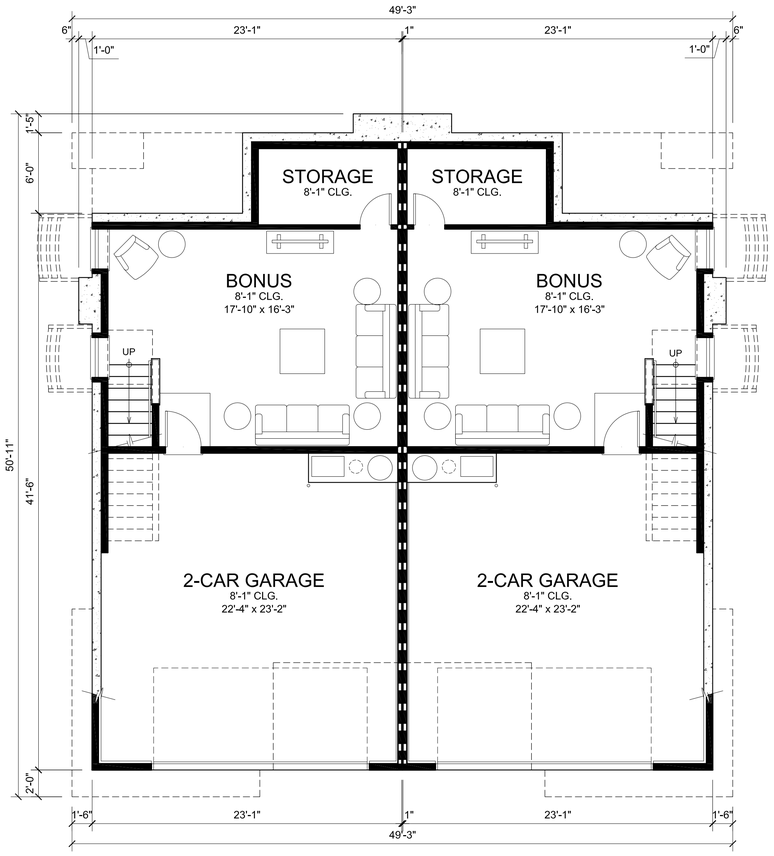
A.40

PALISADE - TYPICAL

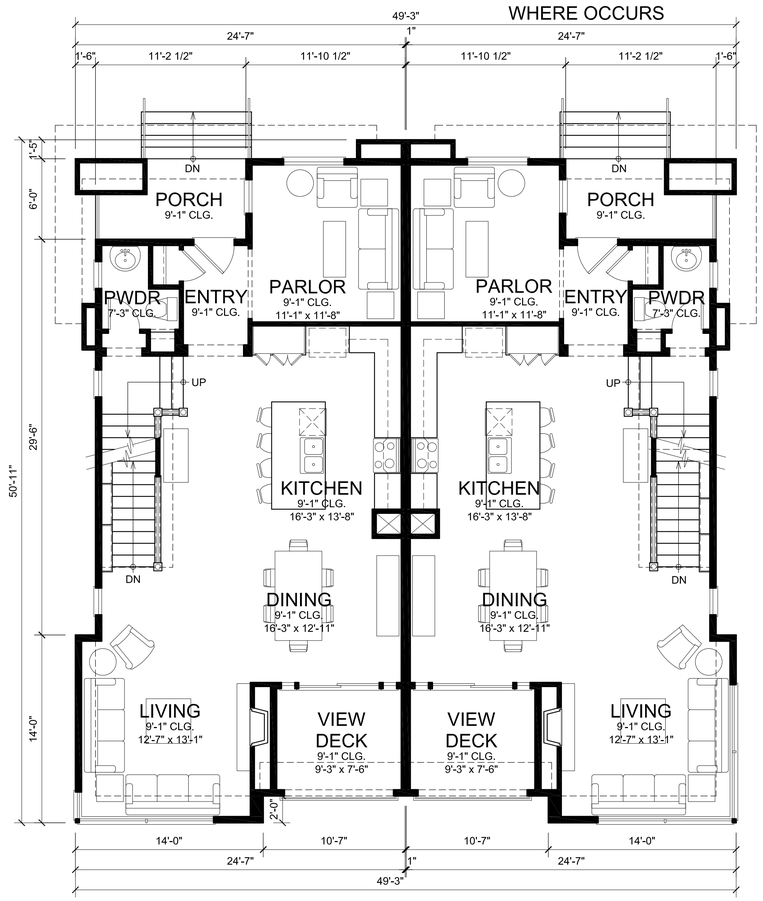
PALISADE - ENHANCED CORNER WHERE OCCURS



DUET BUILDING - BASEMENT PLAN

PALISADE - TYPICAL

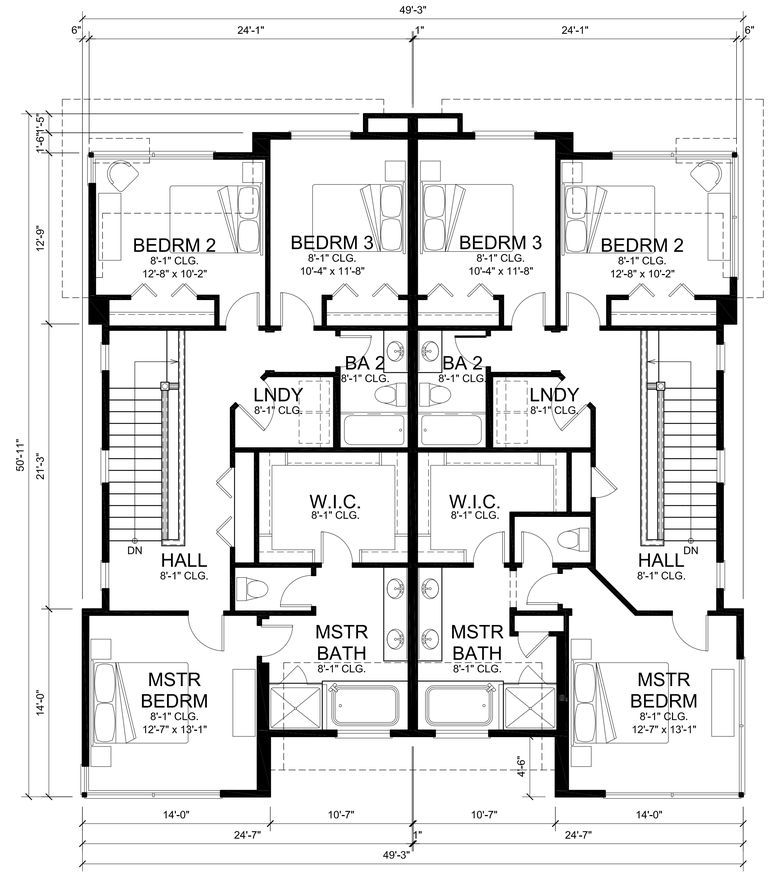
PALISADE - ENHANCED CORNER WHERE OCCURS



DUET BUILDING - FIRST FLOOR PLAN ELEVATION STYLE A SHOWN - B & C SIM.

PALISADE - TYPICAL

PALISADE - ENHANCED CORNER WHERE OCCURS



DUET BUILDING - THIRD FLOOR PLAN

UNIT GROSS AREA		DUET BUILDING GROSS AREA	
1ST FLOOR:	1,000 SQ.FT.	1ST FLOOR:	2,000 SQ.FT.
2ND FLOOR:	1,114 SQ.FT.	2ND FLOOR:	2,228 SQ.FT.
TOTAL:	2,114 SQ.FT.	TOTAL:	4,228 SQ.FT.
OTHER UNIT AREAS		OTHER UNIT AREAS	
BASEMENT:	485 SQ.FT.	BASEMENT:	970 SQ.FT.
GARAGE:	546 SQ.FT.	GARAGE:	1,092 SQ.FT.
PORCH:	57 SQ.FT.	PORCH:	114 SQ.FT.
VIEW DECK:	77 SQ.FT.	VIEW DECK:	154 SQ.FT.

Bldg.# 80A, 80B, 80C, 80D, 80E, 80F, 80G

Moraine Park

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DUVALL, WASHINGTON

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FLOOR PLANS

Scale: 3/16"=1'-0" 0 4 8 12 16

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DATE 04-24-2018

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A.41

Exhibit 5

DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 1

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7504
KEYSTONE GREY

BODY 1

SHERWIN WILLIAMS
SW7048
URBANE BRONZE

BODY 2 /
TRIM / GARAGE DOOR
SHUTTERS (WHERE OCCURS)

SHERWIN WILLIAMS
SW7584
RED THEATER

FRONT DOOR /
ENTRY DOOR

MUTUAL MATERIAL
CANYON MIST

BRICK
AT NORTHWEST PARK
5 PLEX DELRIDGE
COLONIAL STYLE

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Bellevue, Washington 98004 USA

+1-425-453-5388

WWW.DAHLINGROUP.COM

DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 2

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7604
SMOKEY BLUE

BODY 1

SHERWIN WILLIAMS
SW7005
PURE WHITE

BODY 2 /
TRIM /
GARAGE DOOR

SHERWIN WILLIAMS
SW6992
INKWELL

FRONT DOOR /
ENTRY DOOR /
SHUTTERS (WHERE OCCURS)

MUTUAL MATERIAL
SIERRA MIST

BRICK
AT NORTHWEST PARK
5 PLEX DAHLIA
COLONIAL STYLE

MUTUAL MATERIAL
CLINKER

BRICK
AT NORTHWEST PARK
3 PLEX DELRIDGE
COLONIAL STYLE

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 2 ALT.

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7604
SMOKEY BLUE

BODY 1
8" LAP SIDING

SHERWIN WILLIAMS
SW7005
PURE WHITE

BODY 2
4" LAP SIDING /
FRONT DOOR

SHERWIN WILLIAMS
SW6992
INKWELL

BODY 3
VERTICAL & HORIZONTAL
BOARD & BATT / TRIM /
GARAGE DOOR

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 3

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW2844
ROYCROFT MIST GREY

BODY 1

SHERWIN WILLIAMS
SW7069
IRON ORE

BODY 2 / TRIM /
GARAGE DOOR
FRONT DOOR / ENTRY DOOR /
SHUTTERS (WHERE OCCURS)

MUTUAL MATERIAL
CANYON MIST

BRICK
(WHERE OCCURS)
AT NORTHWEST PARK
DELRIDGE 4 PLEX COLONIAL

CORONADO STONE
HONEY LEDGE
HURON

STONE
(WHERE OCCURS)
AT NORTHWEST PARK
DELRIDGE 5 PLEX
CRAFTSMAN

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COLOR AND MATERIALS BOARD - SCHEME 4

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7660
EARL GREY

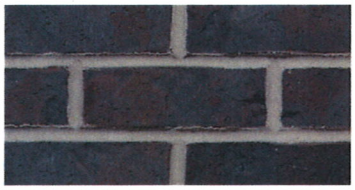
BODY 1

SHERWIN WILLIAMS
SW7057
SILVER STRAND

TRIM /
GARAGE DOOR

SHERWIN WILLIAMS
SW7605
GALE FORCE

FRONT DOOR / ENTRY DOOR /
SHUTTERS
(WHERE OCCURS)



MUTUAL MATERIAL
CLINKER

BRICK
AT NORTHWEST PARK
4 PLEX DAHLIA / DELRIDGE
COLONIAL STYLE

CORONADO STONE
OLD WORLD LEDGE
CAPE COD GREY

STONE
AT NORTHWEST PARK
5 PLEX DELRIDGE
SHINGLE STYLE

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Bellevue, Washington 98004 USA

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 4 ALT.

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7660
EARL GREY

BODY 1
AT UPPER SIDING

SHERWIN WILLIAMS
SW7057
SILVER STRAND

BODY 2
AT LOWER SIDING

SHERWIN WILLIAMS
SW7605
GALE FORCE

TRIM /
FRONT DOOR / ENTRY DOOR /
GARAGE DOOR

MUTUAL MATERIAL
CLINKER

BRICK
AT MORAINE PARK
TRANSITIONAL STYLE

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Bellevue, Washington 98004 USA

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 5

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

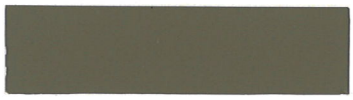
ROOF

SHERWIN WILLIAMS
SW7744
ZEUS

BODY 1

SHERWIN WILLIAMS
SW7566
WEST HIGHLAND WHITE

TRIM /
GARAGE DOOR



SHERWIN WILLIAMS
SW6173
COCOON

FRONT DOOR / ENTRY DOOR /
SHUTTERS
(WHERE OCCURS)

CORONADO STONE
OLD WORLD LEDGE
CAPE COD GREY

STONE
AT NORTHWEST PARK
4 PLEX DAHLIA / DELRIDGE
CRAFSTMAN STYLE

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 5 ALT.

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7744
ZEUS

BODY 1 - UPPER
BOARD & BATT SIDING

SHERWIN WILLIAMS
SW6173
COCOON

BODY 2 - LOWER
LAP SIDING

SHERWIN WILLIAMS
SW7566
WEST HIGHLAND WHITE

TRIM / ACCENT /
GARAGE DOOR /
FRONT DOOR / ENTRY DOOR

MUTUAL MATERIAL
CANYON MIST

BRICK
(WHERE OCCURS)
AT MORAINE PARK
CRAFTSMAN STYLE

10900 NE 8th St. Suite 1120
Bellevue, Washington 98004 USA

+1-425-453-5388

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 6

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7048
URBANE BRONZE

BODY 1

SHERWIN WILLIAMS
SW7005
PURE WHITE

TRIM /
GARAGE DOOR

SHERWIN WILLIAMS
SW7504
KEYSTONE GREY

FRONT DOOR /
SHUTTERS (WHERE OCCURS)

CORONADO STONE
OLD WORLD LEDGE
ETOWAH

STONE
AT NORTHWEST PARK
3 PLEX DAHLIA
CRAFSTMAN STYLE

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 6 ALT.

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7504
KEYSTONE GREY

BODY 1
8" LAP SIDING

SHERWIN WILLIAMS
SW7005
PURE WHITE

BODY 2
4" LAP SIDING

SHERWIN WILLIAMS
SW7048
URBANE BRONZE

BODY 3
VERTICAL & HORIZONTAL
BOARD & BATT /
TRIM / FRONT DOOR /
GARAGE DOOR

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 7

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW6202
CAST IRON

BODY 1

SHERWIN WILLIAMS
SW7566
WEST HIGHLAND WHITE

TRIM /
GARAGE DOOR

SHERWIN WILLIAMS
SW6992
INKWELL

FRONT DOOR /
SHUTTERS (WHERE OCCURS)

CORONADO STONE
OLD WORLD LEDGE
ETOWAH

STONE
AT NORTHWEST PARK
4 PLEX DELRIDGE
SHINGLE STYLE

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 8

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7566
WEST HIGHLAND WHITE

BODY 1
AT UPPER SIDING

SHERWIN WILLIAMS
SW0023
PEWTER TANKARD

BODY 2
AT LOWER SIDING

SHERWIN WILLIAMS
SW7069
IRON ORE

FRONT DOOR / ENTRY DOOR /
TRIM / GARAGE DOOR

MUTUAL MATERIAL
SIERRA MIST

BRICK
AT MORAINE PARK
TRANSITIONAL STYLE

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COLOR AND MATERIALS BOARD - SCHEME 9

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7057
SILVER STRAND

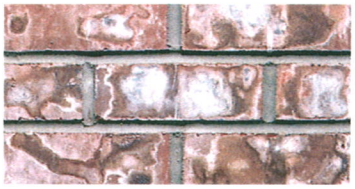
BODY 1

SHERWIN WILLIAMS
SW7005
PURE WHITE

TRIM /
GARAGE DOOR

SHERWIN WILLIAMS
SW7067
CITY SCAPE

FRONT DOOR /
SHUTTERS (WHERE OCCURS)



MUTUAL MATERIAL
ASHLAND

BRICK
AT NORTHWEST PARK
3 PLEX DAHLIA
COLONIAL STYLE

CORONADO STONE
OLD WORLD LEDGE
CAPE COD GREY

STONE
AT NORTHWETS PARK
5 PLEX DAHLIA
CRAFTMAN STYLE

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COLOR AND MATERIALS BOARD - SCHEME 10

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7005
PURE WHITE

BODY 1 - UPPER
BOARD & BATT SIDING

SHERWIN WILLIAMS
SW7067
CITY SCAPE

BODY 2 - LOWER
LAP SIDING

SHERWIN WILLIAMS
SW6992
INKWELL

TRIM / ACCENT /
GARAGE DOOR /
FRONT DOOR / ENTRY DOOR

MUTUAL MATERIAL
CLINKER

BRICK
AT MORAINE PARK
CRAFTSMAN STYLE

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Bellevue, Washington 98004 USA

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DAHLIN

COLOR AND MATERIALS BOARD - SCHEME 11

WALDEN AT BIG ROCK | DUVALL URBAN VILLAGE - PHASE 1 | TOLL BROTHERS

GAF TIMBERLINE
HIGH DEFINITION SHINGLE
CHARCOAL

ROOF

SHERWIN WILLIAMS
SW7005
PURE WHITE

BODY 1
BOARD & BATT SIDING

SHERWIN WILLIAMS
SW7057
SILVER STRAND

BODY 2
PANEL SIDING

SHERWIN WILLIAMS
SW7067
CITY SCAPE

ACCENT
VERTICAL SIDING

SHERWIN WILLIAMS
SW7604
SMOKEY BLUE

BODY 3
LAP SIDING

SHERWIN WILLIAMS
SW6992
INKWELL

TRIM / ACCENT 2
FRONT DOOR /
GARAGE DOOR

CORONADO STONE
PRO LEDGE
HURON

STONE
(WHERE OCCURS)
AT URBAN TRANSITION

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Bellevue, Washington 98004 USA

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Exhibit 6

DUVALL URBAN VILLAGE - DIVISION 1

LANDSCAPE PLANS

BLOCK-LOT SITE PLAN REVIEW

04/09/2018

PROJECT DIRECTORY

OWNER
TOLL BROTHERS
101 10th Street South #102
Kirkland, Washington 98033
425.825.1955
Contact: Charles Hare
Email: chare@tollbrothers.com

LANDSCAPE ARCHITECT
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303.443.7533
Contact: Greg White, RLA
Email: gwhite@dtjdesign.com

ARCHITECT
DAHLIN GROUP
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CIVIL ENGINEER
THE BLUELINE GROUP
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Kirkland, Washington 98033
425.216.4051
Contact: Brett Pudists, PE
Email: bpudists@thebluelinegroup.com

STRUCTURAL ENGINEER
SITE STRUCTURES/KOSNIK ENGINEERING, PC
10505 19th Avenue SE, Suite B
Everett, Washington 98208
425-357-9600
Contact: Dan Kosnik
Email: dan@kosnik.com

IRRIGATION DESIGN
GHA LANDSCAPE ARCHITECTS
1417 NE 80th Street
Seattle, Washington 98115
206-522-2334
Contact: Neil Buchanan
Email: buchanan@isomedia.com

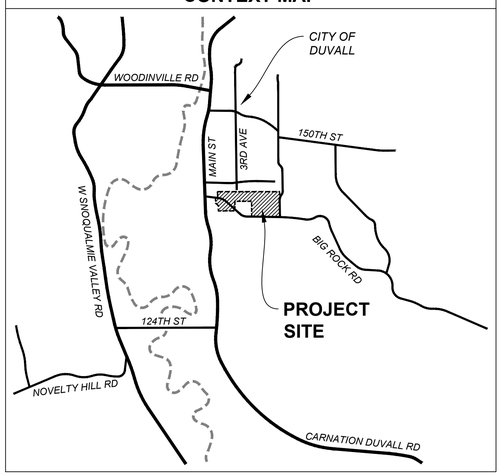
CONCEPTUAL PROJECT RENDERING

SHEET LIST TABLE

Sheet Number	Sheet Title
L-100	Cover Sheet
L-101	Landscape General Notes
L-201	Overall Context Plan
L-202	Site Enlargement Plan
L-203	Site Enlargement Plan
L-301	Overall Overstory Landscape Plan
L-302	Typical Understory Landscape
L-303	Typical Understory Landscape
L-304	Lots 75, 76 & 84 Understory Plan
L-305	Lot 76 Understory Plan
L-306	Lots 80 & 82 Understory Plan
L-307	Lots 80 & 83 Understory Plan
L-308	Lot 81 Understory Plan
L-309	Lot 6 Understory Plan
L-310	Lot 6 Understory Plan
L-401	Monumentation Details
L-402	Monumentation Details
L-403	Structure Details
L-404	Landscape Planting Details
L-405	Landscape Plant Schedule

THESE DRAWINGS ARE INTENDED TO WORK IN TANDEM WITH CIVIL SITE DRAWINGS AND CIVIL INFORMATION PROVIDED BY BLUELINE GROUP. SEE SEPARATE CIVIL PACKAGE FOR SPECIFICS AS SHOWN BY OTHERS.

CONTEXT MAP



DTJ DESIGN

ARCHITECTURE
PLANNING
LANDSCAPE ARCHITECTURE

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DUVALL URBAN VILLAGE - DIVISION 1
BLOCK-LOT SITE PLAN REVIEW
TOLL BROTHERS
CITY OF DUVALL, WASHINGTON

NOT FOR CONSTRUCTION

DRAWN BY:	GGV/SB
CHECKED BY:	GBW
PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
REVISIONS:	
	09/07/2017
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SHEET TITLE:

COVER SHEET

SHEET NUMBER:

L-100

Drawing: U:\2016054.40 TOLL Bothers\6 CAD\Sheets\DUV-Condo\Site Plan Revised\L-100 Cover Sheet.dwg
Last Saved: April 5, 2018 5:55:14 PM by Guestserver
Last Plotted: April 05, 2018 5:55:14 PM
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LANDSCAPE GRADING NOTES

(APPLY TO ALL LANDSCAPE RELATED FINE GRADING ONLY - SEE ALSO LEGENDS, SPECIFICATIONS AND CIVIL PLANS)

1. Geotechnical Report
   The Contractor shall obtain and review the Summary Report and Recommendations prepared by the geo-technical engineers and fully understand the existing soil conditions encountered prior to submitting bid. The Contractor shall comply with all recommendations made by the geo-technical engineers, civil engineers, structural engineers and Owner's Representative, as designated in the soil report, on these drawings, specified, or as directed during field observations and inspections.

   If a "Soils Investigation" on this project site has been performed it will be considered as a separate contract to the owner. (SEE CURRENT REPORT)

2. Inspection and Testing
   All earthwork operations will be subject to full inspection and regular testing by a qualified soils and materials engineer and this Contractor shall be responsible to coordinate scheduling, notification and procuring test results and documentation as required - see also specifications. The Contractor shall notify the Owner's Representative of any subsoil conditions encountered, which vary from those found during previous soil investigations and/or that may not have been known during design. Any failed tests which must be retested will be at Contractor's expense.

3. Scope of Earthwork Operation
   All earthwork operations shall be conducted in strict compliance with the project specifications including but not limited to:
   a. Full locating, investigation and protection of ALL existing utilities to remain.
   b. Removal of any organic materials or debris
   c.Stripping and stockpiling of all topsoil in approved location(s) - coordinate with Civil Plans.
   d.Smooth transition from proposed grades to existing grades.
   e.Replacement of topsoil after grading changes have been accomplished

4. Moisture and Compaction
   See, and comply with, all specifications for depth of moisture density treatments, controls and compaction requirements.

5. Verification of Existing
   See "Legend" defining proposed grades, existing grades, and designed grades for adjacent construction by others. Contractor shall verify all existing grades to remain and all adjacent new construction grades for compliance with those shown, prior to bid and construction. All deviations or conflicts with proposed work shall be reported immediately (with written follow-up) notice within 24 hours to the Owner's Representative for direction to proceed, but will not be considered as basis for additional payment except as allowed in change order process per General Conditions and Supplementary Conditions under the existing Owner-Contractor Agreements/Contracts".

6. Temporary Benchmarks
   The plans may call for specific temporary benchmarks to be transferred to the site by a certified surveyor and accurately established on site as a part of this contract. Contractor shall verify all benchmarks and information used in design and compare to existing conditions.

7. Positive Drainage
   It is this Contractor's responsibility to provide proper positive drainage throughout this contract area. Field conditions shall be verified in conjunction with the proposed elevations to ensure that adequate drainage is provided. Report deviations or conflicts to Owner's Representative.

8. Max and Min Slopes
   Graded slopes in planting areas shall not exceed a three horizontal (H): one vertical (V) slope in order to decrease erosion potential and to make maintenance easier. Graded slopes planted with grass shall not exceed a four (H): one (V) slope. Planting areas shall be provided with adequate drainage. Slope away from all structures at a slope designated by Geotechnical Engineer.

9. Finished Grade
   All design elevations shown are "finished grades" unless otherwise indicated. Contractors shall refer to drawings, details and specifications regarding depth of subgrade required to add improvement thicknesses, etc. - see also "typical earthwork sections" detail, if provided.

10. Topsoil
    All topsoil excavation shall be saved and stockpiled in approved locations for future use. Topsoil shall be natural, sandy, fertile, friable, and possess characteristics of the representative productive soils in the vicinity. It shall not be excessively acid or alkaline nor contain toxic substances which may be harmful to plant growth. Topsoil shall be without admixture of subsoil. It shall be reasonably free from clay lumps, stones, stumps, debris, roots or similar substances two inches or more in diameter, or other objects which might be a hindrance to the plant growth. Topsoil shall meet the specifications of Duvall Municipal Code (Sec.14.38.130). Grass shall be installed on a minimum of six inches of topsoil, sixty-five (65) to seventy-five (75) per-cent compacted. Groundcover shall be installed in a minimum of four inches of topsoil, sixty-five (65) to seven-ty-five (75) percent compacted. In roadway landscape strips, the soil shall be amended by tilling the top twelve (12) inches and blending in six inches of three-way topsoil and then capping that with a minimum of four inches of three-way topsoil.

LANDSCAPE LAYOUT NOTES

(APPLY TO ALL LANDSCAPE RELATED LAYOUT REQUIRED FOR IMPROVEMENTS - SEE ALSO LEGENDS, SPECIFICATIONS AND SHEET NOTES)

1. Verify Survey Info
   All shown control points, baselines, benchmarks, property lines, setbacks, existing conditions to remain, and newly built adjacent construction (by others) shall be verified by a professionally certified surveyor (PLS.) as a part of this contract. Any deviations from information shown or conflicts with proposed improvements shall require the Owner's Representative to be notified immediately with written follow up (within 24 hours), describing any deviation or variations from the proposed layout as described in these plans. Written approval to proceed must be obtained from the Owner's Representative prior to any demolition or new construction.

2. Field Staking
   All work shown shall be field staked or otherwise denoted and subject to field verification, review, and approval by the Owner's Representative prior to any construction or demolition. Field staking of all proposed work and adjacent construction (even if future work by others) may be required by the Owner's Representative prior to approval of all improvements and adequate stakes shall be provided by this Contractor's Surveyor.

3. AutoCAD Design Files
   To expedite the layout of the site, "layout coordinates and/or grids" may have been established as shown. For elements designed in CADD, DWG files will be provided to the surveyor for staking using surveyor established control points and benchmarks. These points shall be field staked by the surveyor as a part of this contract at the contractor's expense. The layout of these stakes shall accurately occur in locations as determined by the Owner's Representative and shall be maintained throughout the duration of this project. The establishment of these points shall be reviewed and approved by the Owner's Representative prior to any construction in those areas and will assist the Contractor in the layout of all site improvements as shown on drawing or otherwise.

4. Dimension Tolerances
   The construction tolerances for this project are minimal and the dimensions shown are to be strictly adhered to.

5. Dimensions
   Computed dimensions shall take precedence over scaled dimensions, and large scale over small scale drawings. Dimensions shown with (+/-) shall be the only layout information allowed to vary, and may only vary to the tolerances given or to +/-1" if no dimension is given.

6. Complete Project
   The Contractor is responsible to provide "complete-in-place" systems and a complete project, and any intermittent or periodic approvals received for portions of work, stakes, grades, or forms (by the Owner's Representatives, architects, engineers, or others) shall not waive the Contractor's requirements to comply with the intent of any and all portions of this contract.

7. Staking
   All locations for walks, roads, swales, walls, curbs, structures etc. shall be staked by a registered land surveyor. All layout information is based on "Ground Coordinates" and the Contractor shall meet with the Owner's Consulting Surveyors and Engineers to clarify all datum, benchmark, control point requirements, walk, wall and other specific site improvements. Centerline layout information will be provided to the contractor by the engineer/landscape architect in DWG format. See planting notes for tree staking.

8. Curvilinear Improvements
   It is the intent and requirement of this contract to provide curvilinear walks, walls and curbs with smooth transitions and arcs (both horizontal and vertical). Straight segments and abrupt transitions will not be accepted unless shown as such on the plans. Curving forms may be required to obtain the proper effects. All walk, edgers, paving edges, and other curvilinear forms must be approved in field prior to installation.

LANDSCAPE GENERAL NOTES

(SEE ALSO ALL OTHER CONSULTANT/ENGINEER NOTES AND DOCUMENTS FOR ALL RELATED INFORMATION)

1. Owners Rep.
   These drawings and documents are submitted to Toll Brother's (Owner of the project) for review and approval, prior to any release for bidding or construction. Contractors shall receive all bid information, instructions, bid forms, general terms and conditions, and all other required clarifications from the Owner's Authorized Representative administering this project. Unless otherwise indicated, the "Owner's Representative" for this project shall be a specifically designated by the owner. The contractor will also be required to coordinate and correspond with other landscape architects from DTJ Design and other key consultants involved on the project.

2. Project Manual Discrepancy
   These drawings supplement the other contractual information contained in the "Project Manual" and/or Bid Instructions (Specifications), if provided. Anything mentioned in the Project Specifications and not the drawings, or vice-versa, shall be of like effect as if shown on or mentioned in both. In case of discrepancy in drawings or project specifications, the matter shall be immediately submitted to the Owner's Representative; without his decision, said discrepancy shall not be adjusted by the Contractor, save only at his own risk and expense. The Contractor shall not take advantage of any apparent error or omission on the drawings or in the specifications. In the event the Contractor discovers such error or omission, he shall immediately notify the Owner's Representative. The Owner's Representative will then make such clarification and interpretations as may be deemed necessary for the Contractor to fulfill the intent of the contract.

3. Complete Project Intent
   The "intent" of these Improvements Drawings, details and associated specifications is that the Contractor provide the Owner with a complete, accurate, functionally and technically sound project as generally described in the documents. The drawings are diagrammatic. In most cases, unless explicitly noted otherwise, drawing symbols are used to represent complete-in-place systems to be provided, as part of base bid. All elements shown or implied by the drawings, if not specifically detailed or specified, shall be installed per Uniform Building Codes, manufacturers recommendations, State Highway Department Standards, City Standards and Specifications, standard industry practices, as approved by the Owner's Representative.

4. Conform to Codes
   All work on this project shall conform to the current Duvall, Washington Building and Zoning Codes, Ordinances, Standards and Specifications for Construction of Public Improvements, as well as all other applicable governing regulations in effect.

5. Survey Control Points
   All range points, ties, benchmarks or other survey control points which may be encountered during construction, must be preserved or modified/recorded by a registered surveyor at the contractor's expense. Immediately upon discovery, the Contractor shall notify the Owner's Representative of any survey control points found and obtain direction prior to proceeding.

6. Permits
   The Contractor shall coordinate and obtain all permits which are necessary to perform the proposed work. Owner to pay for all construction permits unless otherwise indicated in the Contract Documents. Contractor shall obtain, at his expense, all specialty permits needed for specific items included with the work, unless otherwise indicated in the Contract Documents. Contractor shall comply with all notification and inspection requirements.

7. Testing
   Unless specifically noted otherwise in the Contract Documents, the Contractor shall obtain and coordinate all technical tests and reports by a certified independent laboratory or agency as outlined in the specifications or these drawings. The Owner may, at the Owner's sole discretion, provide separate testing and/or inspection service, and the Contractor is required to fully coordinate with those consultants/contractors. Owner to pay for all soils and materials testing.

8. Existing Condition Survey
   An Existing Condition Survey has been provided to the Owner by registered surveyors under separate contracts for the basis of design. It is not to be considered as part of these Site Plan Review Documents. The survey information has been reformatted and included in this set for general information only and intended to assist the contractor in the general orientation of the site. The Contractor is required to visit the site, verify information, conduct any exploratory research, and become thoroughly familiar with all existing conditions as pre-requisite of this bid submittal. Without exception, any deviations or omissions found between these plans and existing site conditions shall immediately be brought to the attention of the Owner's Representative, but will not be considered as basis for additional payment except as allowed in change order process per General Conditions and Supplementary Conditions under the existing Owner-Contractor Agreements/Contracts".

9. Utility Locates
   Existing (or proposed by others) utility information shown is approximate only and for general information only. It is not intended to depict exact locations of all utilities. The Contractor shall notify all utility companies to stake and field verify the locations including depths of all utilities (existing, proposed by others, or currently under construction), prior to commencing any related operations. Contractor shall maintain utility locations/structures during all remaining phases of work. The Contractor shall report to the Owner's Representative any utilities that may conflict with proposed work. This Contractor shall explore, understand, and coordinate (with subcontractors and others) all utilities impacts prior to submitting bid and shall be responsible for any modifications or damages to utility lines, structures or injuries therefrom. For existing utility information, contact Washington Utility Notification Center (Call 811) with minimum notice of three full business days in advance of location needs is required.

10. Safety, Means, Methods
    These drawings do not specify safety materials, staffing, equipment, methods or sequencing, to protect persons and property. It shall be the Contractor's sole responsibility to direct and implement safety operations, staffing, procedures to protect the Owner and his representatives, new improvements, property, other contractors, the public and others.

11. Contractor/Owners Rep Meetings
    The Contractor shall meet periodically with the Owner's Representative to determine marshalling areas, on-site storage, Contractor staff parking, security issues, construction sequencing/phasing, scheduling, and maintaining public, emergency, handicapped or operations access before starting the related work. The Contractor shall meet any "Construction Criteria" or requirements shown on any Contract Documents, construction documents, phasing plans or or any imposed plans by the Owner's Representative as a part of Base Bid.

12. Coordination with Other Work
    Some of the work of this contract may occur concurrent with work by others. Phasing, sequencing and coordination, with work by others, and on-going facility operations in and around the site area is a part of this Contractor's responsibility. See other drawings, specifications, and discuss with the Owner's Representative for additional information.

13. Period of Performance
    The Contractor will be required to complete all the work of this project according to these proposed drawings or subsequent clarification. A strict period of performance, including dates of substantial completion (for all and/or portions) and liquidated damages may be an integral element of this contract - see Project Manual and Owner's Representative.

14. Removal / Disposal
    Any site improvements requiring removal under this contract shall be properly and legally disposed of off-site or, at the Owner's option, surrendered/stockpiled in an approved on-site location per the direction of the Owner's Representative.

15. As Built Drawings
    The Contractor is required to maintain a complete and "up-to-date" set of all Contract Documents, including clarifications, change orders, etc., in good condition, at the construction site at all times. This set of documents will be made immediately available for review by the Owner's Representative and/or authorized Consultants upon request. Complete "As-Built" drawings and document submittals are also a requirement of this contract - see also specifications and City of Duvall, Washington and King County, Washington Standards, if provided.

16. Warranties
    Maintenance, warranties and performance guarantees may be a requirement of this contract - see specifications. Notes and details on specific drawings shall take precedence over general notes and typical details. The Contractor shall refer to all other Division Notes, Sheets Notes, Drawings and Project Contract Documents for additional information.

17. Other Related Drawings

    Contractor shall refer to "other related drawings" for all other related improvements that will impact this project and require coordination.

PROJECT NOTES

1. **ALL STRUCTURAL MEMBERS, CONNECTIONS, SIZES AND FOOTINGS ARE PENDING FINAL STRUCTURAL REVIEW.**
2. Engineering base information and survey information provided by Mead Gilman & Associates.
3. Grading to be approved prior to planting. All trees to be staked with wood lath and size and species noted for final field adjustment.
4. Stone Monument blocks to match monument block stones and are to be generally cubic in form - see Plans for specific forms and sizes.
5. All hardscape materials to be approved in field by Landscape Architect prior to installation. Contractor to provide field mock-up samples for all flatwork, monuments, stone types, stone paving, concrete finishes, edger, gravel mulch, walls, fencing and lighting.
6. All concrete/metal edger to be staked/painted in the field for approval prior to installation.
7. Contractor to pre-order or contract grow perennials grasses and shrubs that are needed for mass plantings - see Plant Schedule for specific quantities and plant species.
8. All mulch to be Landscape Mulch available from Cedar's Grove (provide sample for approval by Owner's Representative).
9. All landscape materials to be located by planting plan in field prior to planting by contractor. Trees and planting areas may be adjusted in the field by the Landscape Architect to address unforeseen conditions.
10. Contractor to inspect site soil conditions. Assume amendment of 4.5 cy/1000 sf of compost for all planting areas. Contractor is responsible for soil blending with compost to create an improved planting mix.
11. All planting areas are to have minimum 6" topsoil (see Planting Area Details for specifics) - "Planters Mix Compost" available from Cedar Grove.
12. All Enhanced Native Turf (Seed) Areas are to be hydroseeded: Application Rate: 150 lbs./acre; with a mix consistency of 10% Highland Colonial Bent, 50% Perennial Rye, and 40% Pennlawn Red Fescue; Mulch at 2,000 lbs./acre; Apply Fertilizer at 400 lbs./acre of 10-20-20 or 22.5-10-10 and in either case, slow-release fertilizers are preferred; and on slopes of 2:1 or greater, a binder shall be used at 40 lbs./acre, J-Track or equivalent.
13. All manicured turf areas are to be sod - "Green Sport" available from Country Green Turf Farm (see Planting Area Detail for specifics).
14. The horizontal distance between trees and any site utilities or infrastructure shall be in compliance with codes of the local governing authority.
15. Contractor to be responsible for coordinating all stone types including stone veneer, stone blocks, and stone monuments. Provide samples of all types collectively for approval by Architect or Owner's Representative prior to ordering.
16. Contractor to provide mockups for review and approval for Stone Monument in accordance with specific detail information. Final Construction/Installation of Stone Monuments and Stone Blocks shall not begin until granted approval from Owner or Owner's Representative.

ABBREVIATIONS

B.O.F.	BOTTOM OF FOOTING
B.O.S.	BOTTOM OF STEP
B.O.W.	BOTTOM OF WALL
C.I.P.	CAST IN PLACE
C	CENTERLINE
CLR	CLEAR
CJ	CONSTRUCTION JOINT
C.M.U.	CONCRETE MASONRY UNIT
CONT.	CONTINUOUS
DIA.	DIAMETER
EJ	EXPANSION JOINT
EJD	DOWELED EXPANSION JOINT
F.O.W.	FACE OF WALL
F.F.E.	FINISHED FLOOR ELEVATION
F.G.	FINISHED GRADE
F.V.	FIELD VERIFY
FL	FLOWLINE
GALV.	GALVANIZED
HC	HANDICAPPED
HP	HIGH POINT
I.D.	INSIDE DIAMETER
INV.	INVERT ELEVATION
JT	JOINT
LF	LINEAR FOOT
MAX	MAXIMUM
MIN	MINIMUM
MH	MANHOLE
N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE

OC	ON CENTER
O.D.	OUTSIDE DIAMETER
PA	PLANTING AREA
PL	PLATE
POB	POINT OF BEGINNING
PVMT	PAVEMENT
PVC	POLYVINYL CHLORIDE
P.L.	PROPERTY LINE
RAD	RADIUS
REINF	REINFORCEMENT
RD	ROOF DRAIN
RO	ROUGH OPENING
SCJ	SAW CUT JOINT
S.J.	SCORE JOINT
SFF	SQUARE FACE FOOT
SHT	SHEET
SPEC	SPECIFICATIONS
STD	STANDARD
STL	STEEL
T.O.B.	TOP OF BANK
T.O.C.	TOP OF CURB
T.O.R.	TOP OF ROCK
T.O.S.	TOP OF STEP
T.O.SL	TOP OF SLAB
T.O.W.	TOP OF WALL
TYP.	TYPICAL
V.I.F.	VERIFY IN FIELD
W.E.	WATER ELEVATION
WWM	WELDED WIRE MESH

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DUVALL URBAN VILLAGE - DIVISION 1
BLOCK-LOT SITE PLAN REVIEW
TOLL BROTHERS
CITY OF DUVALL, WASHINGTON

NOT FOR CONSTRUCTION

DRAWN BY: GGV/SB
CHECKED BY: GBW
PROJECT NO.: 2016054.40
ISSUE DATE: 04/09/2018
REVISIONS:
09/07/2017
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SHEET TITLE:
LANDSCAPE GENERAL NOTES

SHEET NUMBER:
L-101

Drawing: U:\2016054.40-TOLL Brothers\05 CAD\Sheets\DUV-Condo\Site Plan Review\L-101 Landscape General Notes.dwg
Last Saved: April 5, 2018 5:05:13 PM by Gvanderiet
Last Plotted 4/9/2018 2:39:16 PM
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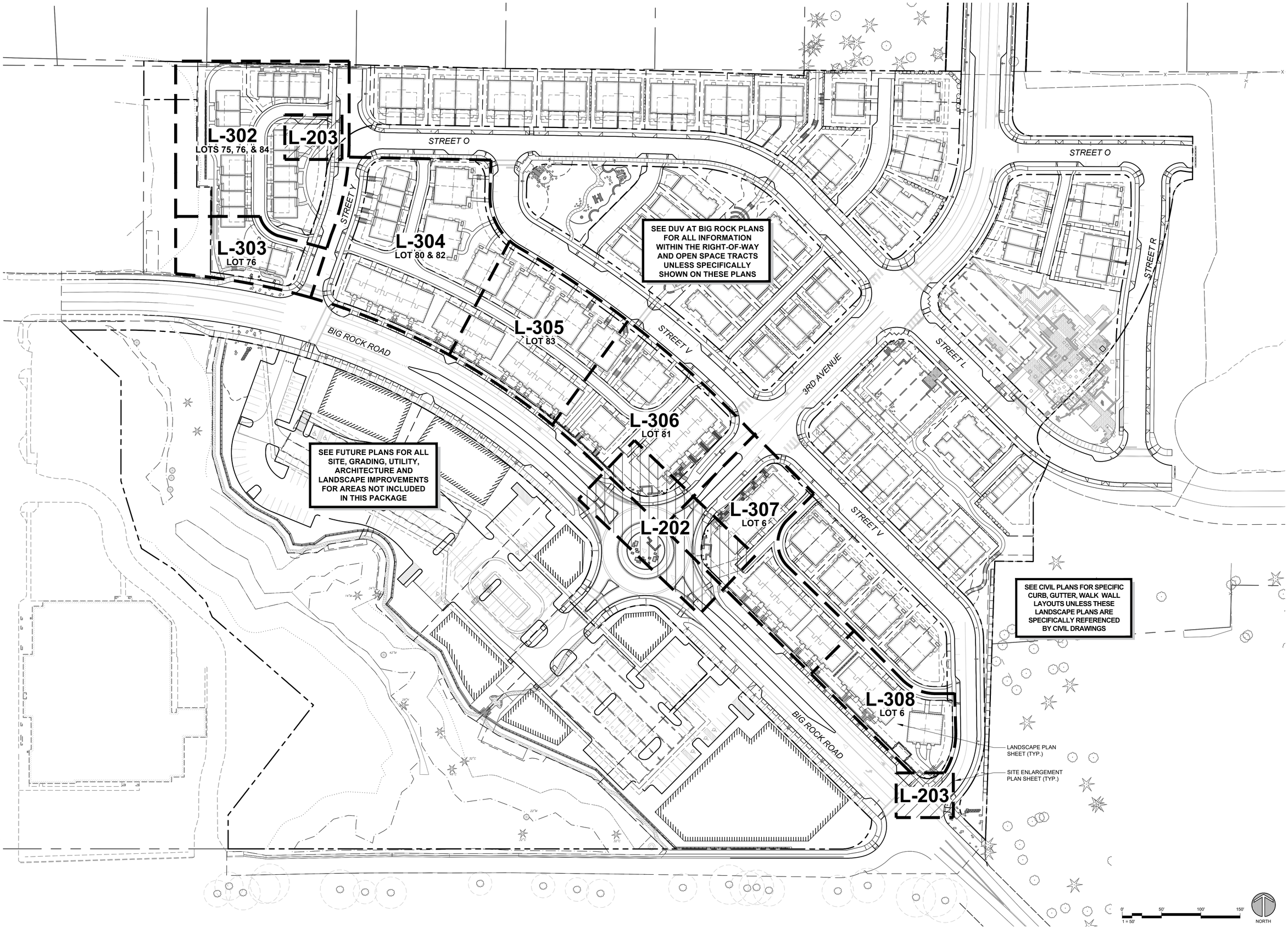

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BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS

CITY OF DUVALL, WASHINGTON

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SHEET TITLE:

OVERALL CONTEXT PLAN

SHEET NUMBER:

L-201

Drawing: U:\2016054.40-TOLL Brothers\02-CAD\Sheets\DUV-ConceptSite Plan Review\L-201 Site Overall Plan.dwg
Last Saved: April 9, 2018 11:20:43 AM by Gvanderen
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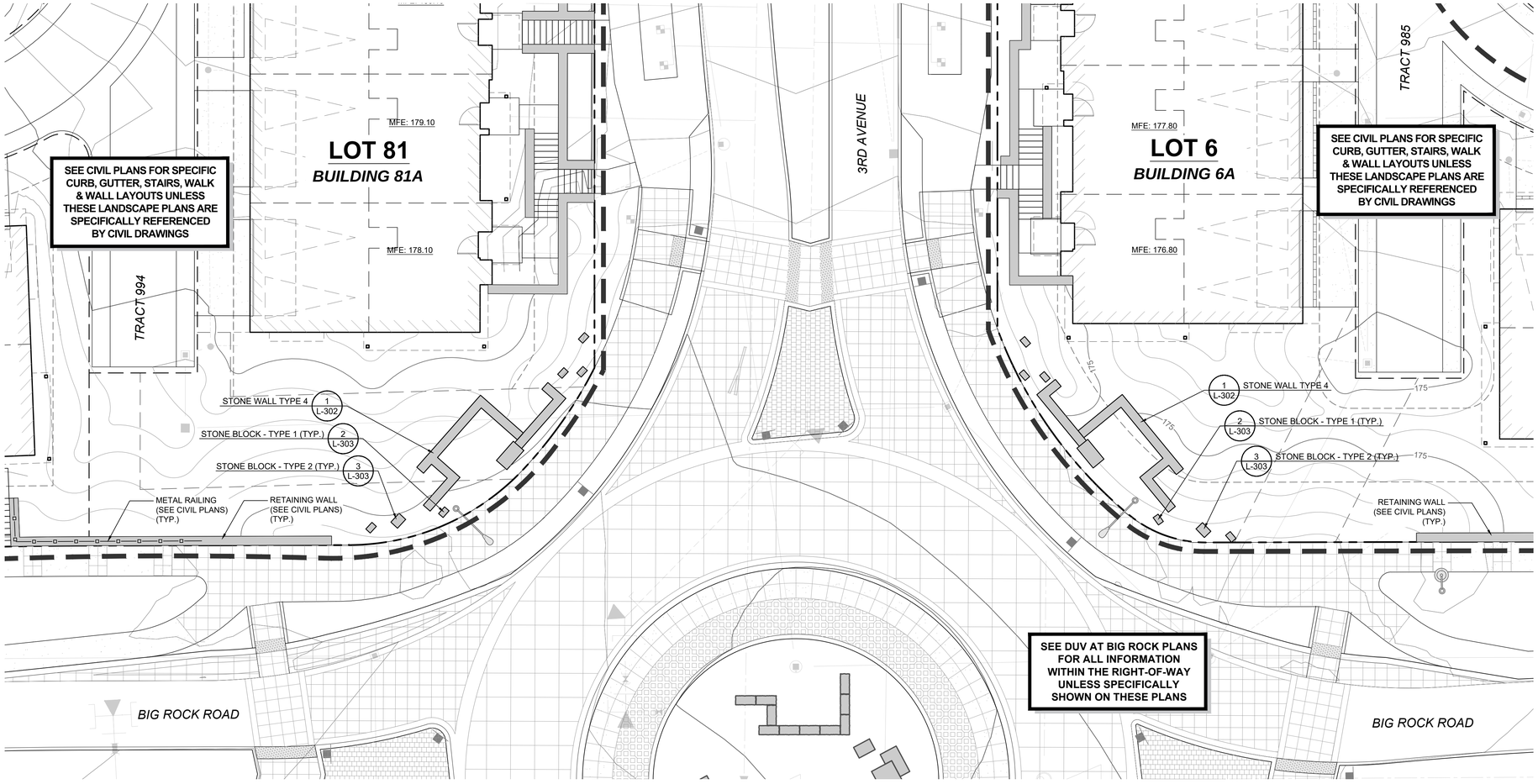


LAYOUT/GRADING LEGEND

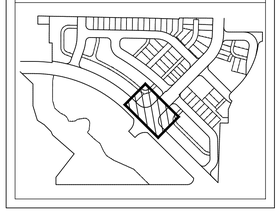
	R.O.W. LINE
	LOT LINE
	STEEL EDGER
	PROPOSED 1' CONTOUR
5280	PROPOSED 5' CONTOUR
	LIMIT OF WORK

NOTE: SEE LANDSCAPE GENERAL NOTES SHEET FOR A LIST OF ABBREVIATIONS

BY OTHERS

	STREET COBRAHEAD LIGHT
	ORNAMENTAL PED. LIGHT
	RETAINING WALL
	RETAINING WALL WITH RAILING
	STAIRS WITH CHEEK WALL

KEYMAP



0' 10' 20' 30'
1 = 10'
NORTH

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BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS

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	09/07/2017

SHEET TITLE:

SITE ENLARGEMENT PLAN

SHEET NUMBER:

L-202

Drawing: U:\2016054.40-TOLL Bothwell\CAD\Sheets\DUV-Condo\Site Plan Review\L-202 Site Enlargement Plan.dwg
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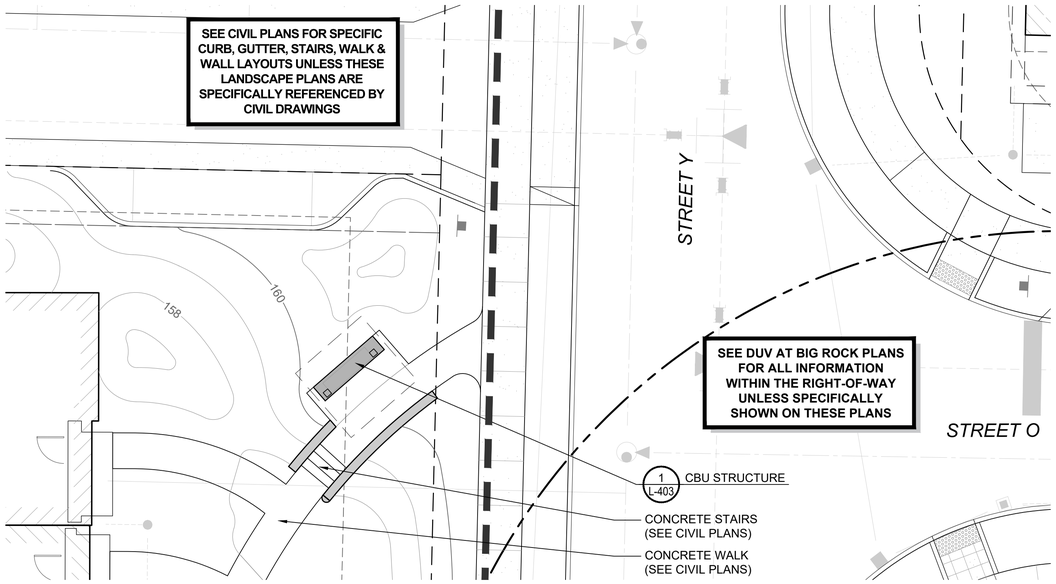
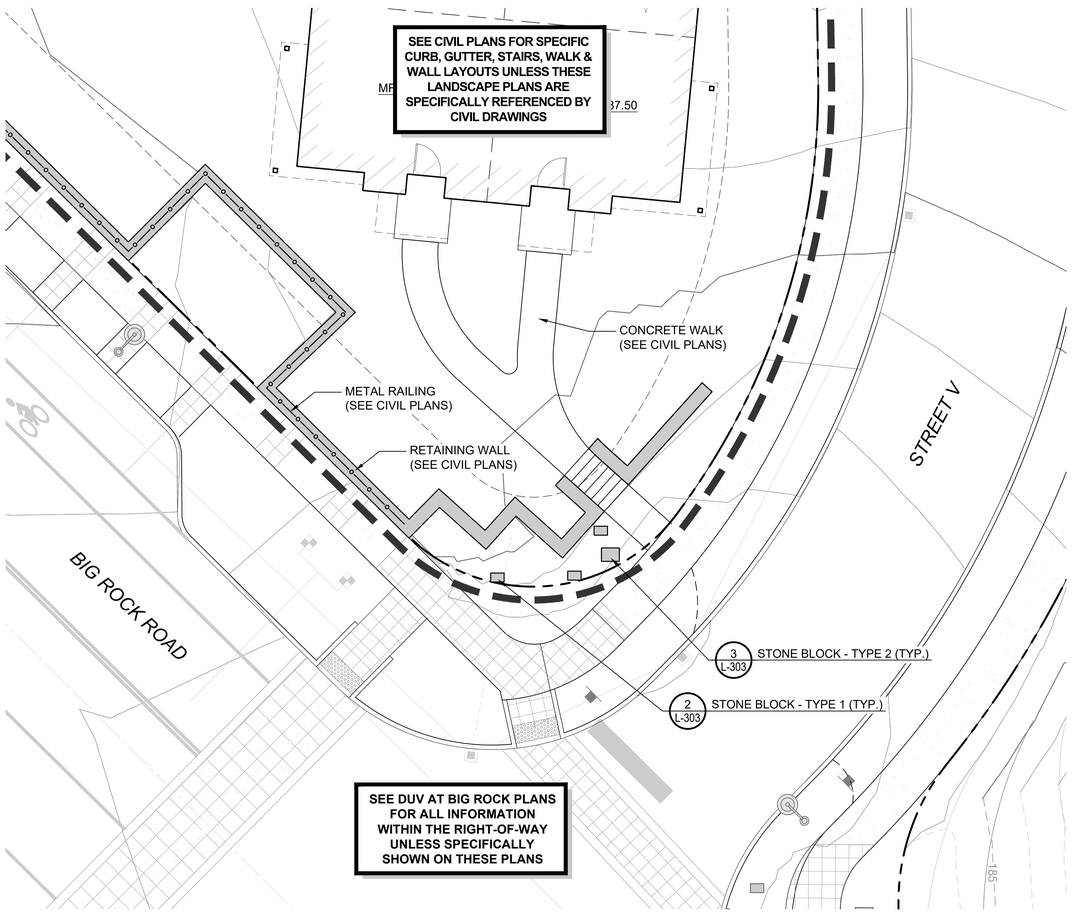


2 L-203 LOT 84 CBU PLAZA
1/8" = 1'-0" PLAN



1 L-203 BIG ROCK ROAD AND STREET V MONUMENTATION
1/8" = 1'-0" PLAN

LAYOUT/GRADING LEGEND

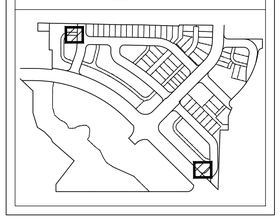
	R.O.W. LINE
	LOT LINE
	STEEL EDGER
	PROPOSED 1' CONTOUR
5280	PROPOSED 5' CONTOUR
	LIMIT OF WORK

NOTE: SEE LANDSCAPE GENERAL NOTES SHEET FOR A LIST OF ABBREVIATIONS

BY OTHERS

	STREET COBRAHEAD LIGHT
	ORNAMENTAL PED. LIGHT
	RETAINING WALL
	RETAINING WALL WITH RAILING
	STAIRS WITH CHEEK WALL

KEYMAP



0' 8' 16' 24'
1/8" = 1'-0"
NORTH

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SHEET TITLE:

SITE ENLARGEMENT PLAN

SHEET NUMBER:

L-203

Drawing: U:\2016054.40-TOLL Birchwood\CAD\Sheets\DUV-Condo\Site Plan Review\L-203 Site Enlargement Plan.dwg
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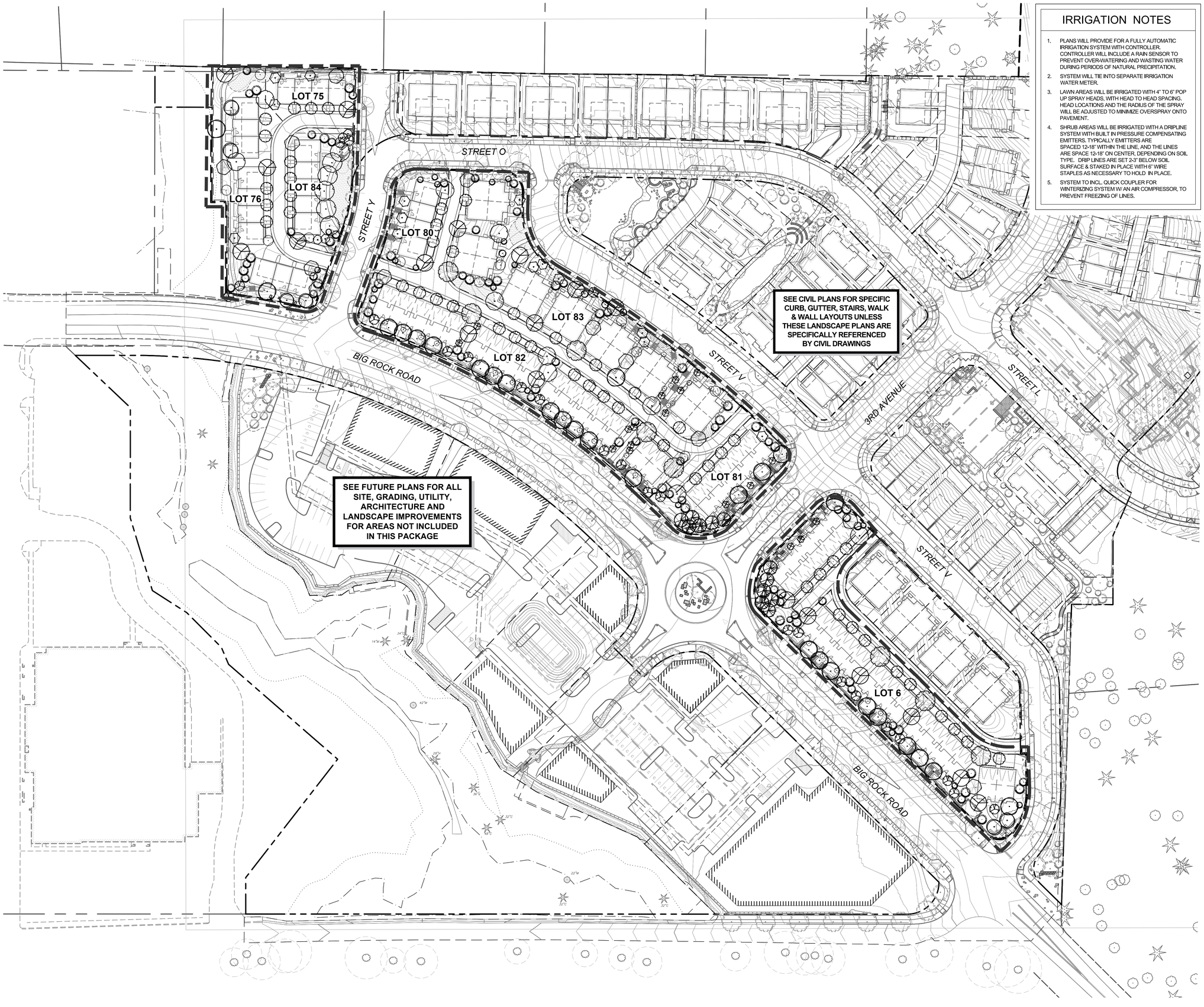

IRRIGATION NOTES

1. PLANS WILL PROVIDE FOR A FULLY AUTOMATIC IRRIGATION SYSTEM WITH CONTROLLER. CONTROLLER WILL INCLUDE A RAIN SENSOR TO PREVENT OVER-WATERING AND WASTING WATER DURING PERIODS OF NATURAL PRECIPITATION.
2. SYSTEM WILL TIE INTO SEPARATE IRRIGATION WATER METER.
3. LAWN AREAS WILL BE IRRIGATED WITH 4" TO 6" POP UP SPRAY HEADS, WITH HEAD TO HEAD SPACING. HEAD LOCATIONS AND THE RADIUS OF THE SPRAY WILL BE ADJUSTED TO MINIMIZE OVERSPRAY ONTO PAVEMENT.
4. SHRUB AREAS WILL BE IRRIGATED WITH A DRIPLINE SYSTEM WITH BUILT IN PRESSURE COMPENSATING EMITTERS. TYPICALLY EMITTERS ARE SPACED 12-18" WITHIN THE LINE, AND THE LINES ARE SPACE 12-18" ON CENTER, DEPENDING ON SOIL TYPE. DRIP LINES ARE SET 2-3" BELOW SOIL SURFACE & STAKED IN PLACE WITH 6" WIRE STAPLES AS NECESSARY TO HOLD IN PLACE.
5. SYSTEM TO INCL. QUICK COUPLER FOR WINTERIZING SYSTEM W/ AN AIR COMPRESSOR, TO PREVENT FREEZING OF LINES.

OVERSTORY LANDSCAPE LEGEND

- LIMIT OF WORK
- R.O.W. LINE
- SOUTHERN MAGNOLIA *Magnolia grandiflora ' Edith Bogue'*
- PATTERN PERFECT MAPLE *Acer tataricum 'Patdell'*
- COMMEMORATION SUGAR MAPLE *Acer saccharum 'Commemoration'*
- APPLE SERVICEBERRY *Amelanchier x grandiflora 'Princess Diana'*
- SCARLET OAK *Quercus coccinea*
- COLUMNAR EUROPEAN HORNBEAM *Carpinus betulus 'Columnaris'*
- KATSURA TREE *Cercidiphyllum japonicum*
- TULIP TREE *Liriodendron tulipifera*
- VICTORIA EVERGREEN MAGNOLIA *Magnolia grandiflora 'Victoria'*
- RASPBERRY SPEAR CRABAPPLE *Malus 'JFS KW213MX'*
- BLOODGOOD LONDON PLANETREE *Platanus x acerifolia* 'Bloodgood'
- ITALIAN OAK *Quercus frainetto*
- JAPANESE STEWARTIA *Stewartia psuedocamellia*
- GREEN VASE ZELKOVA *Zelkova serrata 'Greenvase'*
- AMANOGAWA CHERRY *Prunus serrulata 'Amanogawa'*
- COLUMNAR EASTERN ARBORVITAE *Thuja occidentalis 'Smagard'*
- WINTERHAZEL *Corylopsis gotiana*

NOTE: SEE PLANT LIST FOR QUANTITIES AND ADDITIONAL PLANT INFORMATION.

LANDSCAPE NOTES

1. FINAL PLANT MATERIAL, TYPE AND LOCATION WILL BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON INDUSTRY AVAILABLE PLANT MATERIAL.
2. GRADING TO BE APPROVED PRIOR TO PLANTING. ALL TREES ARE TO BE STAKED WITH WOOD LATH WITH SPECIES AND SIZE LABELS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
3. ALL STEEL EDGER TO BE STAKED IN THE FIELD FOR APPROVAL PRIOR TO INSTALLATION.
4. ALL TREES SHALL BE INSTALLED PRIOR TO SHRUB AND PERENNIAL MATERIAL.
5. THE HORIZONTAL DISTANCE BETWEEN TREES AND ANY SITE UTILITIES OR INFRASTRUCTURE SHALL BE IN COMPLIANCE WITH CODES OF THE LOCAL GOVERNING AUTHORITY.
6. ALL MANICURED TURF AREAS ARE TO BE SOD - "GREEN SPORT" AVAILABLE FROM COUNTRY GREEN TURF FARMS. INCORPORATE 4" OF TOPSOIL WITH 2" OF "PLANTERS MIX COMPOST" FROM CEDAR GROVE OR INCORPORATE 3" "PLANTERS MIX COMPOST" TO NATIVE SOILS. INCORPORATE TOPSOIL/COMPOST TO A DEPTH OF 6". APPLY 50 LBS LIME PER 1000SF BASED ON PH TESTING.
7. ALL PLANTING MIX AREAS TO RECEIVE SOIL AMENDMENT OF 4.5 CY/1000 SF.
8. SOIL AMENDMENT TO BE BIOCOMP CLASS 1 COMPOST. TILL IN SOIL AMENDMENT TO DEPTH PER DETAIL (SEE DETAIL 7/L-404)
9. STOCK TOPSOIL PER CIVIL PLANS.
10. ALL BEDS SHALL BE MULCHED AFTER PLANT INSTALLATION. ALL MULCH TO BE REDWOOD BARK MULCH (PROVIDE SAMPLE FOR APPROVAL BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION).
11. STEEL EDGER TO BE 3/16" THICK, 6" HEIGHT, BLACK, RYERSON STEEL OR APPROVED EQUAL.
12. IRRIGATION SYSTEM TO BE A COMPLETE, AUTOMATIC, BELOW-GRADE SPRINKLER SYSTEM CONSISTING OF SPRAY HEADS AND DRIP LINES (WHERE APPROPRIATE). THE SYSTEM WILL BE DESIGNED AN IRRIGATION SPECIALIST (IN ACCORDANCE WITH APPLICABLE STATE AND LOCAL CODES) & THE PLANS WILL BE INCLUDED IN THE BUILDING PERMIT SUBMITTAL SET.

0' 50' 100' 150'
1 = 50'
NORTH

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DUVALL URBAN VILLAGE - DIVISION 1
BLOCK-LOT SITE PLAN REVIEW
TOLL BROTHERS
CITY OF DUVALL, WASHINGTON

NOT FOR CONSTRUCTION

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CHECKED BY:	GBW
PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
REVISIONS:	
	09/07/2017
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SHEET TITLE:
OVERALL OVERSTORY LANDSCAPE PLAN

SHEET NUMBER:
L-301

Drawing: U:\2016054.40 TOLL Birchwood\CAD\Sheets\DUV-Construction Plan Revised\L-301 Overall Overstory Landscape Plan.dwg
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TYPICAL STREETSCAPE LANDSCAPE TYPE III (LOW COVER) PLANTING: SOUTHERN EXPOSURE

2 L-302 1" = 10' PLAN

TYPICAL STREETSCAPE LANDSCAPE TYPE III (LOW COVER) PLANTING: NORTHERN EXPOSURE

1 L-302 1" = 10' PLAN

UNDERSTORY LANDSCAPE LEGEND

- AH *Acanthus hungaricus* — BEAR'S BREECHES
- AT *Adiantum x traceyi* — EVERGREEN MAIDENHAIR FERN
- ASP *Astilbe chinensis 'Pumila'* — CHINESE ASTILBE
- AG *Athyrium 'Ghost'* — EVERGREEN MAIDENHAIR FERN
- AJ *Aucuba japonica* 'Mr. Goldstrike' — VARIEGATED JAPANESE AUCUBA
- COE *Carex oshimiensis 'Everest'* — SEDGE
- CV *Ceanothus thyrsiflorus 'Victoria'* — VICTORIA CALIFORNIA LILAC
- CS *Crocosmia* 'Solfaterre' — MONTBRETIA
- DE *Dryopteris erythrosora* — AUTUMN FERN
- FJ *Fatsia japonica* — JAPANESE ARALIA
- GR *Geranium 'Rozanne'* — CRANESBILL
- HMA *Hakonechloa macra 'Aureola'* — GOLDEN JAPANESE FOREST GRASS
- HS *Helictotrichon sempervirens* — BLUE OAT GRASS
- HG *Hosta 'Gold Standard'* — HOSTA
- HRS *Hosta 'Royal Standard'* — HOSTA
- KA *Kniphofia 'Alcazar'* — RED HOT POKER
- MN *Mahonia nervosa* — CASCADE OREGON GRAPE
- NR *Nepeta racemosa 'Walker's Low'* — CATMINT
- OHP *Osmanthus heterophyllus 'Purpureus'* — PURPLE-LEAF FALSE HOLLY
- PBE *Philadelphus 'Belle Etoile'* — BELLA ETOILE MOCK ORANGE
- PM *Polystichum munitum* — WESTERN SWORDFERN
- RG *Rhododendron* 'Glacier' — EVEGREEN AZALEA
- SG *Stipa gigantae* — GIANT FEATHER GRASS

- LIMIT OF WORK
- R.O.W. LINE
- PLANTING EDGER
- MATCHLINE (SEE KEYMAP)
- MT — MANICURED TURF

LANDSCAPE NOTES

1. SEE PLANT SCHEDULE (SHEET L-405) FOR QUANTITIES & ADDITIONAL PLANT INFORMATION.
2. SEE SHEET L-301 FOR LANDSCAPE NOTES.
3. LANDSCAPE TYPICAL PLANS ARE SHOWN TO REPRESENT THE GENERAL DENSITY, TYPE ARRANGEMENT AND SPECIES OF PLANTS. THESE TYPICAL PLANT ARRANGEMENTS WILL BE APPLIED AS APPROPRIATE PER THE CORRESPONDING ZONES SHOWN ON THE FOLLOWING LANDSCAPE PLANS. PLANTS WILL BE ADJUSTED BASED ON SPECIFIC LOCATIONS TO PROVIDE SCREENING/PRIVACY, LAYERING AND ACCENTS AS DEPICTED IN THE TYPICAL PLANS.

0' 10' 20' 30'
1 = 10'

NORTH

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BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS

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SHEET TITLE:

TYPICAL UNDERSTORY LANDSCAPE

SHEET NUMBER:

L-302

Drawing: U:\2016054.40-TOLL Bothell\HS CAD\Sheets\DUV-Consolidate Plan Renewal\L-302\1-L-302 Understory Landscape Typicals.dwg
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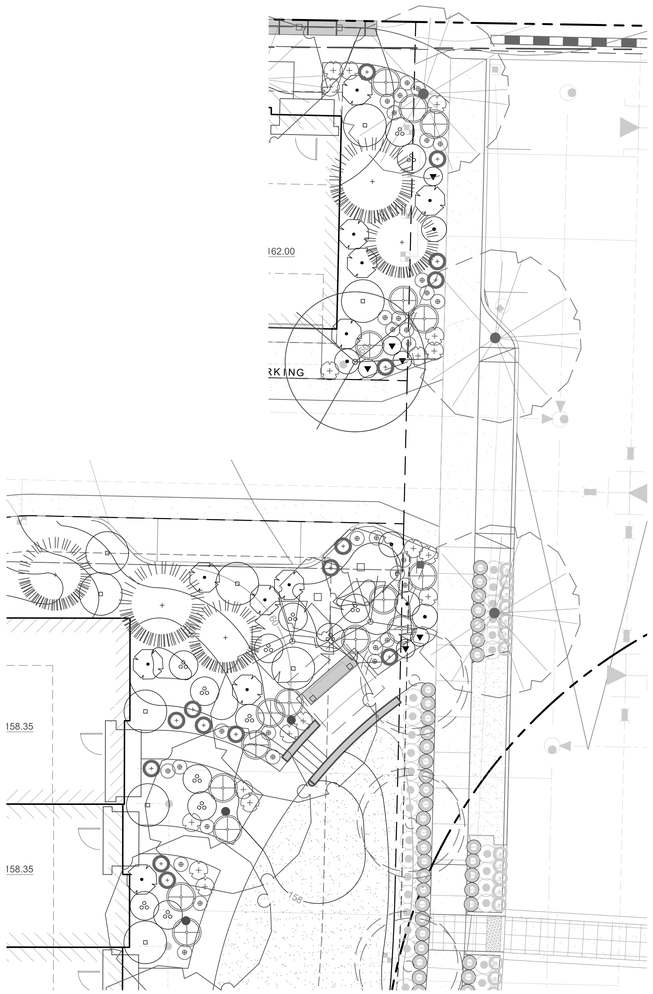

2 L-303 TYPICAL LANDSCAPE TYPE II (VISUAL SCREEN) PLANTING: NORTHEASTERN EXPOSURE
1" = 10' PLAN

1 L-303 TYPICAL LANDSCAPE TYPE II (VISUAL SCREEN) PLANTING: SOUTHWESTERN EXPOSURE
1" = 10' PLAN

UNDERSTORY LANDSCAPE LEGEND

- AH *Acanthus hungaricus* — BEAR'S BREECHES
- AT *Adiantum x traceyi* — EVERGREEN MAIDENHAIR FERN
- ASP *Astilbe chinensis 'Pumila'* — CHINESE ASTILBE
- AG *Athyrium 'Ghost'* — EVERGREEN MAIDENHAIR FERN
- AJ *Aucuba japonica* 'Mr. Goldstrike' — VARIEGATED JAPANESE AUCUBA
- COE *Carex oshimiensis 'Everest'* — SEDGE
- CV *Ceanothus thyrsiflorus 'Victoria'* — VICTORIA CALIFORNIA LILAC
- CS *Crocosmia* 'Solfaterre' — MONTBRETIA
- DE *Dryopteris erythrosora* — AUTUMN FERN
- FJ *Fatsia japonica* — JAPANESE ARALIA
- GR *Geranium 'Rozanne'* — CRANESBILL
- HMA *Hakonechloa macra 'Aureola'* — GOLDEN JAPANESE FOREST GRASS
- HS *Helictotrichon sempervirens* — BLUE OAT GRASS
- HG *Hosta 'Gold Standard'* — HOSTA
- HRS *Hosta 'Royal Standard'* — HOSTA
- KA *Kniphofia 'Alcazar'* — RED HOT POKER
- MN *Mahonia nervosa* — CASCADE OREGON GRAPE
- NR *Nepeta racemosa 'Walker's Low'* — CATMINT
- OHP *Osmanthus heterophyllus 'Purpureus'* — PURPLE-LEAF FALSE HOLLY
- PBE *Philadelphus 'Belle Etoile'* — BELLA ETOILE MOCK ORANGE
- PM *Polystichum munitum* — WESTERN SWORDFERN
- RG *Rhododendron* 'Glacier' — EVEGREEN AZALEA
- SG *Stipa gigantae* — GIANT FEATHER GRASS

- LIMIT OF WORK
- R.O.W. LINE
- PLANTING EDGER
- MATCHLINE (SEE KEYMAP)
- MT — MANICURED TURF

LANDSCAPE NOTES

1. SEE PLANT SCHEDULE (SHEET L-405) FOR QUANTITIES & ADDITIONAL PLANT INFORMATION.
2. SEE SHEET L-301 FOR LANDSCAPE NOTES.
3. LANDSCAPE TYPICAL PLANS ARE SHOWN TO REPRESENT THE GENERAL DENSITY, TYPE ARRANGEMENT AND SPECIES OF PLANTS. THESE TYPICAL PLANT ARRANGEMENTS WILL BE APPLIED AS APPROPRIATE PER THE CORRESPONDING ZONES SHOWN ON THE FOLLOWING LANDSCAPE PLANS. PLANTS WILL BE ADJUSTED BASED ON SPECIFIC LOCATIONS TO PROVIDE SCREENING/PRIVACY, LAYERING AND ACCENTS AS DEPICTED IN THE TYPICAL PLANS.

0' 10' 20' 30'
1 = 10'
NORTH

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SHEET TITLE:
TYPICAL UNDERSTORY LANDSCAPE

SHEET NUMBER:
L-303

Drawing: U:\2016054.40 TOLL Bothwell\02 CAD\Sheets\DUV-Condo\Site Plan Renewal\L-303 Understory Landscape Typicals.dwg
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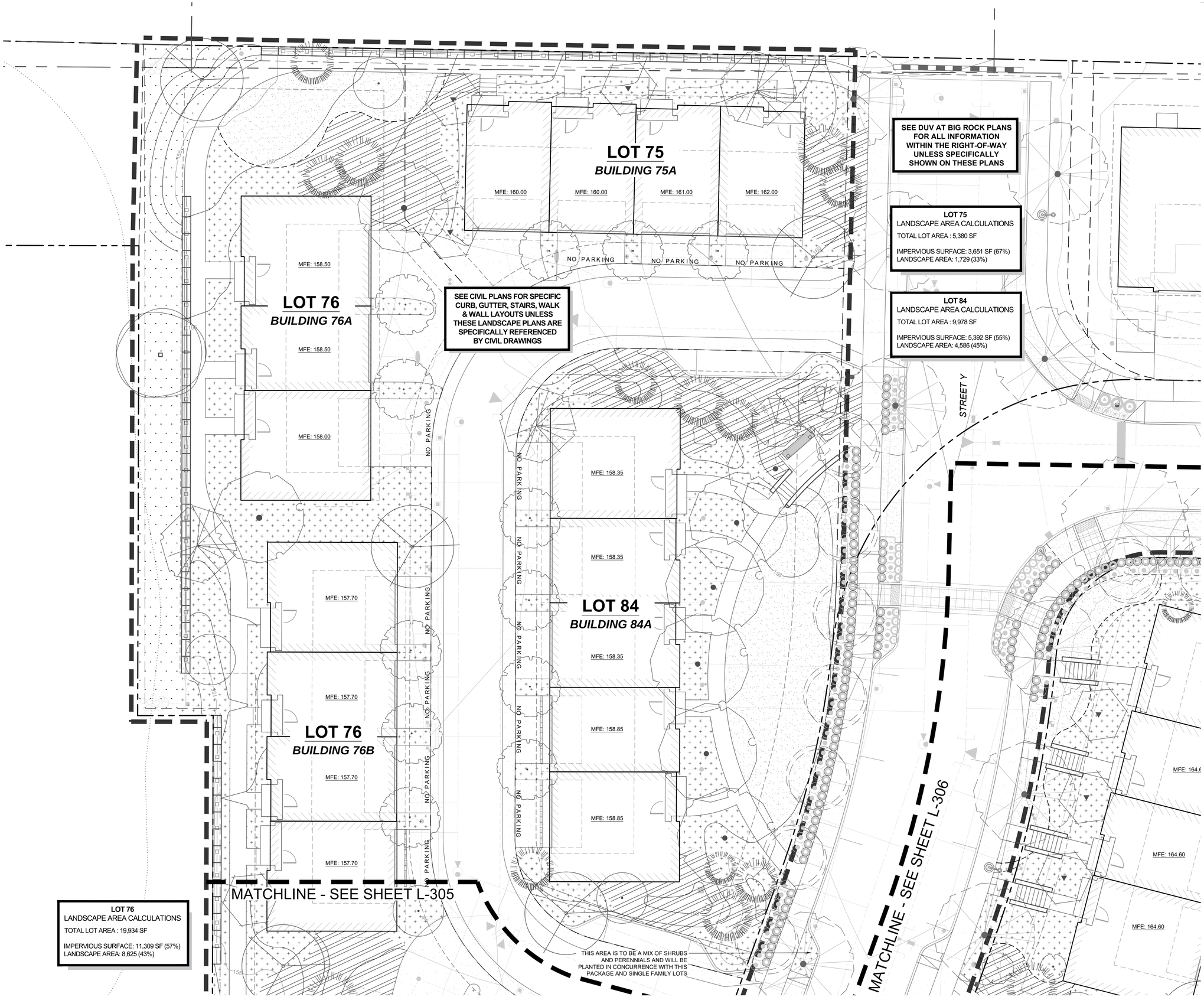


LOT 75
LANDSCAPE AREA CALCULATIONS

TOTAL LOT AREA : 5,380 SF

IMPERVIOUS SURFACE: 3,651 SF (67%)
LANDSCAPE AREA: 1,729 (33%)

LOT 84
LANDSCAPE AREA CALCULATIONS

TOTAL LOT AREA : 9,978 SF

IMPERVIOUS SURFACE: 5,392 SF (55%)
LANDSCAPE AREA: 4,586 (45%)

LOT 76
LANDSCAPE AREA CALCULATIONS

TOTAL LOT AREA : 19,934 SF

IMPERVIOUS SURFACE: 11,309 SF (57%)
LANDSCAPE AREA: 8,625 (43%)

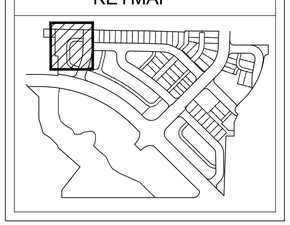
LANDSCAPE LEGEND

- LIMIT OF WORK
- DECIDUOUS TREE (3 $\frac{1}{2}$"-20%, 3"-40%, 2 $\frac{1}{2}$"-40%)
- ORNAMENTAL TREE (2 $\frac{1}{2}$" MULTI-STEM - 100%)
- EVERGREEN TREE (12' HT.-20% 10' HT.-30%, 8' HT.-50%)
- LANDSCAPE PER DUV AT BIG ROCK PLANS
- LANDSCAPE TYPE II (VISUAL SCREEN)
- LANDSCAPE TYPE III (LOW COVER)
- LANDSCAPE TYPE V (WILDLIFE CORRIDOR)
- MT — LAWN

LANDSCAPE NOTES

1. SURVEY BASE INFORMATION AND SURVEY INFORMATION PROVIDED BY MEAD GILMAN & ASSOCIATES.
2. GRADING TO BE APPROVED PRIOR TO PLANTING. ALL TREES TO BE STAKED WITH WOOD LATH AND SIZE AND SPECIES NOTED FOR FINAL FIELD ADJUSTMENT.
3. ALL HARDSCAPE MATERIALS TO BE APPROVED IN FIELD BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. CONTRACTOR TO PROVIDE FIELD MOCK-UP SAMPLES FOR ALL FLATWORK, STONE PAVING, EDGER, GRAVEL MULCH, WALLS, FENCING AND LIGHTING.
4. ALL CONCRETE/METAL EDGER TO BE STAKED/PAINTED IN THE FIELD FOR APPROVAL PRIOR TO INSTALLATION.
5. ALL SIDEWALKS TO BE STANDARD CONCRETE.
13. ALL MANICURED TURF AREAS ARE TO BE SOD, (COUNTRY GREEN TURF FARMS, "GREEN SPORT"). INCORPORATE 4" OF TOPSOIL WITH 2" OR "PLANTERS MIX COMPOST" FROM CEDAR GROVE OR INCORPORATE 3" "PLANTERS MIX COMPOST" TO NATIVE SOILS. INCORPORATE TOPSOIL/COMPOST TO A DEPTH OF 6". APPLY 50 LBS LIME PER 1000SF BASED ON PH TESTING.
14. THE HORIZONTAL DISTANCE BETWEEN TREES AND ANY SITE UTILITIES OR INFRASTRUCTURE SHALL BE IN COMPLIANCE WITH CODES OF THE LOCAL GOVERNING AUTHORITY.
15. FINAL PLANT MATERIAL WILL BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON INDUSTRY AVAILABLE PLANT MATERIAL.
16. FIELD PLACE STAKES WITH SPECIES AND SIZE LABELS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
17. ALL TREES SHALL BE INSTALLED PRIOR TO SHRUB AND PERENNIAL MATERIAL.
18. ASSUME AMENDMENT OF 4.5 CY/1000 SF OF COMPOST FOR ALL PLANTING AREAS. CONTRACTOR IS RESPONSIBLE FOR SOIL BLENDING WITH COMPOST TO CREATE AN IMPROVED PLANTING MIX.
19. STOCK TOPSOIL PER CIVIL PLANS.
20. ALL BEDS SHALL BE MULCHED IMMEDIATELY AFTER PLANT INSTALLATION. ALL MULCH TO BE HEMLOCK FIR BARK LANDSCAPE MULCH (AVAILABLE FROM CEDAR GROVE, OR APPROVED EQUAL) (PROVIDE SAMPLE FOR APPROVAL BY OWNER'S REPRESENTATIVE).

KEYMAP



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DUVALL URBAN VILLAGE - DIVISION 1
BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS
CITY OF DUVALL, WASHINGTON

NOT FOR CONSTRUCTION

DRAWN BY:	GGV/SB
CHECKED BY:	GBW
PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
REVISIONS:	
	09/07/2017
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SHEET TITLE:

LOTS 75, 76 & 84 UNDERSTORY PLAN

SHEET NUMBER:

L-304

Drawing: U:\2016054.40-TOLL Brothers\02 CAD\Sheets\DUV-Conceptual Site Plan Revised\L-304-L-306.dwg
Last Saved: April 9, 2018 2:07:37 PM by Guestuser
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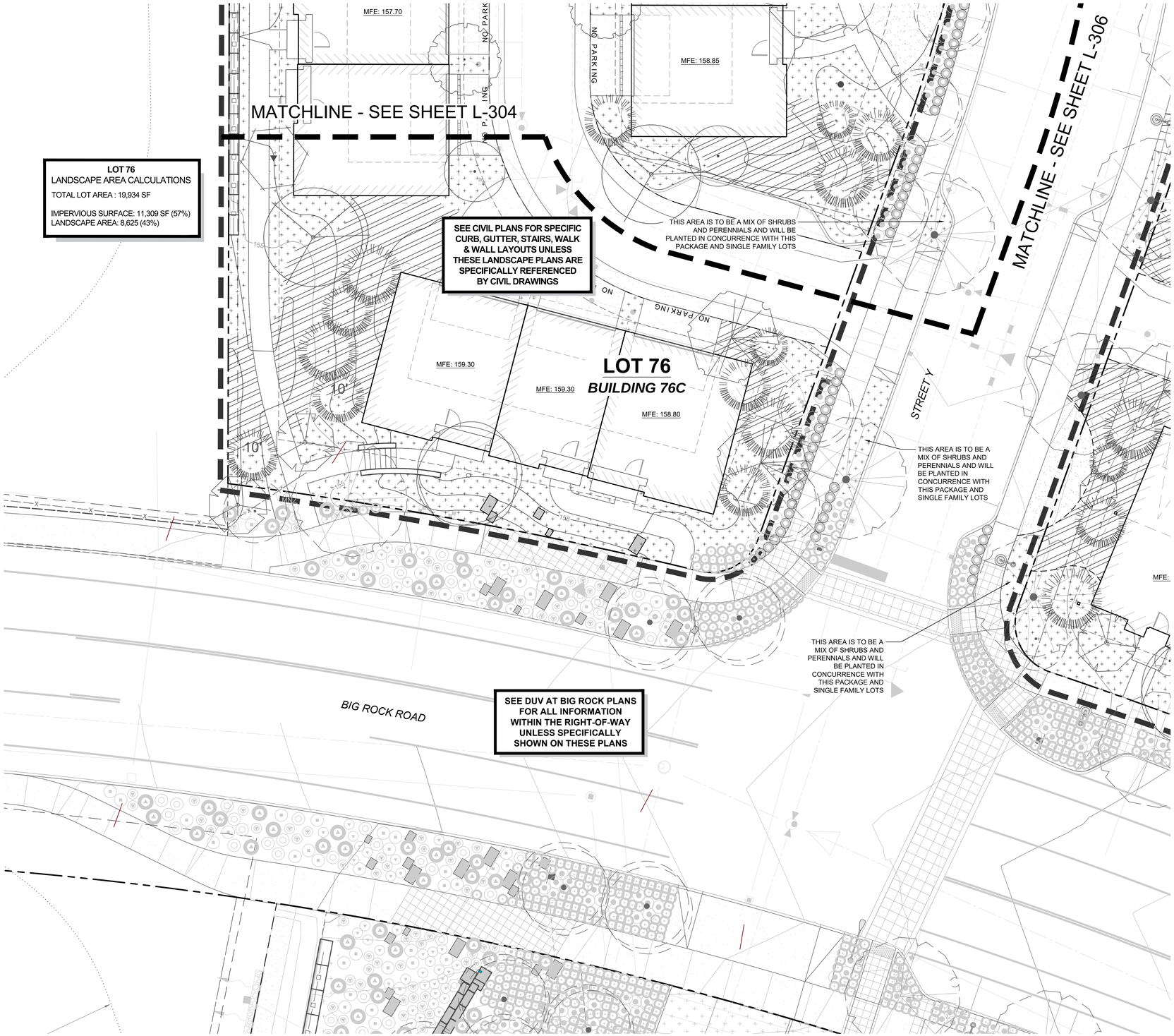

LOT 76
LANDSCAPE AREA CALCULATIONS
TOTAL LOT AREA : 19,934 SF

IMPERVIOUS SURFACE: 11,309 SF (57%)
LANDSCAPE AREA: 8,625 (43%)

LANDSCAPE LEGEND

- LIMIT OF WORK
- DECIDUOUS TREE (3 $\frac{1}{2}$"-20%, 3"-40%, 2 $\frac{1}{2}$"-40%)
- ORNAMENTAL TREE (2 $\frac{1}{2}$" MULTI-STEM - 100%)
- EVERGREEN TREE (12' HT.-20% 10' HT.-30%, 8' HT.-50%)
- LANDSCAPE PER DUV AT BIG ROCK PLANS
- LANDSCAPE TYPE II (VISUAL SCREEN)
- LANDSCAPE TYPE III (LOW COVER)
- LANDSCAPE TYPE V (WILDLIFE CORRIDOR)
- MT — LAWN

LANDSCAPE NOTES

1. SURVEY BASE INFORMATION AND SURVEY INFORMATION PROVIDED BY MEAD GILMAN & ASSOCIATES.
2. GRADING TO BE APPROVED PRIOR TO PLANTING. ALL TREES TO BE STAKED WITH WOOD LATH AND SIZE AND SPECIES NOTED FOR FINAL FIELD ADJUSTMENT.
3. ALL HARDSCAPE MATERIALS TO BE APPROVED IN FIELD BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. CONTRACTOR TO PROVIDE FIELD MOCK-UP SAMPLES FOR ALL FLATWORK, STONE PAVING, EDGER, GRAVEL MULCH, WALLS, FENCING AND LIGHTING.
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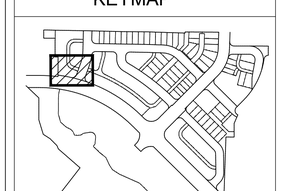
KEYMAP



0' 10' 20' 30'
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BLOCK-LOT SITE PLAN REVIEW
TOLL BROTHERS
CITY OF DUVALL, WASHINGTON

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SHEET TITLE:
LOT 76 UNDERSTORY PLAN

SHEET NUMBER:
L-305

Drawing: U:\2016054.40-TOLL Birdsong\6-CAD\Sheets\DUV-Consolidate Plan Reviews\L-304-L-305.dwg
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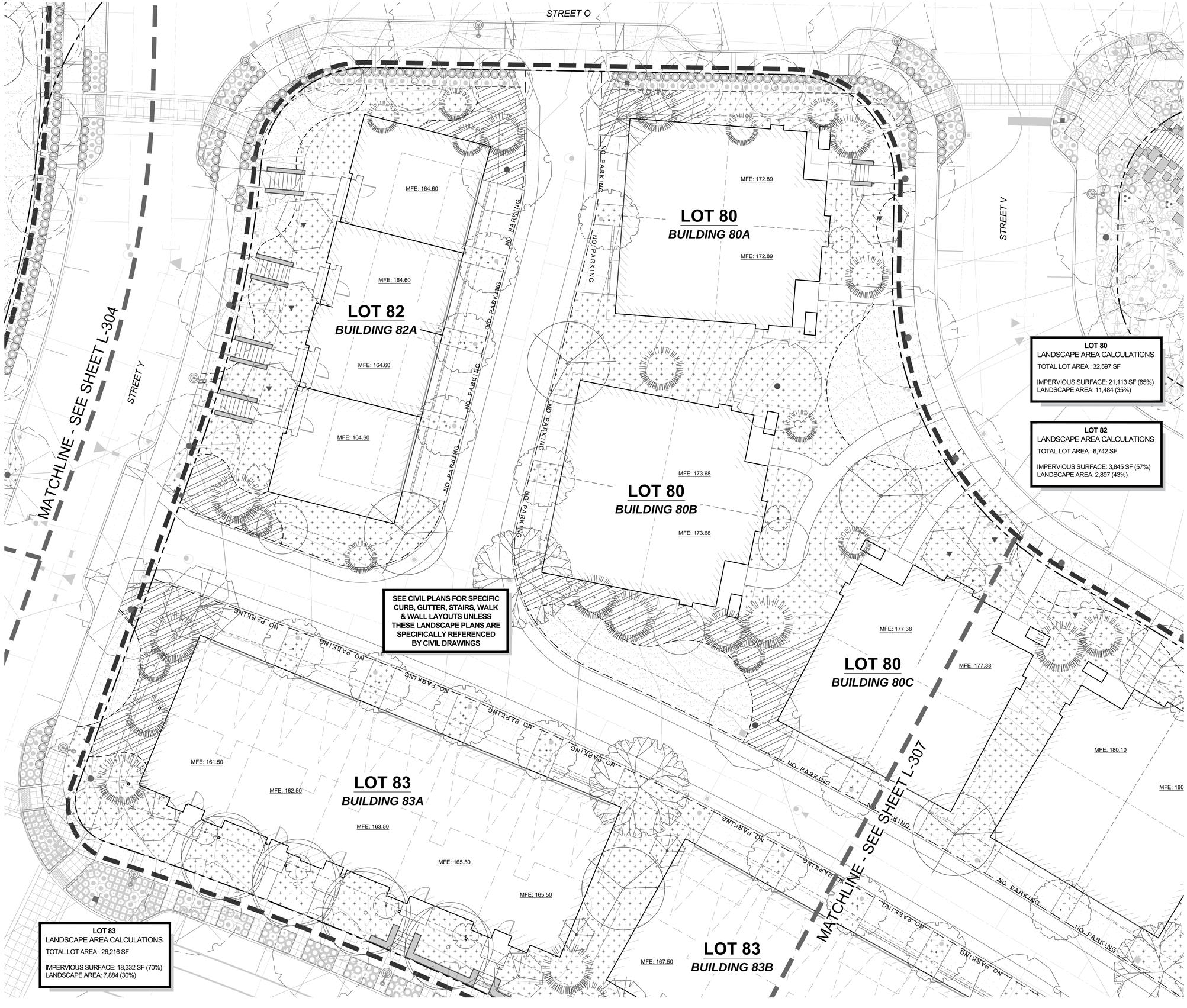

LANDSCAPE LEGEND

- LIMIT OF WORK
- DECIDUOUS TREE (3 $\frac{1}{2}$"-20%, 3"-40%, 2 $\frac{1}{2}$"-40%)
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- MT — LAWN

LANDSCAPE NOTES

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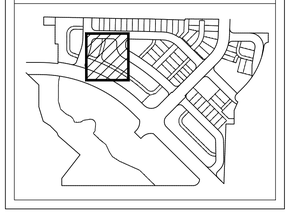

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DUVALL URBAN VILLAGE - DIVISION 1

BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS

CITY OF DUVALL, WASHINGTON

NOT FOR CONSTRUCTION

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PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
REVISIONS:	
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SHEET TITLE:

LOTS 80 & 82 UNDERSTORY PLAN

SHEET NUMBER:

L-306

Drawing: U:\2016054.40-TOLL Brothers\05 CAD\Sheets\DUV-ConceptSite Plan Review\L-306.dwg
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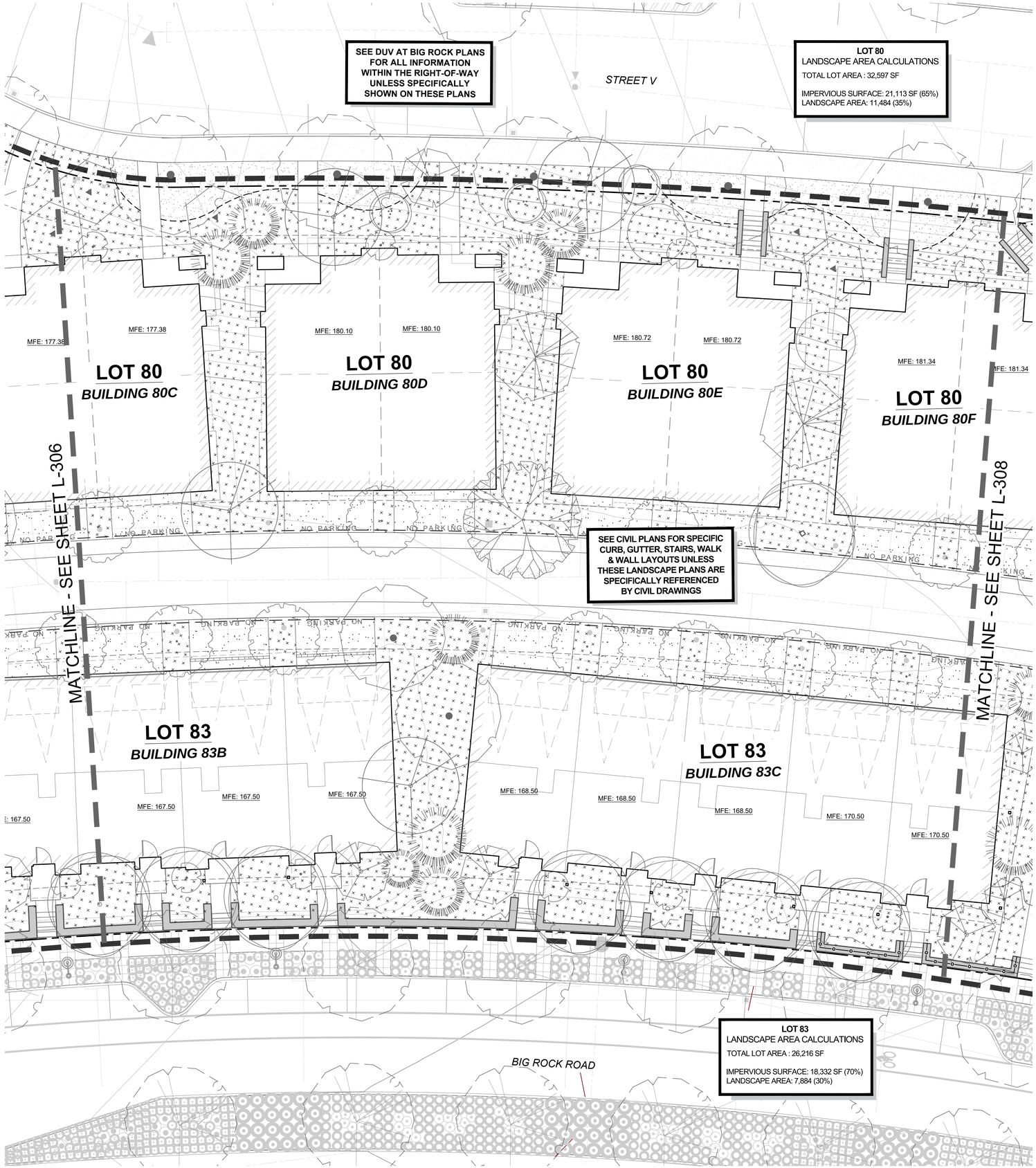

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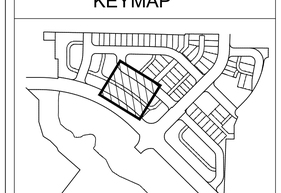

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1 = 10'

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DUVALL URBAN VILLAGE - DIVISION 1

BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS

CITY OF DUVALL, WASHINGTON

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SHEET TITLE:

LOTS 80 & 83 UNDERSTORY PLAN

SHEET NUMBER:

L-307

Drawing: U:\2016054.40 TOLL Bothers\06 CAD\Sheets\DUV-Condo\Site Plan Renewal_307.dwg
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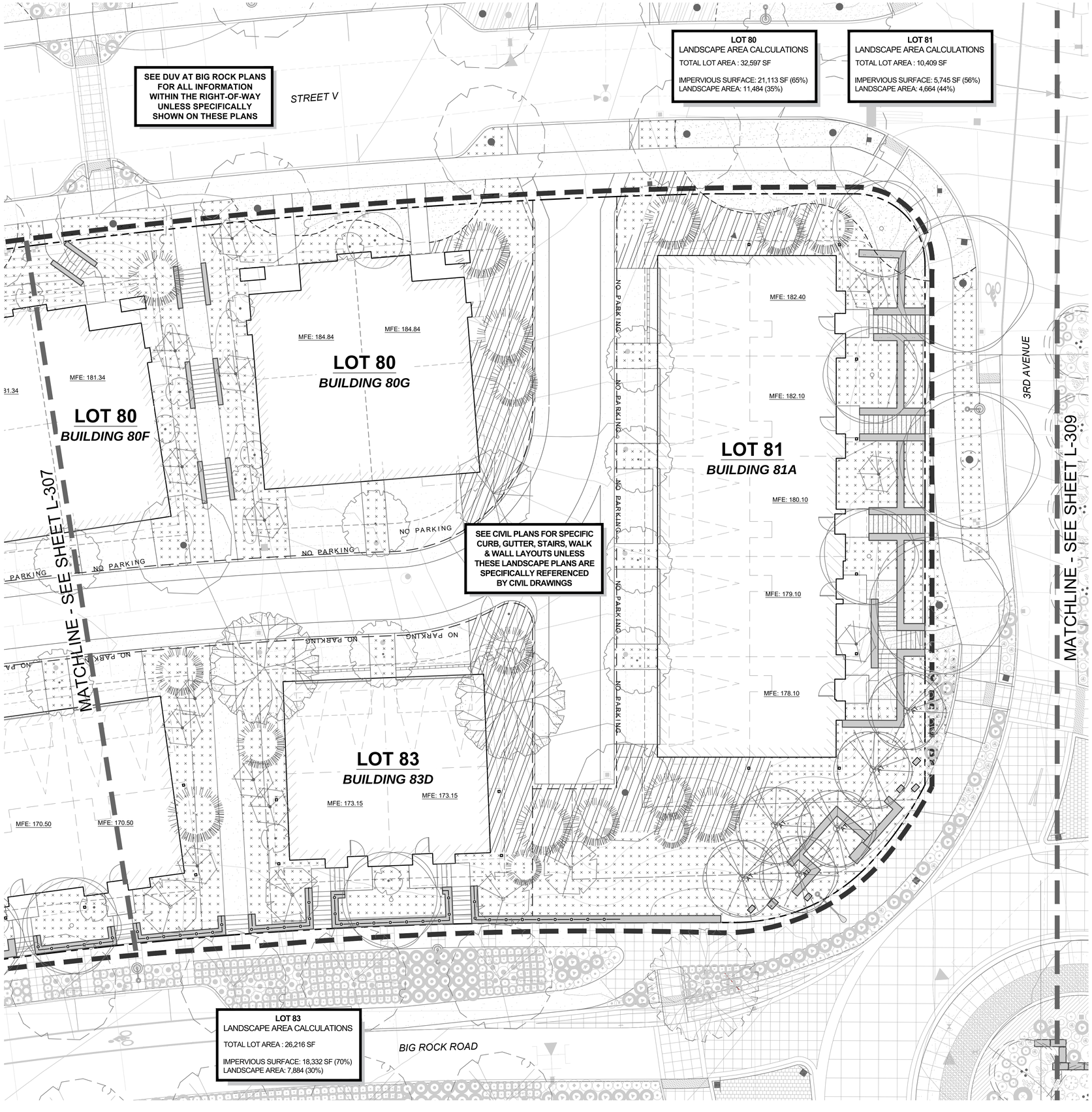

LANDSCAPE LEGEND

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- DECIDUOUS TREE (3 $\frac{1}{2}$"-20%, 3"-40%, 2 $\frac{1}{2}$"-40%)
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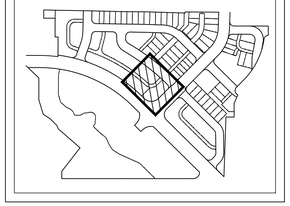

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SHEET TITLE:
LOT 81 UNDERSTORY PLAN

SHEET NUMBER:
L-308

Drawing: U:\2016054.40 TOLL Bothwell\ CAD\Sheets\DUV-Candidate Plan Review\L-308.dwg
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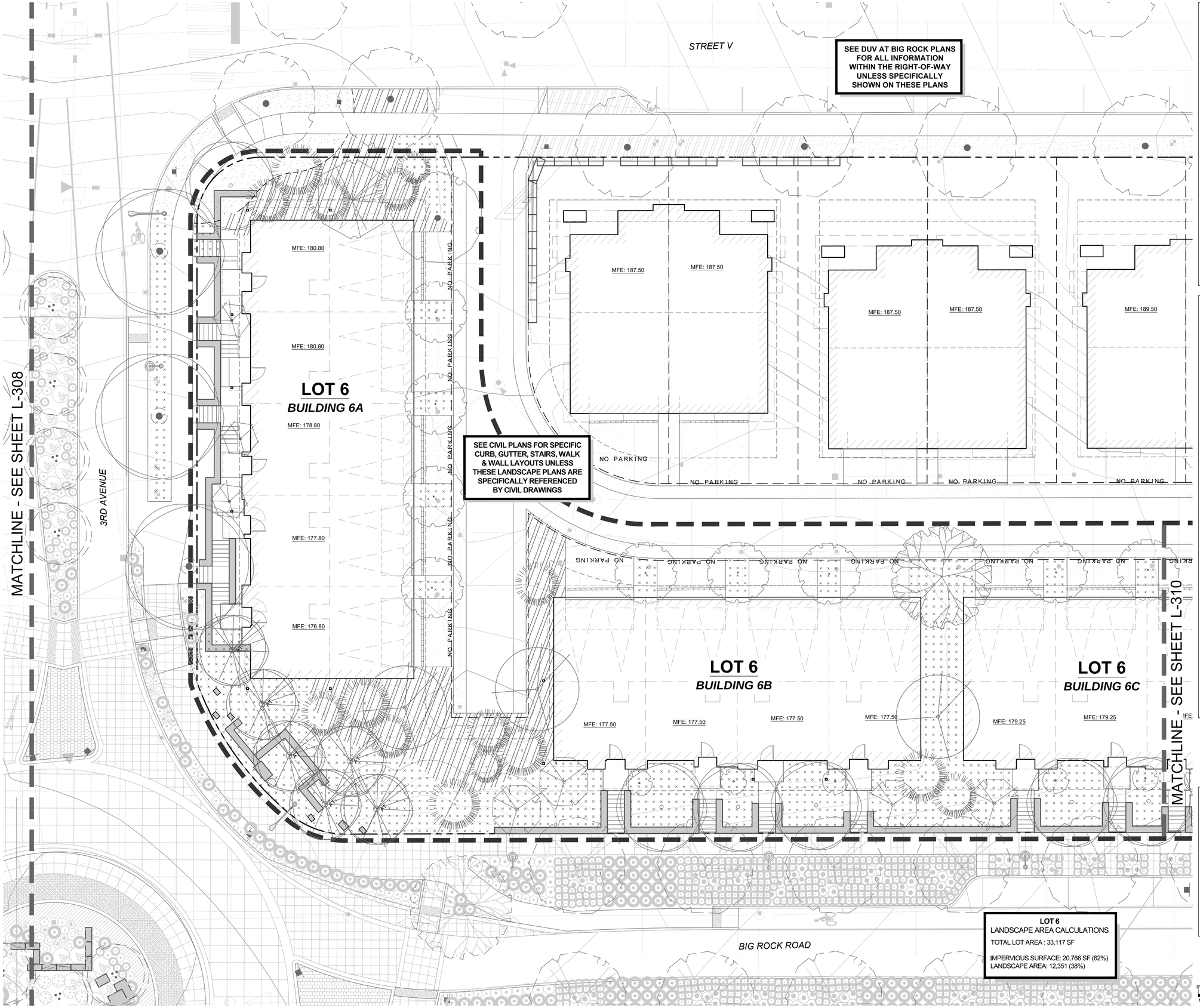

LOT 6
LANDSCAPE AREA CALCULATIONS
TOTAL LOT AREA : 33,117 SF

IMPERVIOUS SURFACE: 20,766 SF (62%)
LANDSCAPE AREA: 12,351 (38%)

LANDSCAPE LEGEND

- LIMIT OF WORK
- DECIDUOUS TREE (3 $\frac{1}{2}$"-20%, 3"-40%, 2 $\frac{1}{2}$"-40%)
- ORNAMENTAL TREE (2 $\frac{1}{2}$" MULTI-STEM - 100%)
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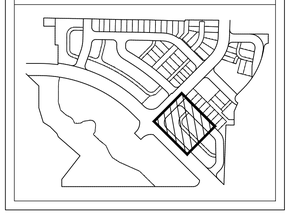

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DUVALL URBAN VILLAGE - DIVISION 1

BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS

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REVISIONS:	
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SHEET TITLE:

LOT 6
UNDERSTORY
PLAN

SHEET NUMBER:

L-309

Drawing: U:\2016054.40-TOLL Brothers\05 CAD\Sheets\DUV-CondoSite Plan Review\L-309.dwg
Last Saved: April 9, 2018 2:23:08 PM by Gardener
Plot Scale: 1:1 Plot Date: April 9, 2018
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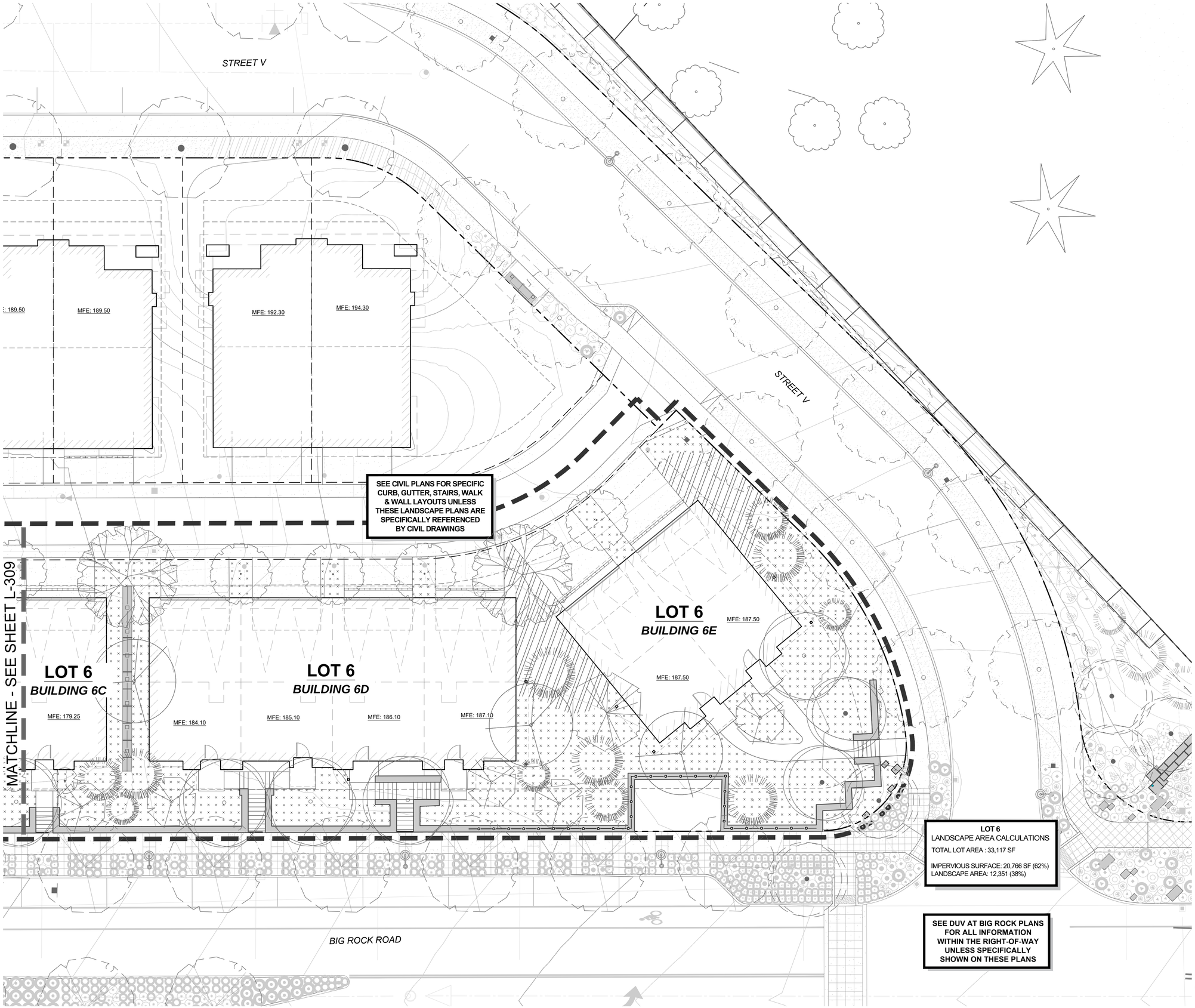


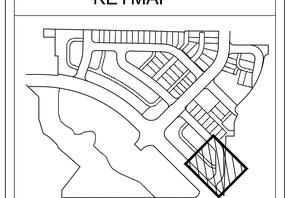
LANDSCAPE LEGEND

- LIMIT OF WORK
- DECIDUOUS TREE (3 $\frac{1}{2}$"-20%, 3"-40%, 2 $\frac{1}{2}$"-40%)
- ORNAMENTAL TREE (2 $\frac{1}{2}$" MULTI-STEM - 100%)
- EVERGREEN TREE (12' HT.-20% 10' HT.-30%, 8' HT.-50%)
- LANDSCAPE PER DUV AT BIG ROCK PLANS
- LANDSCAPE TYPE II (VISUAL SCREEN)
- LANDSCAPE TYPE III (LOW COVER)
- LANDSCAPE TYPE V (WILDLIFE CORRIDOR)
- MT — LAWN

LANDSCAPE NOTES

1. SURVEY BASE INFORMATION AND SURVEY INFORMATION PROVIDED BY MEAD GILMAN & ASSOCIATES.
2. GRADING TO BE APPROVED PRIOR TO PLANTING. ALL TREES TO BE STAKED WITH WOOD LATH AND SIZE AND SPECIES NOTED FOR FINAL FIELD ADJUSTMENT.
3. ALL HARDSCAPE MATERIALS TO BE APPROVED IN FIELD BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. CONTRACTOR TO PROVIDE FIELD MOCK-UP SAMPLES FOR ALL FLATWORK, STONE PAVING, EDGER, GRAVEL MULCH, WALLS, FENCING AND LIGHTING.
4. ALL CONCRETE/METAL EDGER TO BE STAKED/PAINTED IN THE FIELD FOR APPROVAL PRIOR TO INSTALLATION.
5. ALL SIDEWALKS TO BE STANDARD CONCRETE.
13. ALL MANICURED TURF AREAS ARE TO BE SOD, (COUNTRY GREEN TURF FARMS, "GREEN SPORT"). INCORPORATE 4" OF TOPSOIL WITH 2" OR "PLANTERS MIX COMPOST" FROM CEDAR GROVE OR INCORPORATE 3" "PLANTERS MIX COMPOST" TO NATIVE SOILS. INCORPORATE TOPSOIL/COMPOST TO A DEPTH OF 6". APPLY 50 LBS LIME PER 1000SF BASED ON PH TESTING.
14. THE HORIZONTAL DISTANCE BETWEEN TREES AND ANY SITE UTILITIES OR INFRASTRUCTURE SHALL BE IN COMPLIANCE WITH CODES OF THE LOCAL GOVERNING AUTHORITY.
15. FINAL PLANT MATERIAL WILL BE DETERMINED AT THE TIME OF CONSTRUCTION BASED ON INDUSTRY AVAILABLE PLANT MATERIAL.
16. FIELD PLACE STAKES WITH SPECIES AND SIZE LABELS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
17. ALL TREES SHALL BE INSTALLED PRIOR TO SHRUB AND PERENNIAL MATERIAL.
18. ASSUME AMENDMENT OF 4.5 CY/1000 SF OF COMPOST FOR ALL PLANTING AREAS. CONTRACTOR IS RESPONSIBLE FOR SOIL BLENDING WITH COMPOST TO CREATE AN IMPROVED PLANTING MIX.
19. STOCK TOPSOIL PER CIVIL PLANS.
20. ALL BEDS SHALL BE MULCHED IMMEDIATELY AFTER PLANT INSTALLATION. ALL MULCH TO BE HEMLOCK FIR BARK LANDSCAPE MULCH (AVAILABLE FROM CEDAR GROVE, OR APPROVED EQUAL) (PROVIDE SAMPLE FOR APPROVAL BY OWNER'S REPRESENTATIVE).

KEYMAP



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DUVALL URBAN VILLAGE - DIVISION 1

BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS

CITY OF DUVALL, WASHINGTON

NOT FOR CONSTRUCTION

DRAWN BY:	GGV/SB
CHECKED BY:	GBW
PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
REVISIONS:	
	09/07/2017

SHEET TITLE:

LOT 6 UNDERSTORY PLAN

SHEET NUMBER:

L-310

Drawing: U:\2016054.40-TOLL Brothers\06 CAD\Sheets\DUV-CondoSite Plan Revised L-310.dwg
Last Saved: April 9, 2018 2:20:00 PM by Gwendolyn
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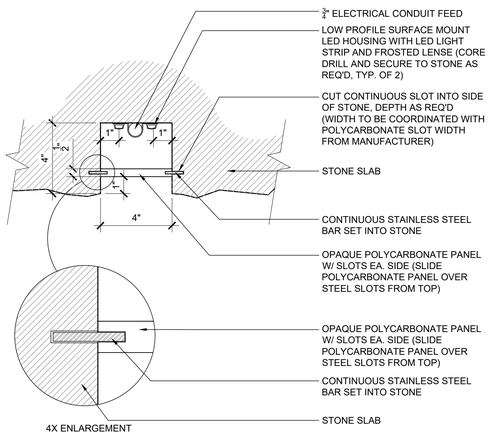
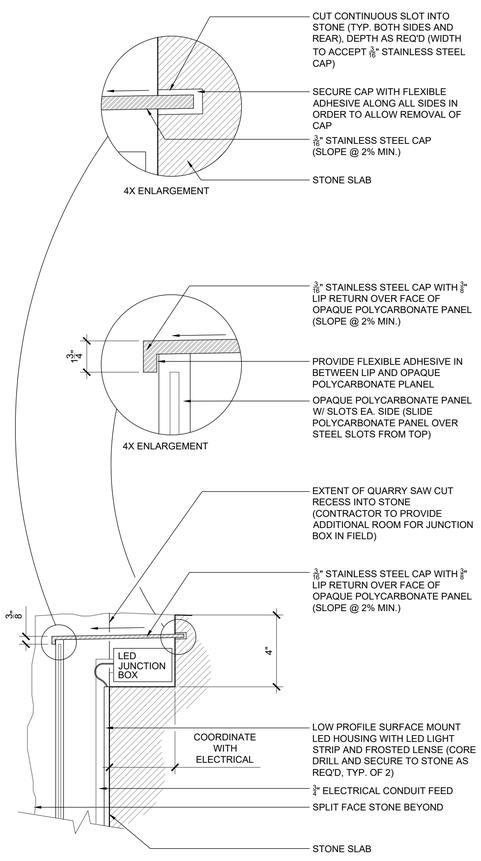
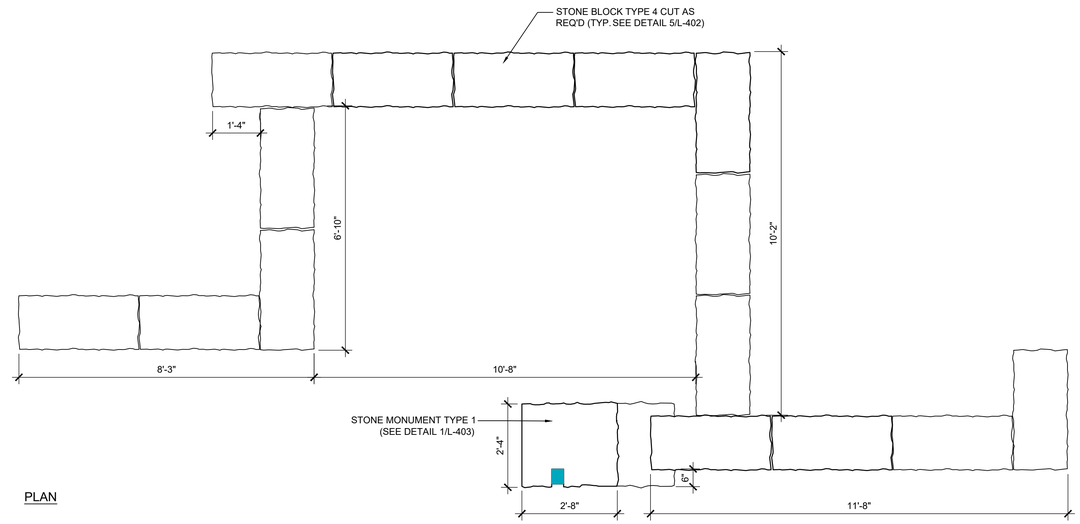
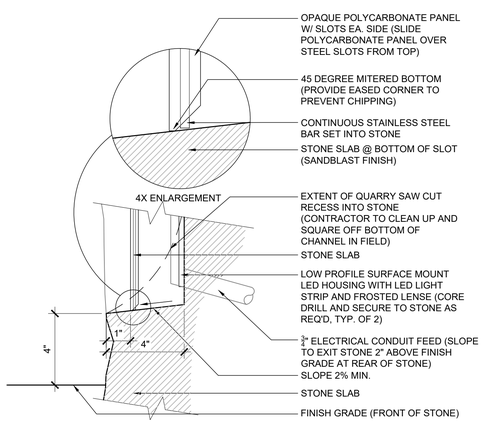


4 L-401 RECESSED 4" STONE LIGHT CHANNEL
3" = 1'-0" SECTION



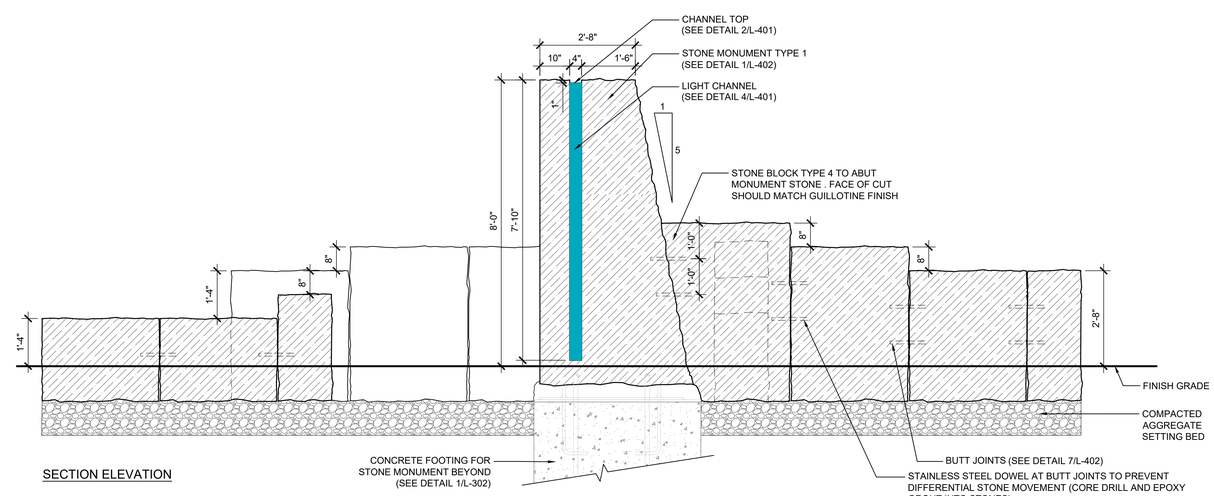


PLAN



3 L-401 CHANNEL BOTTOM
3" = 1'-0" SECTION

2 L-401 CHANNEL TOP
3" = 1'-0" SECTION



SECTION ELEVATION

1 L-401 STONE WALL TYPE 4
1/2" = 1'-0" PLAN & SECTION ELEVATION

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BLOCK-LOT SITE PLAN REVIEW
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DRAWN BY:	GGV/LB
CHECKED BY:	GBW
PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
REVISIONS:	
	09/07/2017
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SHEET TITLE:

MONUMENTATION DETAILS

SHEET NUMBER:

L-401

Drawing: U:\2016054.40-TOLL Brothers\00 CAD\Sketch\DUV-Condo\Site Plan Review\L-402 Monumentation Details.dwg
Last Saved: April 3, 2018 10:00:14 PM by Gwenaveel
Last Plotted: April 04, 2018 10:34:34 AM
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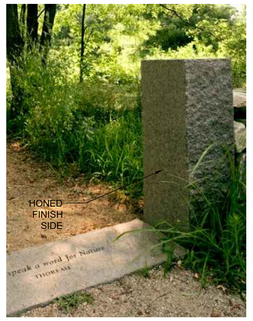
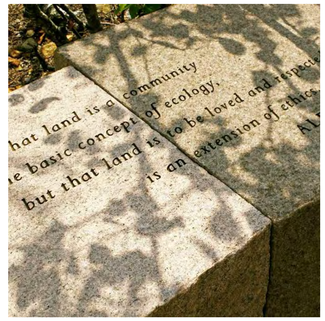
ALL STRUCTURAL MEMBERS, CONNECTIONS, SIZES AND FOOTINGS ARE PENDING FINAL STRUCTURAL REVIEW.

EXAMPLE OF QUARRY FINISH

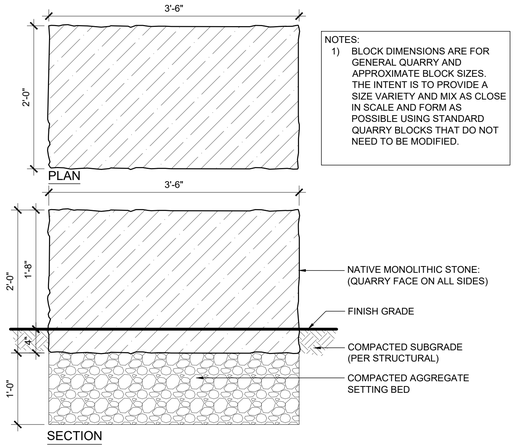


EXAMPLE OF HONED FINISH ON ONE SIDE WITH GUILLOTINE FINISH ON OTHER SIDES



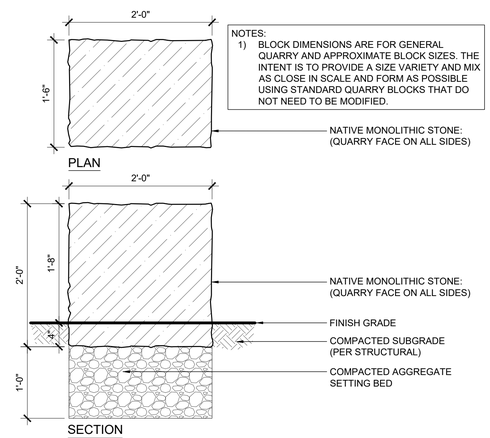
EXAMPLE OF BUTT JOINTS

7 / L-402 GRANITE FINISHES AND JOINTING
1"=1'-0"



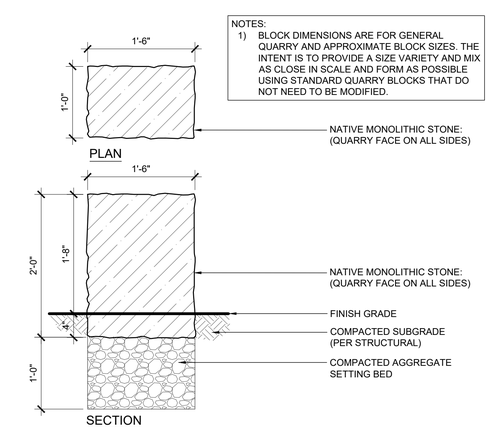
NOTES:
1) BLOCK DIMENSIONS ARE FOR GENERAL QUARRY AND APPROXIMATE BLOCK SIZES. THE INTENT IS TO PROVIDE A SIZE VARIETY AND MIX AS CLOSE IN SCALE AND FORM AS POSSIBLE USING STANDARD QUARRY BLOCKS THAT DO NOT NEED TO BE MODIFIED.

4 / L-402 STONE BLOCK TYPE 3
1"=1'-0" SECTION



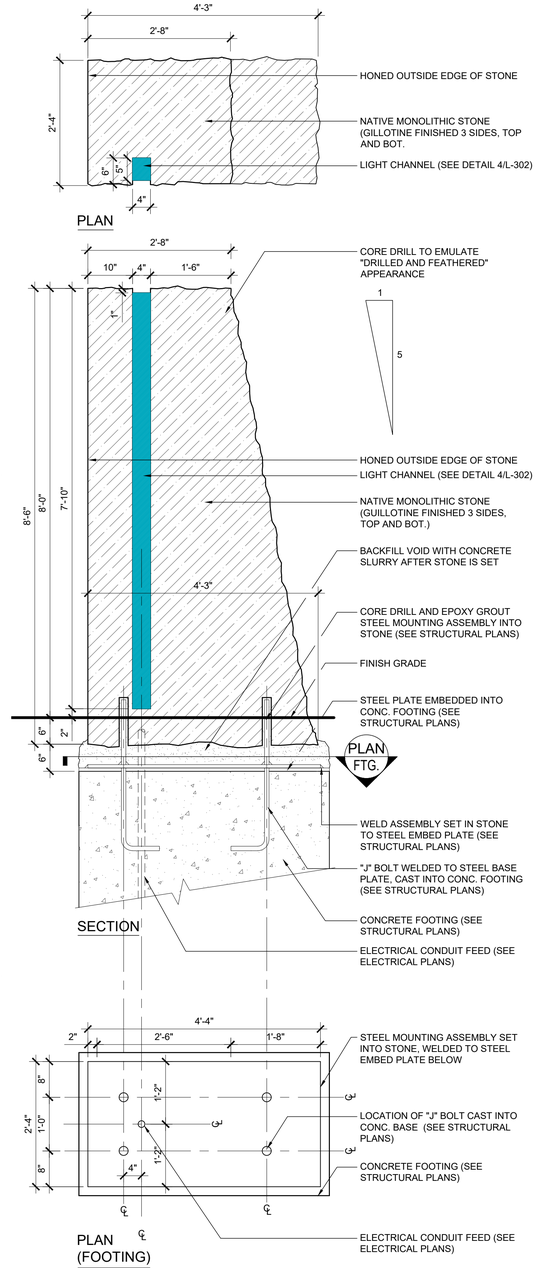
NOTES:
1) BLOCK DIMENSIONS ARE FOR GENERAL QUARRY AND APPROXIMATE BLOCK SIZES. THE INTENT IS TO PROVIDE A SIZE VARIETY AND MIX AS CLOSE IN SCALE AND FORM AS POSSIBLE USING STANDARD QUARRY BLOCKS THAT DO NOT NEED TO BE MODIFIED.

3 / L-402 STONE BLOCK TYPE 2
1"=1'-0" SECTION



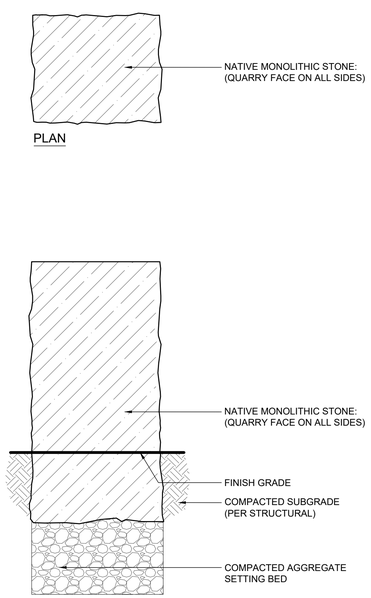
NOTES:
1) BLOCK DIMENSIONS ARE FOR GENERAL QUARRY AND APPROXIMATE BLOCK SIZES. THE INTENT IS TO PROVIDE A SIZE VARIETY AND MIX AS CLOSE IN SCALE AND FORM AS POSSIBLE USING STANDARD QUARRY BLOCKS THAT DO NOT NEED TO BE MODIFIED.

2 / L-402 STONE BLOCK TYPE 1
1"=1'-0" SECTION



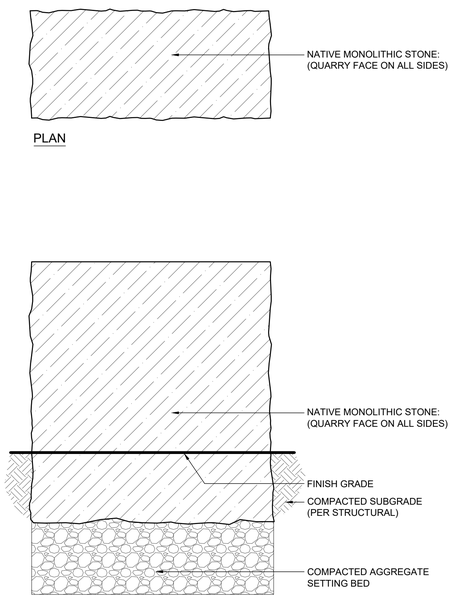
NOTES:
1) CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR STEEL ASSEMBLY TO OWNER'S REPRESENTATIVE FOR REVIEW PRIOR TO FABRICATION.
2) SET HONED EDGE OF STONE PLUMB
3) COORDINATE LOCATION OF ELECTRICAL CONDUIT FEED THROUGH FOOTING WITH STONE CRAFTSMAN/FABRICATOR AND STRUCTURAL ENGINEER

1 / L-402 STONE MONUMENT TYPE 1: 8' W/ INTEGRAL LIGHT STRIP
3/4"=1'-0" SECTION



NOTES:
1) BLOCK DIMENSIONS ARE FOR GENERAL QUARRY AND APPROXIMATE BLOCK SIZES. THE INTENT IS TO PROVIDE A SIZE VARIETY AND MIX AS CLOSE IN SCALE AND FORM AS POSSIBLE USING STANDARD QUARRY BLOCKS THAT DO NOT NEED TO BE MODIFIED.

6 / L-402 STONE BLOCK TYPE 5
1"=1'-0" SECTION



NOTES:
1) BLOCK DIMENSIONS ARE FOR GENERAL QUARRY AND APPROXIMATE BLOCK SIZES. THE INTENT IS TO PROVIDE A SIZE VARIETY AND MIX AS CLOSE IN SCALE AND FORM AS POSSIBLE USING STANDARD QUARRY BLOCKS THAT DO NOT NEED TO BE MODIFIED.

5 / L-402 STONE BLOCK TYPE 4
1"=1'-0" SECTION

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DUVALL URBAN VILLAGE - DIVISION 1
BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS
CITY OF DUVALL, WASHINGTON

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CHECKED BY:	GBW
PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
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	09/07/2017
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SHEET TITLE:

MONUMENTATION DETAILS

SHEET NUMBER:

L-402

Drawing: U:\2016054.40 TOLL Brotherson\6 CAD\Sheets\DUV-Construction Plan Revision\L-403 Monumentation Details.dwg
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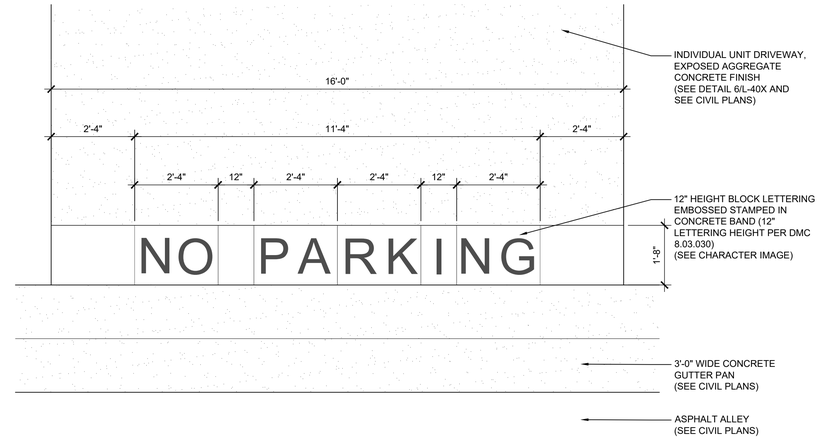
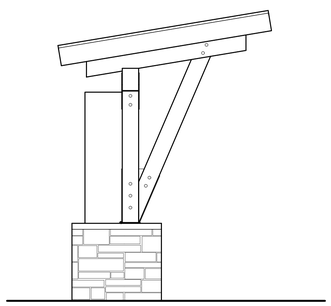


CHARACTER IMAGE

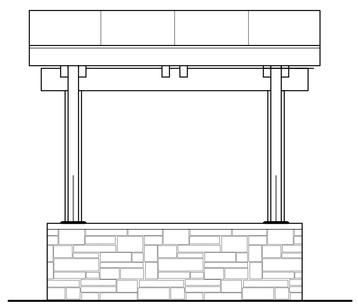
2 / L-403 'NO PARKING' BAND

1/2" = 1'-0"

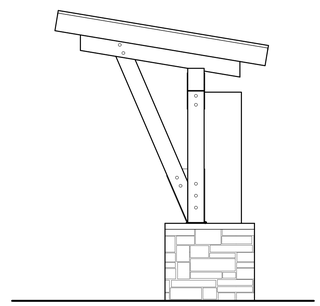
PLAN



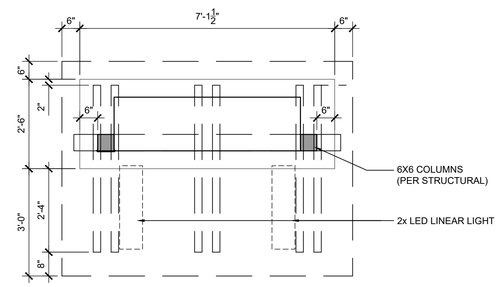
LEFT SIDE ELEVATION



REAR ELEVATION



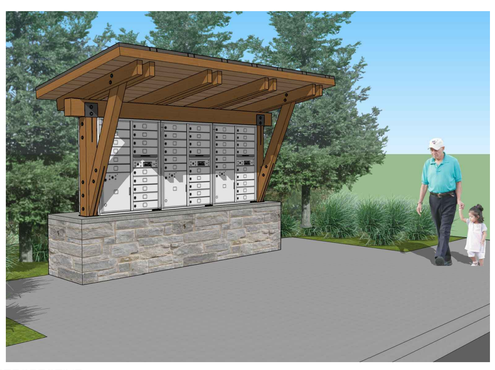
RIGHT SIDE ELEVATION



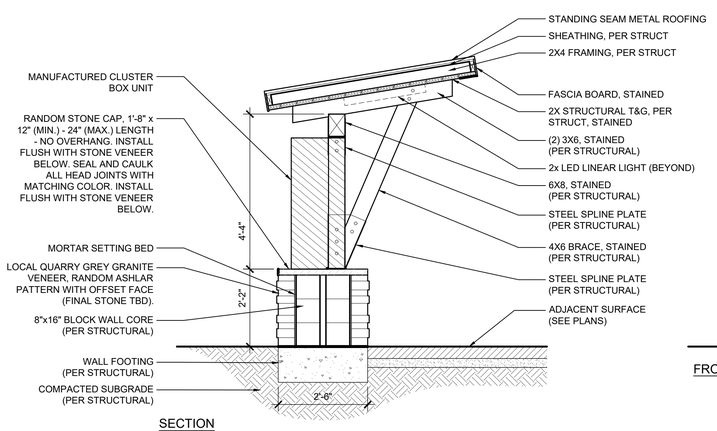
PLAN

LIGHTING

MODEL: LED21 II (BGP490 LED21 II)
MANUFACTURER: PHILIPS LIGHTING
DIMENSIONS: 2.3' L x 0.85' W x 0.25' D
MOUNTING PER MANUFACTURER'S RECOMMENDATIONS
CONTACT: 1.800.555.0050 www.usa.lighting.philips.com



PERSPECTIVE



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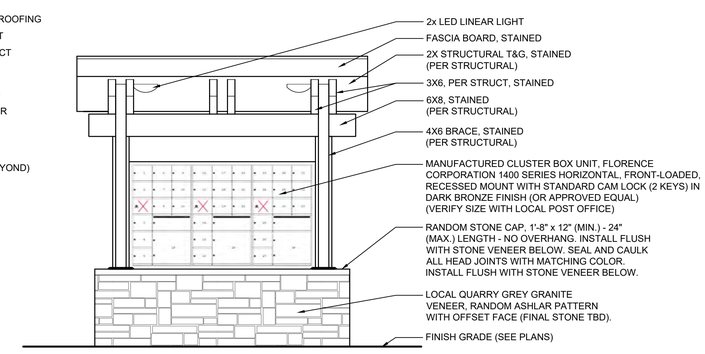

FRONT

1 / L-403 CBU STRUCTURE

1/2" = 1'-0"

PLAN, ELEVATION & SECTION

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DUVALL URBAN VILLAGE - DIVISION 1

BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS
CITY OF DUVALL, WASHINGTON

NOT FOR CONSTRUCTION

DRAWN BY:	GGV/LB
CHECKED BY:	GBW
PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
REVISIONS:	
	09/07/2017
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SHEET TITLE:

STRUCTURE DETAILS

SHEET NUMBER:

L-403

Drawing: U:\2016054.40 TOLL Brothers\06 CAD\Sheets\DUV-Condo\Site Plan Revised\L-404 Structure Details.dwg
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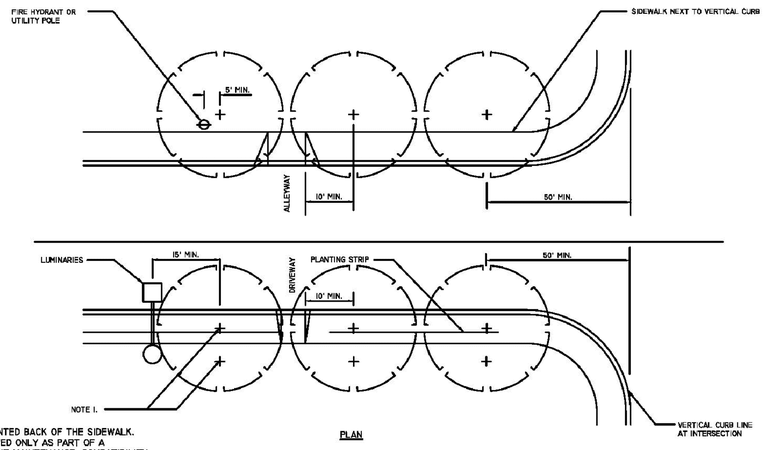


PLAN

NOTES:

1. TREES SHALL GENERALLY BE PLANTED BACK OF THE SIDEWALK. PLANTING STRIPS WILL BE APPROVED ONLY AS PART OF A LANDSCAPING PLAN IN WHICH PLANT MAINTENANCE, COMPATIBILITY WITH UTILITIES, AND TRAFFIC SAFETY ARE DULY CONSIDERED.
2. IF PLANTING STRIPS ARE APPROVED:
   A. MIN. DISTANCE FROM CENTER OF ANY TREE TO NEAREST EDGE OF VERTICAL CURB SHALL BE 2 FEET.
   B. TREES SHALL BE STAKED IN A MANNER NOT TO OBSTRUCT SIDEWALK TRAFFIC.
   C. IN CASE OF BLOCK-OUTS, MIN. CLEAR SIDEWALK WIDTH SHALL BE 5 FEET IN RESIDENTIAL OR 8 FEET IN BUSINESS DISTRICTS.
3. ON BUS ROUTES, PLANS SHALL BE COORDINATED WITH METRO SERVICE PLANNING. PHONE 684-1622.
4. SEE SEC. 3-5.03.
5. STANDARD ROOT DEFLECTORS (ROOT BARRIER) SHALL BE INSTALLED AROUND ALL TREE'S WITHIN THE PUBLIC RIGHT OF WAY. ROOT DEFLECTORS SHALL BE RIGID HIGH IMPACT POLYPROPYLENE TREATED WITH UV INHIBITORS, MINIMUM 18" IN HEIGHT, W/ 1/2" RAISED VERTICAL RIBS ON CENTER, OR APPROVED EQUAL.
6. INSTALL 4" PERF. PIPE, FILLED WITH DRAIN ROCK. PIPE SHALL STAND VERTICALLY AND GO DOWN TO A MINIMUM 2" BELOW ROOT BALL.
7. SPACE BETWEEN BACK OF CURB AND SIDEWALK SHALL BE 2x ROOT BALL WIDTH.

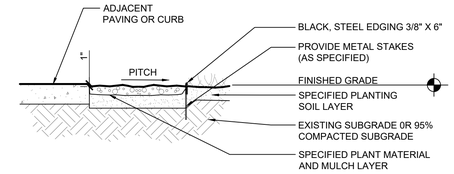
** PLACEMENT, SELECTION AND LOCATION OF STREET TREES IS GOVERNED BY THE DUVALL MUNICIPAL CODE, CHAPTER 14.

City of Duvall

STREET TREE STANDARDS	REVISED 5/10/07
STANDARD PLAN	3-05-009

8 L-404 STREET TREE PLANTING

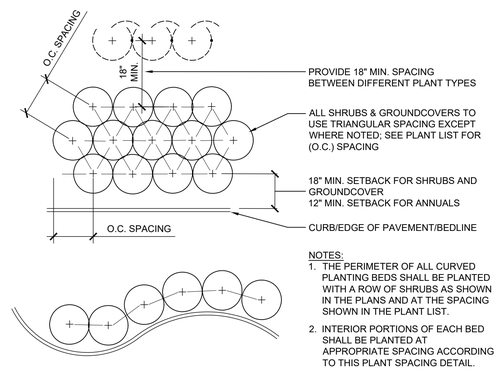
N.T.S.



NOTES:
1. SET ALL EDGING 1" ABOVE FINISHED GRADE AS SHOWN. EDGING SHALL ABUT ALL PAVING SURFACES PERPENDICULAR AND FLUSH WITH PAVING GRADES. ALL JOINTS TO BE WELDED OR SECURELY STAKED.
2. DEPTH OF STEEL EDGING TO BE APPROVED BY OWNER'S REPRESENTATIVE - ADJUST AS DIRECTED.

6 L-404 STEEL LANDSCAPE EDGER

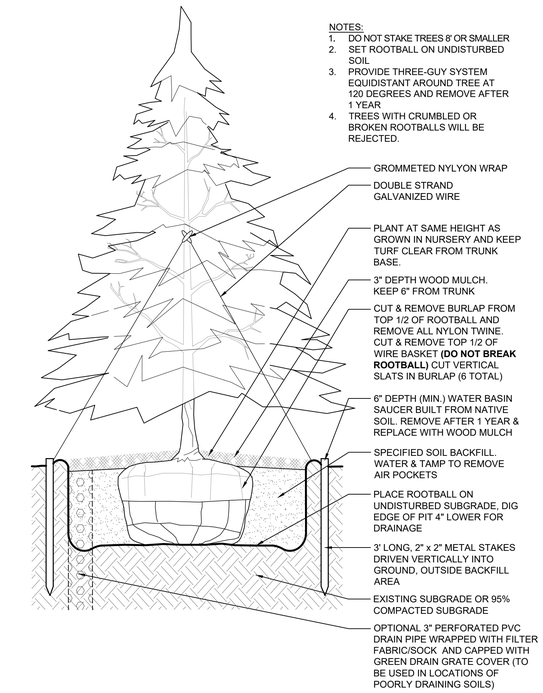
1" = 1'-0" SECTION



NOTES:
1. THE PERIMETER OF ALL CURVED PLANTING BEDS SHALL BE PLANTED WITH A ROW OF SHRUBS AS SHOWN IN THE PLANS AND AT THE SPACING SHOWN IN THE PLANT LIST.
2. INTERIOR PORTIONS OF EACH BED SHALL BE PLANTED AT APPROPRIATE SPACING ACCORDING TO THIS PLANT SPACING DETAIL.
3. NO WOOD MULCH IN GROUND COVER AREAS

5 L-404 SHRUB & GROUNDCOVER SPACING

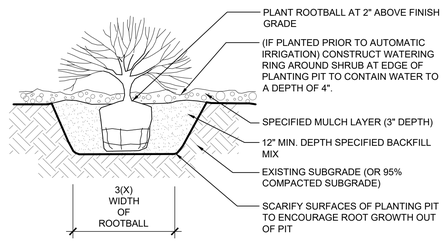
1/2" = 1'-0"



NOTES:
1. DO NOT STAKE TREES 8' OR SMALLER
2. SET ROOTBALL ON UNDISTURBED SOIL
3. PROVIDE THREE-GUY SYSTEM EQUIDISTANT AROUND TREE AT 120 DEGREES AND REMOVE AFTER 1 YEAR
4. TREES WITH CRUMBLED OR BROKEN ROOTBALLS WILL BE REJECTED.

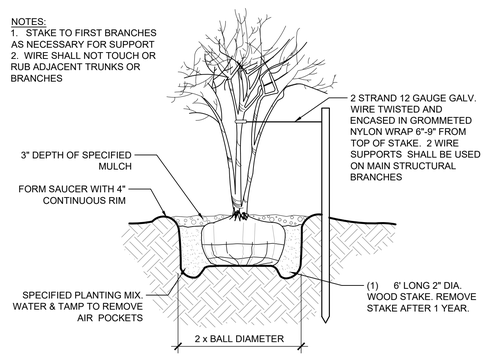
2 L-404 EVERGREEN TREE PLANTING

1 1/2" = 1'-0" SECITON



4 L-404 SHRUB PLANTING IN MULCH BED

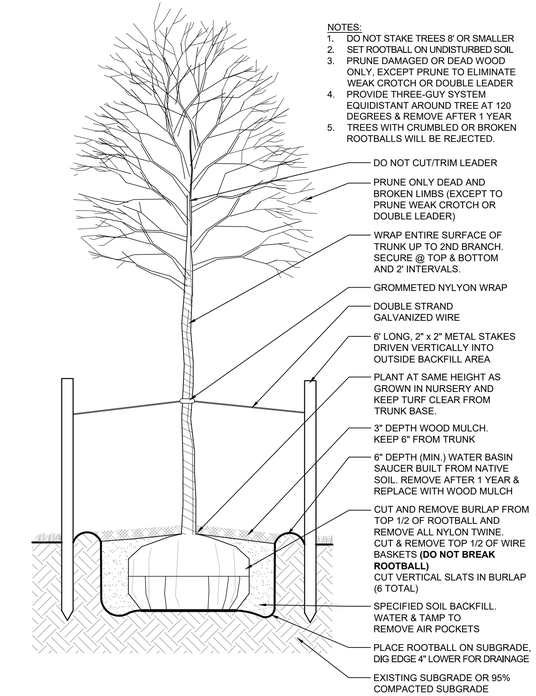
1" = 1'-0" SECTION



NOTES:
1. STAKE TO FIRST BRANCHES AS NECESSARY FOR SUPPORT
2. WIRE SHALL NOT TOUCH OR RUB ADJACENT TRUNKS OR BRANCHES

3 L-404 MULTI-TRUNK TREE PLANTING

1" = 1'-0" SECTION

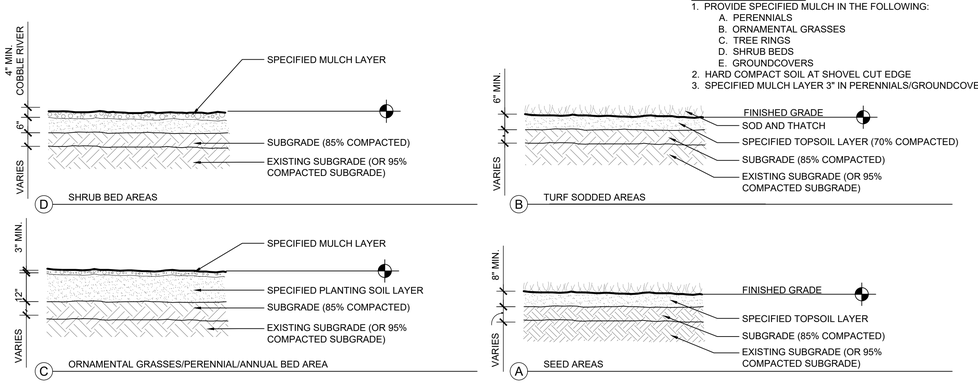


NOTES:
1. DO NOT STAKE TREES 8' OR SMALLER
2. SET ROOTBALL ON UNDISTURBED SOIL
3. PRUNE DAMAGED OR DEAD WOOD ONLY, EXCEPT PRUNE TO ELIMINATE WEAK CROTCH OR DOUBLE LEADER
4. PROVIDE THREE-GUY SYSTEM EQUIDISTANT AROUND TREE AT 120 DEGREES & REMOVE AFTER 1 YEAR
5. TREES WITH CRUMBLED OR BROKEN ROOTBALLS WILL BE REJECTED.

1 L-404 DECIDUOUS TREE PLANTING

1 1/2" = 1'-0" SECTION

MULCHING CONDITIONS:
1. PROVIDE SPECIFIED MULCH IN THE FOLLOWING:
   A. PERENNIALS
   B. ORNAMENTAL GRASSES
   C. TREE RINGS
   D. SHRUB BEDS
   E. GROUNDCOVERS
2. HARD COMPACT SOIL AT SHOVEL CUT EDGE
3. SPECIFIED MULCH LAYER 3" IN PERENNIALS/GROUNDCOVER AREA



7 L-404 PLANTING AREAS

1" = 1'-0" SECTION

Drawing: U:\2016054.40-TOLL Brothers\05-CAD\Sheets\04-Construction Plan Review\L-404 Landscape Planting Details.dwg
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DUVALL URBAN VILLAGE - DIVISION 1

BLOCK-LOT SITE PLAN REVIEW

TOLL BROTHERS

CITY OF DUVALL, WASHINGTON

NOT FOR CONSTRUCTION

DRAWN BY:	GGV/LB
CHECKED BY:	GBW
PROJECT NO.:	2016054.40
ISSUE DATE:	04/09/2018
REVISIONS:	
	09/07/2017
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SHEET TITLE:

LANDSCAPE PLANTING DETAILS

SHEET NUMBER:

L-404

LANDSCAPE TYPE II: VISUAL SCREEN

MIXED EVERGREEN SHRUB ACCENTS, SHRUBS, ORNAMENTAL GRASSES, AND PERENNIALS. VARIED HEIGHT AND COLORS FOR INTEREST. HEIGHTS TO VARY FROM APPROXIMATELY 1' TO 5' FOR GRASSES AND PERENNIALS, WITH SHRUB ACCENTS UP TO 10' HGT IN CONTEXT WITH HOMES. SHADE TREES AND ORNAMENTAL TREES WILL ACCENT THE PLANTINGS AND PROVIDE SHADING AND FRAME BUILDINGS

LANDSCAPE TYPE III: LOW COVER

MIXED EVERGREEN TREES, EVERGREEN SHRUB, ORNAMENTAL GRASS, AND SHRUBS. PROVIDE VARIED COLOR AND TEXTURE

MANICURED TURF LAWN

INTEGRATION OF PUBLIC AND PRIVATE LAWN CREATES A SEAMLESS SPACE WITH MEANDERING LAWN PANELS THAT CONNECT FRONT YARD LANDSCAPES

2 L-405 LANDSCAPE CHARACTER

NTS

KEY	BOTANICAL NAME	COMMON NAME	SIZE	MATURE HEIGHT	SPREAD	LIGHT	MOISTURE	QTY.
	LARGE DECIDUOUS TREES							
CJ	*Cercidiphyllum japonicum*	Katsura Tree	2-1/2"	40'	40'	Full Sun to Part Shade	Medium	26
LT	*Liriodendron tulipifera*	Tulip Tree	2-1/2"	75'	40'	Full Sun	Medium	6
PA	*Platanus x acerifolia 'Bloodgood'*	Bloodgood London Planetree	2-1/2"	50'	40'	Full Sun	Medium to Wet	8
QC	*Quercus coccinea*	Scarlet Oak	2-1/2"	60'	40'	Full Sun	Medium to Dry	2
ZS	*Zelkova serrata 'Greenvase'*	Green Vase Zelkova	2-1/2"	45'	40'	Full Sun	Medium	12
	MEDIUM DECIDUOUS TREES							
ASC	*Acer saccharum 'Commemoration'*	Commemoration Sugar Maple	2-1/2"	50'	35'	Full Sun	Medium	19
AT	*Acer tataricum 'Patdell'*	Pattern Perfect Maple	2-1/2"	25'	20'	Full sun to part shade	Medium to Dry	12
	SMALL DECIDUOUS TREES							
AGP	*Amelanchier x grandiflora* 'Princess Diana'	Apple Serviceberry	2" (P.P.)	15'-20'	12'-15'	Full Sun to Part Shade	Medium	23
CBC	*Carpinus betulus* 'Columnaris'	Columnar European Hornbeam	2 1/2"	35'	15'	Full Sun to Part Shade	Medium to Wet	51
CG	*Corylopsis gotiana*	Winterhazel	2" (P.P)	12'	12'	Full Sun to Part Shade	Medium	2
MRS	*Malus* 'JFS KW213MX'	Raspberry Spear Crabapple	2" (P.P.)	20'	8'	Full Sun	Medium	18
PS	*Prunus serrulata* 'Amanogawa	Amanogawa Cherry	2" (P.P.)	20'	6'	Full Sun to Part Shade	Medium to Wet	14
SP	*Stewartia psuedocamellia*	Japanese Stewartia	2" (P.P.)	25'	12'	Full Sun to Part Shade	Medium	4
	EVERGREEN TREES							
TOS	*Thuja occidentalis 'Smaragd'*	Columnar Eastern Arborvitae		8'	2'	Full Sun	Medium	32
	LARGE BROADLEAF EVERGREEN TREES							
QF	*Quercus frainetto*	Italian Oak	2-1/2"	50'	30'	Full Sun	Medium to Dry	10
	SMALL BROADLEAF EVERGREEN TREES							
MGM	*Magnolia grandiflora ' Edith Bogue'*	Southern Magnolia	2"	25'	25'	Full Sun to part shade	Medium	12
MGV	*Magnolia grandiflora 'Victoria'*	Victoria Evergreen Magnolia	2"	25'	20'	Full Sun to Part Shade	Medium	6
Column1	**DECIDUOUS SHRUBS**	Column2	Column3	Column4	Column5	Column6	Column7	Column8
PBE	*Philadelphus 'Belle Etoile'*	Mock Orange	5 gal.	5'-6'	3'-4'	Full Sun to Part Shade	Medium	48
Column1	**EVERGREEN SHRUBS**	Column2	Column3	Column4	Column5	Column6	Column7	Column8
CT	*Ceanothus thyrsiflorus* 'Victoria'	Victoria California Lilac	5 gal.	9'	10'-12'	Full Sun	Medium	32
AJ	*Aucuba japonica* 'Mr. Goldstrike'	Variegated Japanese Aucuba	5 gal.	6'	10'	Part Shade to Full Shade	Dry to Medium	264
FJ	*Fatsia japonica*	Japanese Aralia		6'-16'	6'-16'	Part Shade to Full Shade	Medium	80
MN	*Mahonia nervosa*	Cascade Oregon Grape	5 gal.	24"	48"	Full Sun to Part Shade	Medium	376
OHP	*Osmanthus heterophyllus 'purpureus'*	Purple-leaf False Holly	5 gal.	8'	6'	Full sun to Deep Shade	Dry to Medium	152
RG	*Rhododendron* 'Glacier'	Evergreen Azalea	5 gal.	5'	5'	Full Sun to Part Shade	Medium	240
	FERNS							
AT	*Adiantum x tracyi*	Evergreen Maidenhair Fern	1 gal.	36"	24"	Light Shade	Medium	424
DE	*Dryopteris erythrosora*	Autumn Fern	1 gal.	24"	24"	Light to Deep Shade	Medium	248
PM	*Polystichum munitum*	Western Swordfern	1 gal.	3'-6'	3'-6'	Part Shade to Full Shade	Medium	264
Column1	**GRASSES**	Column2	Column3	Column4	Column5	Column6	Column7	Column8
COE	*Carex oshimiensis* 'Everest'	Sedge	1 gal.	20"	20"	Part Shade to Full Shade	Medium	152
HMA	*Hakonechloa macra* 'Aureola'	Golden Japanese Forest Grass	1 gal.	18"	22"	Part Shade to Full Shade	Medium to Wet	616
HS	*Helictotrichon sempervirens*	Blue Oat Grass	1 gal.	36"	36"	Full Sun	Medium	104
SG	*Stipa gigantea*	Giant Feather Grass	1 gal.	6'-7'	48"	Full Sun	Medium	232
Column1	**PERENNIALS**	Column2	Column3	Column4	Column5	Column6	Column7	Column8
AH	*Acanthus hungaricus*	Bear's Breeches	1 gal.	36"	30"	Full Sun to Part Shade	Medium to Wet	88
ACP	*Astilbe chinensis* 'Pumila'	Chinese Astilbe	1 gal.	36"	30"	Full Sun to Part Shade	Medium to Wet	128
AG	*Athyrium* 'Ghost'	Lady Fern	1 gal.	30"	24"	Part Shade to Full Shade	Medium	408
CS	*Crocosmia 'Solfaterre'*	Montbretia	1 gal.	36"	30"	Full Sun to Part Shade	Medium to Wet	128
GR	*Geranium* 'Rozanne'	Cranesbill	1 gal.	36"	30"	Full Sun to Part Shade	Medium to Wet	344
HG	*Hosta 'Gold Standard'*	Hosta	1 gal.	18" - 36"	18" - 36"	Part Shade to Full Shade	Medium	88
HRS	*Hosta 'Royal Standard'*	Hosta	1 gal.	24"	3' - 5'	Part Shade to Full Shade	Medium	232
KA	*Kniphofia* 'Alcazar'	Red Hot Poker	1 gal.	36"	30"	Full Sun to Part Shade	Medium to Wet	96
NR	*Nepeta racemosa 'Walker's Low'*	Catmint	1 gal.	18"	30"	Full Sun	Medium	264

1 L-405 LANDSCAPE PLANT SCHEDULE

NTS

SCHEDULE

NOTE:
PRELIMINARY LIST OF PLANT MATERIAL REPRESENTS A VARIETY OF SPECIES. FINAL SPECIE AND LOCATION TO BE PROVIDED AT THE TIME OF CONSTRUCTION DOCUMENTATION SUBMISSION.

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SHEET TITLE:
LANDSCAPE PLANT SCHEDULE

SHEET NUMBER:
L-405

Drawing: U:\2016054.40-TOLL Brothers\05 CAD\Sheets\DUV-Condo\Site Plan Revised\L-405 Landscape Plant Schedule.dwg
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Exhibit 7

		Project: Duvall Urban Village		
Review Date:	7/26/17	Project Address:	TBD - North of the intersection of Big Rock Rd & 3rd Ave NE alignment	
Re-Review Date:	8/16/17	Project Name::	Duvall Urban Village Division I	
Re-Review Date:	6/13/18		Block Lot Attached Units Review	
Reviewer:	ASK			
Kovach Architects		Parcel Number	242606-9083	
2115 Colby Ave.		File Number	17015	
Everett, WA 98201		Current Zoning:	MU12 / CO	
andrew@kovacharchitects.com		Comprehensive Plan Designation:	CO	
		Review Type:	Peer	
		Regulatory Code:	City of Duvall Municipal Code	
		Section:	Unified Development Regulations	
		Chapter:	14.34 Design Guidelines	Version: 2007 UDR Update-March 29. 2017 Supplement 31
		Companion Documents:	Duvall Comprehensive Plan, Downtown Sub-area Plan, City Wide Visioning Plan.	
		Applicability:	Criteria 1. Proposed Development meets criteria for Design Review Process	
		Project Status:	First Checklist Review	
		Initial Review Date:	July 26th 2017	
		Second Review Date:	August 16th 2017	Note: New comments in blue type
		Third Review Date:	June 13th 2018	Note: New comments in purple type
		Conformance Rating	Category	Description
		I	Conforms	Fully meets intent and specific code requirements
		II	High Level of Conformity	Fully meets intent but not specific code requirements
		III	Moderate Level of Conformity	Mostly meets intent but not specific code requirements
		IV	Low Level of Conformity	Somewhat meets intent but not specific code requirements
		V	Non-Conforming	Does not meet intent or code requirements

KOVACH ARCHITECTS

		Design Guideline				
	Section	Title	Summary	Analysis	Comments / Recommendations	Rating
			Site Review is not part of this Checklist Review and Deferred to Planning			
	14.34.020	**Site Planning**				
	1		Site conditions			
	2		Circulation			
	3		Building variety			
	4		Positive site amenities			
	5		Linkage			
		Grading Storm Water Management				
	14.34.030					
		and Site Coverage				
	B.1					
	a.		Minimize cut and fill			
	b.		Terraced grades			
	c.		Minimize retaining walls			
	d.		Planted slope in lieu of retaining			
	e.		Daylight basements			
			Other methods			
	B.1					
	a.		Limited retaining wall height			
	b.		Retaining wall landscaping			
	c.		Retaining wall material			
	d.		"Ecology Block" walls			
	e.		Retaining wall fit			
	f.		Residential retaining wall			
	g.		Retaining wall landscape setback			
	h.		Departures			
		Storm Water Management				
	14.34.030					

	C.1	Open Stormwater ponds				
	a.		Stormwater ponds per standards			
	b.		Stormwater pond screening			
	C.2	Bioswales	Encouraged treatment method			
	D	Site coverage				
	1		Per specific zoning requirements			
	2		Preservation of native vegetation			
	3		Pervious surfaces encouraged			
	14.34.040	**Street Network**				
	A	Pedestrian Facilities				
	1	Purpose				
	2	Sidewalk and Pathway Development Standards				
	14.34.041	**Pedestrian Facilities**				
	B.1	Primary Pedestrian Corridors				
		Main Street frontage				
	a.		12 ft. minimum sidewalk			
	b.		Street trees @ 30 intervals in tree grates			
	c.		Street trees @ 30 intervals in planter strips			
	d.		12-14 ft. high pedestrian lighting			
	e.		Sidewalks not adjacent to public streets			
	B.2	Secondary Pedestrian Corridors				
		Stephens Street frontage				
	a.		10 ft. minimum sidewalk			
	b.		Street trees @ 30 intervals in tree grates or planters			
	c.		12-14 ft. high pedestrian lighting @ 40-60 ft. OC			
	d.		Sidewalks not adjacent to public streets min 8' wide			
	B.3	Interior pedestrian pathways	Minimum 5 ft unobstructed width			
	14.34.042	**New Streets**				
	B.1	Purpose				
	B.2	General Goals				
	a.		Safe and convenient network connected to surrounding area			
	b.		Connection to existing and proposed trail systems			
	c.		prototypical street template			
	d.		Duplicate parallel public/private streets discouraged			
	e.		Mid-block connections			
	f.		Calming strategies			
	g.		Signage			
	h.		Gated Community restrictions			
	i.		Sidewalks and Planters			
	14.34.050	**Lot Standards**				
	14.34.051	**Residential developments**				
	A					
	1	Purpose				
	2	Old Town				
	3	General Standards				
	a.		Variation			
	b.		Porches, stoops ,window projections			
	c.		Architectural Elements			
	d.		Setback Encroachments			
	4	Building Relationship with Street Grade.				
	a.		Finish floor elevations			

	b.		Down slope entries			
	5	Open Space Requirements				
	a.i		Private yards			
	a.ii		Minimum useable yard			
	a.iii		Private yard reduction			
	a.iv		Reciprocal use easement			
	a.v		Minimum open space			
	b.	Common Open Space Requirements				
	b.i	Purpose				
	b.ii (A)		Hierarchy of space			
	b.ii (B)		Distribution			
	b.ii (C)		Variety			
	b.ii (D)		Pathways and features			
	b.iii		25’ Minimum width			
	b.iv		Solar Orientation			
	b.v		Visibility			
	b.vi		Trail bonus			
	b.vii		Pedestrian entry bonus			
	b.viii		Tree preservation			
	b.ix		Ground floor access			
	c.	Reciprocal Use Easements				
	c.i		Recording			
	c.ii		Privacy walls			
	c.iii		Foundation protection			
	6	Parking, Garages, and Vehicular Access				
	a.	Front Loaded Garages				
	a.i		20’ Property line setback			
	a.ii		5’ Building facade setback			
	a.iii		2’ Tuck under setback			
	a.iv		50% Max width of ground level facade			
	a.iv (A)		Cul-de-sac exception			
	a.iv (B)		Steep slope exception			
	a.v		Detached garages			
	b.	Side Loaded Garages				
	b.i	20% Maximum per plat				
	b.i (A)		15’ Front yard setback			
	b.i (B)		Architectural design elements required			
	b.i (C)		Separation to entry access required			
	b.ii		Rear side load garage allowance			
	b.iii		Repeat restriction			
	b.iv		10’ separation requirement @adjacent side entry drives			
	c.	Shared Garages and Driveways.				
	c.i		Where permitted			
	c.ii		Permitted with special provisions			
	c.iii		Assignment of parking space			
	c.iv		44’ max ganged width			
	d.	Additional Driveway Standards.				
	d.i		SFR restrictions for multiple driveways			
	d.ii		Tandem parking allowance			
	d.iii		Alley Access			
	d.iv		20' maximum width			
	d.v		Shared driveways are encouraged			
	7	Utility Placement.				
	a.		Priority accommodations for street design elements			
	b.		Utility appurtenance to be screened/hidden to the furthest extent possible			
	c.		Underground utilizes to allow for street trees and lighting			
	d.		Vaults are prohibited from sidewalk areas			
	e.		Utility boxes to be grouped			
	8	Additional Standards for Multifamily Residential Developments.				
	a.		Primary building entry must face public or open space			
	b.		Individual ground floor entries must face public or open space			
	c.		Must include windows that face public streets or space			
	d.		Special provisions option			
	e.		10' min. residential setback from sidewalks			
	f.		36” high raised ground floor levels above street encouraged			
	g.		Fence setbacks and height limits.			

	9	Additional Standards for Old Town Neighborhood District				
	14.34.052	**Mixed Use and Non-Residential Developments**				
	B	General Site Design				
	1		Compliment adjacent structures			
	2		Environmental respect			
	3		Pedestrian features and interaction			
	4		Pedestrian safety			
	5		Overall Title compliance			
	C.1	Primary Pedestrian Corridors				
	a.		Pedestrian oriented facades			
	b.		Behind building parking			
	C.2	Secondary Pedestrian Corridors				
	a.		Main pedestrian entry			
	b.		Ground floor to be near grade of sidewalk			
	c.		Pedestrian oriented facades			
	d.		Behind building parking			
	e.		Landscape screening			
	f.		Abutting non-residential or mixed use zones			
			Two frontages			
	D	Main Street South of Old Town				
	E	Big Rock Road				
	F	All other streets not designated				
	G	Pedestrian Access				
	1		Sidewalk access			
	2		8 ft. minimum walk			
	3		Multiple buildings entry linkage			
	4		Future linkage opportunities			
	5		Internal elements linkage to public ROW's			
	6		Pedestrian linkage to existing offsite pedestrian ways			
	7		Linkage to City trail systems			
	8		Commercial / residential onsite linkage			
	9.a		Safe pedestrian passage through parking lots			
	b.		Minimum 5' walkways (exclusive of car overhang)			
	c.		Walkway design feature credit for DMC. 14.34.52.D			
	d.		Maximum 14 ft. high pedestrian lighting required			
	e.		Access shall accommodate ADA accessibility standards			
	f.		Articulated crosswalk designation may be required			
	H	Pedestrian-Oriented Spaces				
	1		Accessible public courtyards and plazas			
	2	Qualification				
	a.		Pedestrian access from street to building, parking and courts			
	b.		Concrete or unit pavers required			
	co.	(2-foot candles throughout the space)	Complimentary pedestrian lighting required			
	d.		Seating requirement			
	e.		Space must be located areas strategic to primary pedestrian ways			
	f.		Seasonal interest landscaping			
	3	Encouraged features				
	a.		Pedestrian amenities			

	b.		Pedestrian oriented facades			
	c.		Environmental factors for consideration			
	d.		Optional pedestrian related uses			
	e.		Movable seating			
	4	Prohibited features	Undesirable materials and elements			
	l.	Additional Landscaping Requirements	Main Street landscape screening			
	j.	Parking, Garages, and vehicular Access				
	1		Parking lots to be located behind buildings			
	2		Parking lots to be located behind buildings			
	3		Parking lots to be located away from intersections			
	4		Exceptions to location			
	5		Parking lot scale			
	6		Shared parking encouraged			
	7		Perpendicular aisle alignment to buildings encouraged			
	8		Shared parking access encouraged			
	9		Main Street special driveway regulations			
	10		Main Street access restrictions			
	11		Main Street shared driveways encouraged			
	14.34.060	**Building Design**				
	14.34.061	**Residential developments**				
	A	Residential Building Design				
	1	Purpose				
	2	General Provisions				
	a.	Elevations and Models.				
	a.i		Variation and modulation required	Appears to be in compliance.	Considering project scale, there is a high degree of variation and modulation	I
	a.ii		Model repetition restrictions	Overall building massing provides a sense of variation between buildings.	Applicants design reasoning meets with Code intent and is acceptable	II
	a.iii		Elevation repetition restrictions	Building models are in compliance, individual units are not.	Unit repetition lends a pleasing balance to overall building massing.	II
	a.iv		Color and material variation	Appears to be in compliance.	Finish material choices provide adequate variation with orderly clean lines	I
	a.v		Architectural style variation	Appears to be in compliance.	There is substantial architectural variation throughout the development phase	I
	a.vi		Significant floor plan and modulation variations	Unit plans within individual buildings types do not vary greatly although exterior elevations do.	Building floor plans vary considerably between building types	II
	a.vi (A)		Floor plan configurations and massing	Appears to be in compliance.	Plans and massing form pleasing massing with a strong sense of variation	I
	a.vi (B)		Roof Types	Appears to be in compliance.	Substantial variety in roof styles and compositions are proposed	I
	a.vi (B)(A)		Finish Colors	Appears to be in compliance.	Tasteful colors and finishes are proposed	I
	a.vi (B)(B)		Siding styles	Appears to be in compliance.	Multiple complimentary siding materials are proposed	I
	a.vi (B)(C)		Window configurations/detailing	Appears to be in compliance.	A substantial complimentary variety of window assemblies are proposed	I
	3	Massing and Composition				I
	a.		Clear pattern of massing and interest	Appears to be in compliance.	An orderly pattern providing plentiful variation and interest is evident	I
	b.		Primary and secondary elements	Appears to be in compliance.	A well defined hierarchy of primary and secondary elements has been established	I
	4		One story porch height	Appears to be in compliance.	Pedestrian scale entries and associated elements are proposed	I
	5	Massing and Composition				
	a.		Primary forms to be dominant	Appears to be in compliance.	A well defined hierarchy of primary and secondary elements has been established	I
	b.		Secondary forms to be proportional	Appears to be in compliance.	Complimentary scale between primary and secondary elements is evident	I
	c.		Primary porch to be one story and proportional to main structure	Appears to be in compliance.	Pedestrian scale entries and associated elements are proposed	I
	d.		Multistory porches allowed if appropriate to building scale	N/A	Non provided	
	6	Building Modulation				
	a.	Multifamily Residential Buildings				
	a.i		Modulation requirements	Mostly in Compliance	The proposed depth of 1 ft. is proportionally pleasing and approval is recommended	II
	a.ii		Modulation options	Mostly in Compliance	Revisions move closer to Code intent, alternating rear gable roofs are encouraged.	II
	a.iii		Dormers and interrupted rooflines	Mostly in Compliance	Proposed revisions meet Code intent.	I
	a.iv		Primary facade physical breaks	Appears to be in compliance.		I
	b.	Attached and detached residential buildings				
	b.i		Modulation requirements	Mostly in Compliance	Proposed revisions have move design closer to Code intent.	II
	b.ii		Modulation locations	Mostly in Compliance	Proposed revisions have move design closer to Code intent.	II
	b.iii		Change in materials/colors/details allowances	Appears to be in compliance.	Proposed revisions meet Code intent.	I
	b.iv		Number of joined units (8 max)	Appears to be in compliance.		I
	7	Entries				
	a.		Covered porches and stoops required	Appears to be in compliance.		I
	b.		Architectural design must be integrated	Appears to be in compliance.		I
	c.		Porch and stoop size	Provided calculations appear to be in compliance.		I
	c.i	Porch	48 sq. ft min (6'w x 8'd)			

	c.ii	Stoop	30 sq. ft. min. (6'w x5'd)			
	c.iii	Porches and stoops	To be raised 18" above grade	Some stoops appear to be below the minimum height requirement	Please verify porches and stoops will be raised a min of 12" above grade	II
	c.iv		Wrap round porch on corner lots	Appears to be in compliance.		I
	8	Decks				
	a.		To be architecturally integrated with main structure	Appears to be in compliance.		I
	b.		To key into primary structure	Appears to be in compliance.		I
	b.i		To be architecturally integrated with main structure	Appears to be in compliance.		I
	b.ii		To key into primary structure	Appears to be in compliance.		I
	b.iii		Minimum support thickness of 7.25" w10' max unsupported height	Appears to be in compliance.		I
	b.iv		Covered deck structures to be architecturally integrated with primary roof	Appears to be in compliance.		I
	9	Roof Pitch	To be residential in character	Appears to be in compliance.		I
	a.		Minimum 12" overhangs	Some gable overhangs appear to be below the minimum extension requirement	Applicants design reasoning meets with Code intent and is acceptable	I
	10	Architectural Details				
	a.	Doors				
	a.i		Entry doors to match architectural style of building	Appears to be in compliance.		I
	a.ii		Panels or inset glass required on entry doors	Appears to be in compliance.		I
	a.iii		Sliding glass entry doors prohibited	Appears to be in compliance.		I
	a.iv		3 1/2" trim required at all entry doors	Appears to be in compliance.	Please confirm compliance or argument for proposed	I
	b.	Primary Windows				
	b.i		Vertical orientation required	Appears to be in compliance.		I
	b.ii		Window trim required throughout	Appears to be in compliance.		I
	b.iii		Trim to be 3 1/2" min and complimentary to architectural style of building	Appears to be in compliance.		I
	b.iv		Vertical windows may be ganged	Appears to be in compliance.		I
	b.v		Divided lite windows encouraged	Appears to be in compliance.		I
	c.	Chimneys	Chimney's to compliment architectural style of building	Appears to be in compliance.		I
	c.i		20"x24" min. cross section above roof dimension	N/A	None provided	
	c.ii		Metal cap shrouds required	N/A	None provided	
	c.iii		Chimney shape and materials to compliment architectural style of building			
	d.	Columns, Trim and Corner boards				
	d.i		Trim detailing and materials to compliment architectural style of building	Appears to be in compliance.		I
	d.ii		Exposed 4x4 and 6x6 posts prohibited	Appears to be in compliance.		I
	d.iii		Metal or wood corner clips/boards required	Appears to be in compliance.	Where appropriate to the siding material	I
	d.iv		2 1/2" min corner board width	Appears to be in compliance.	Where appropriate to the siding material	I
	e.	Architectural Detail and Features	To provide elements of human interest			
	e.i		Shutters	Appears to be in compliance.	Where appropriate	I
	e.ii		Flower boxes	Appears to be in compliance.	Where appropriate	I
	e.iii		Knee braces	Appears to be in compliance.	Where appropriate	I
	e.iv		Columns	Appears to be in compliance.	Where appropriate	I
	e.v		Trellises	Appears to be in compliance.	Where appropriate	I
	f.	Trash and Recycling Containers				
	f.i		Within garages or screened enclosures	Additional Detail to be provided		
	f.ii		Prohibited in front yards	Additional Detail to be provided		
	f.iii		Locate to minimize odor and visibility	Additional Detail to be provided		
	f.iv		To be easily accessed by residents	Additional Detail to be provided		
	f.v		Enclosures to be made of wood/masonry. Chin link prohibited	Additional Detail to be provided		
	g.	Mail and Newspaper Boxes.				
	g.i		Design and materials to compliment architectural style of building	Additional Detail to be provided		
	g.ii		To be well lit, accessible and non obstructive to walkways	Additional Detail to be provided		
	g.iii		To be clustered and architecturally enhanced and complimentary with buildings	Additional Detail to be provided		
	h.	Accessory structures				
	h.i		Design and materials to compliment architectural style of building	Appears to be in compliance.	None Proposed	I
	h.ii		12' max height/18' max height w/ pitched roof	Appears to be in compliance.	None Proposed	I
	h.iii		Portable storage containers prohibited	Appears to be in compliance.	None Proposed	I
	11	Materials				
	a.		Vertical material transitions to wrap corners			
	b.		Horizontal material transitions to have separation trim			
	c.		Acceptable materials			
	d.		Trim requirement and materials			
	e.		Finish materials to wrap corners			
	12	Color				
	a.		Multiple colors to be used			
	b.		Muted colors to be dominant			
	c.		Grey's and beige colors to be secondary			
	d.		Color palettes to be submitted for approval	Appears to be in compliance.		I
	14.34.062	**Mixed Use and Non-Residential**				

		Developments		N/A (Residential Development)		
	B	Purpose and Design intent	Preserve and enhance village character in OT, foster			
			innovative yet regionally complimentary expression elsewhere			
	2	Applicability	Zones (includes OT)			
	3	Massing and Composition				
	a.		Clearly defined base, middle and top			
	b.		Primary entries require focal expression			
	c.		Multi-tenant buildings to express individual storefronts			
	d.		Primary uses to focus toward street frontage			
	e.		Buildings with split entries must establish a primary entry			
	f.	Parapets to avoid false front appearance				
	i		Parapets must be integrated with overall massing/design			
	ii		Back sides of parapets must not be visible to public areas			
	g.		Overhead balconies are encouraged but subject to review			
	h.		Roof slopes to be broken up by secondary building elements			
	4	Building Modulation				
	a.		50 ft. minimum building modulation			
	b.		75% fenestration required			
	c.		Pedestrian-oriented spaces to be integrated with building design			
	d.	Zone specific façade requirements	Including OT district			
	i		25 ft. lot rhythm required			
	ii		Design elements that enhance a 25 ft. rhythm required			
	iii		Rooflines to enhance a traditional building lot pattern			
	iv		Material/color changes to enhance a traditional building lot pattern			
	v		Modulation to enhance a traditional building lot pattern			
	vi		Other means available per Planning Director			
	5		Prominent cornice required &50 ft. max. roofline w/o modulation.			
	6		6/12 minimum roof slope			
	7		Hip roofs are discouraged			
	5	Blank Wall Treatments				
	1		Blank walls are prohibited			
	i		Doors and windows			
	ii		Display windows			
	iii		Landscape plantings			
	iv		Landscape trellis			
	v		Other methods			
	6	Building Details				
	a.		Requirements for new buildings to be substantially provided			
	i		Display Windows			
	ii		Transom windows			
	iii		Recessed windows			
	iv		Decorative weather protection features			
	v		Upper and lower level distinction			
	vi		Window bays			
	vii		Recessed entry			
	viii		Sills			
	ix		Pilasters			
	x		Landscape trellises			
	xi		Decorative light fixtures			
	xii		Decorative finish materials			

	xiii		Artwork			
	xiv		Other approved details			
	b.		Include decorative signage keeping with the style of the building			
	c.		6' wide protective awnings over all sidewalks			
	7	Building Materials and Colors				
	a.		High quality and durable			
	b.		Metal to be trimmed and in combination with other durable materials			
	c.		Concrete block restrictions			
	d.		Stucco restrictions			
	e.	Prohibited materials				
	i		More than 10% mirrored glass			
	ii		Plywood siding			
	iii		Stucco board			
	iv		Window film			
	f.		Bright colors are discouraged			
	g.		Color selections samples to be submitted for review			
	h.		Linear building lighting prohibited @ facades and rooflines			
	I.		Facades shall not be designed to resemble logos			
	8	Additional Commercial Building Standards				
	a.		Additional building modulation			
	b.		Significant focal elements			
	c.		Vertical modulation			
	d.		Roof modulation			
	e.		Finish material variety			
	f.		Accessories and features following rhythm of modulation			
	g.		Repetitive distinctive window patterns			
	h.		Other approved methods			
	9	Service areas				
		All utilities and service areas shall:				
	a.		Be enclosed and screened			
	b.		Have doors			
	c.		Compliment building design and materials			
	d.		Be practically located			
	e.		Shall not interfere with primary purpose of development			
	f.		Be sized to meet project needs			
	g.		Shall accommodate recycling			
	h.		Be approved by refuse purveyor			
	i.		Shall be landscaped on 3 sides			
	j.		Service and loading berths to not interfere with pedestrian ways			
	k.		Service areas shall be sited for convenient use and access			
	l.		Roof Mounted equipment to be located away from public view			
	m.		Roof Mounted equipment to be screened from public view			
	10	Non-Residential Signage				
		Shall be as follows:				
	a.		Compliment the character and scale of the project			
	b.		Be compatible to scale of the building design and adjacent signs			
	c.		Compliment the building colors			
	11	Non-Residential Lighting				
		Shall be as designed follows:				
	a.		To ensure safety and security, and encourage activity			
	b.		Lighting color selection restrictions			
	c.		Accent architectural and landscape lighting encouraged			
				End of Section		

Exhibit 8

14.62.035 - Planning commission criteria.

A. The planning commission shall review site plan applications to ensure that they are generally in compliance with DMC 14.34.060, Building design, and DMC 14.34.050.B.8, Pedestrian-Oriented Space. The director can also request planning commission review of additional site plan criteria.

B. Staff shall include a recommendation from the planning commission to the hearing examiner. Such recommendation shall be included in a staff report. Staff can agree or disagree with the planning commission's recommendation and should note their position in the staff report.

(Ord. No. 1107, § 2, 12-9-2010)

Chapter 14.34 - DESIGN GUIDELINES

Sections:

14.34.010 - Administration.

A. Authorization and Purpose. The following design guidelines are intended to:

1. Provide clear objectives for those embarking on the planning and design of projects in Duvall;
2. To implement the Duvall comprehensive plan, the downtown subarea plan and the city-wide visioning plan by promoting high quality design and development;
3. To provide a unique visual identity for the city and its neighborhoods;
4. To protect and enhance the city's pleasant environments for living, working, and shopping activities;
5. To implement the Duvall comprehensive plan, the downtown subarea plan and the city-wide visioning plan as they apply to site plan layout and building design;
6. Encourage flexibility and innovation in site design and development that promotes a neighborhood context in keeping with and enhancing Duvall's character;
7. To ensure that site layout and building design is properly related to their sites and surrounding sites and structures, taking into consideration the natural terrain; and
8. To ensure that streetscapes are adequately and attractively designed and landscaped.

B. Applicability. The design standards apply as listed below unless otherwise noted within a specific section.

1. All new developments and/or construction, including but not limited to projects that require the following land use permits: master development plan, site plan, long or short subdivision, conditional use permit, variance, development agreement, building permit, or a grading permit.
2. All remodels whose value exceeds fifty (50) percent of the value of the existing structure, as determined by the city of Duvall valuation methods, shall be designated as "major exterior remodels." All standards that do not involve repositioning the building or reconfiguring site development, as determined by the director, shall apply to major exterior remodels.
3. For minor exterior remodels with value less than fifty (50) percent of the building valuation ("minor exterior remodels"), the requirement is only that the proposed improvements meet the standards and do not lead to further nonconformance with these standards.
4. These standards do not apply to remodels that do not change the exterior appearance of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.
5. Existing nonconforming structures shall not be made further nonconforming regardless of scope of work. Existing conforming structures may not be made nonconforming by way of exterior alterations.

C. Process.

1. These standards should be reviewed at the beginning of the planning or design process and are intended to make applicants aware of the design issues that warrant early consideration. Early informal presentations of preliminary design concepts and dialogue with city staff is encouraged.

2. This chapter is part of the unified development regulations in the Duvall Municipal Code (DMC). Where there is a conflict between this chapter and other provisions of the DMC, the most specific standard or regulation shall apply, as determined by the planning director.

3. All permit applications shall be reviewed in accordance with DMC Chapter 14.08, Permit Processing.

D. Intent and Standard Application. Each section of the design standards contains a list of purpose statements followed by standards. Purpose statements are overarching objectives, whereas the standards act as development regulations. They use words such as "shall," "must," "is/are required," or "is/are prohibited," and signify required actions. If a standard uses words such as "should" or "is/are recommended," it signifies that it is meant to be applied with some flexibility. Development projects must comply with all standards unless departures are granted by the planning director.

E. Departures. The planning director may require or allow departures from required standards in the following circumstances:

1. Where unique natural features or unique lot configuration makes it extraordinarily difficult to conform to the standards;

2. Where the project is equal or superior in design to that allowed under the general application of these standards and is consistent with the design standards, as well as all other city standards;

3. In each case above, the applicant must utilize other methods per the planning director's satisfaction that meet the intent of the applicable standard(s); and

4. Where departures involve site grading or other engineering issues, the departure shall be reviewed and approved by the planning and public works directors.

(Ord. 1056 § 1 Exh. A (part), 2007)

14.34.020 - Site planning—Principles.

A. Purpose. The purpose of this section is to provide general guidance in the layout of new developments to ensure that they provide a logical organization of streets, parking, landscaping, stormwater, parks, pedestrian connections, and other public spaces, and provide for the safe, convenient and attractive use of private and public parcels within the development.

B. General Site Planning Principles. All development shall submit a detailed site plan illustrating the proposed location and dimensions of new building blocks and lots, streets, alleys and other public rights-of-way, related parks and public spaces, and areas for utilities, storm ponds, vaults, or site infrastructure. The site plans shall be designed to result in the creation of a cohesive and integrated plan for the proposed uses, responding to adjacent land uses and organizing the site to use the public realm of streets, parks and other common areas to promote a sense of community and a unique sense of place. The detailed site plan shall demonstrate that the development includes the following elements:

1. A unifying organization that takes into account site conditions (e.g., topography, slopes, streams, wetlands) and adjacent land uses;

2. Convenient and connected pedestrian and vehicular circulation, including a range of street types, pedestrian pathways, and trails that support a variety of street and frontage types;

3. A variety of building types, with assorted floor plans and elevations that complement the village character of Duvall and enhance adjacent uses and buildings;

4. Facade designs, landscaping, usable open space and other common amenities that serve to organize the site, create points for community gathering, and incorporate screening, environmental mitigation, utilities, and drainage as positive amenities in the overall site design;

5. Where abutting developed land provides road stub-outs, easements, or other methods to provide the opportunity for future road connections, the interior street, sidewalk and trail network of new development shall be designed to link up to those connections and provide a clear public path of travel for both vehicles and pedestrians, unless there are site constraints such as topography or sensitive areas that make such connections infeasible.

(Ord. 1056 § 1 Exh. A (part), 2007)

14.34.030 - Grading, stormwater management and site coverage.

A. Purpose. The purpose of this section is to minimize soil disturbance, integrate new developments into the natural terrain, contain and manage stormwater runoff on-site, and minimize impermeable site area.

B. Grading and Retaining Walls.

1. Developments shall work with the site topography in determining the final grade for the site. Minimal grading is essential to developing sites that are integrated into the natural environment. If possible, roads should follow existing contours and grading should be minimized by the design of the structures. Filling and grading shall control stormwater runoff impacts to adjacent properties, and shall preserve existing significant trees wherever possible. Mass grading and clearing for the purpose of establishing flat building lots is not permitted. Techniques to accomplish this are as follows:

a. Sites shall be designed to blend into the existing topographic contours and shall minimize cuts and fills;

b. Divide large grade changes by a series of benches and landscaped terraces (see Figure 14.34.1); parking lots, for example, can be terraced and incorporate landscaping beds rather than creating one long sloped lot;

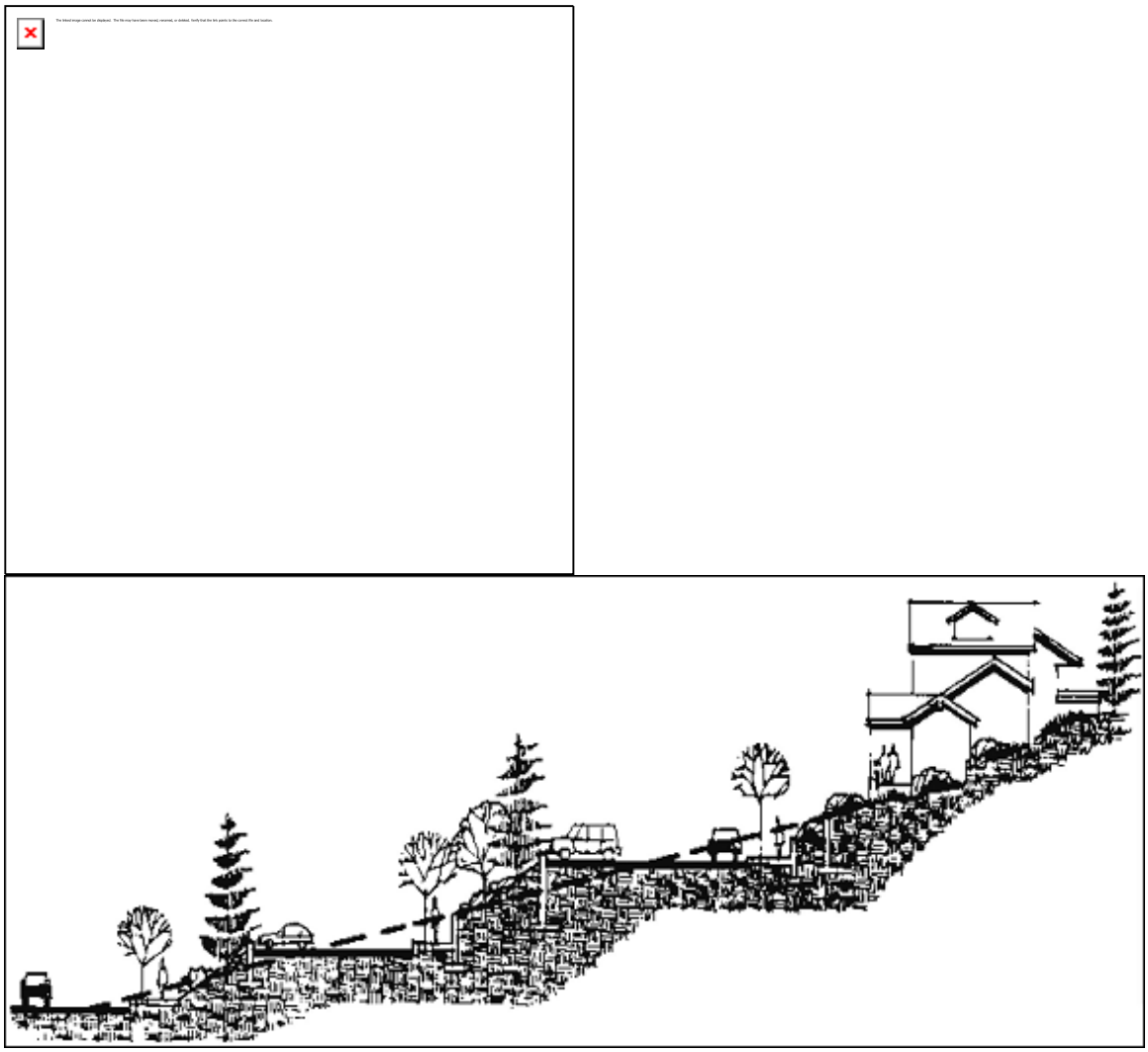


Figure 14.34.1: Terracing

c. Use a planted stable slope of not more than three horizontal to one vertical rather than a retaining wall, unless an exception is granted by the public works and planning directors;

d. On steeper sites, tuck-under garages and daylight basements are encouraged and may be required to integrate homes into existing topography and minimize mass grading (see Figure 14.34.2); or

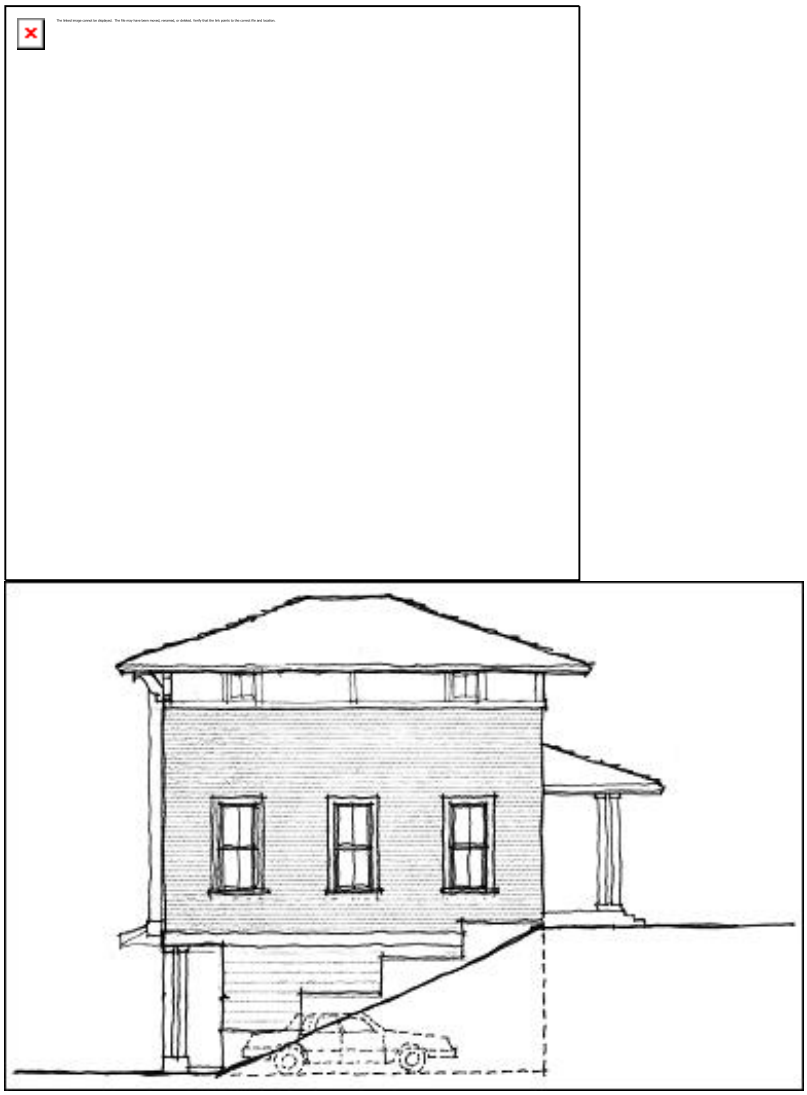


Figure 14.34.2: Tuck-under Garage

e. Other methods as approved by the public works and planning directors that meet the purpose of this chapter.

2. Retaining Walls. The following standards apply to all retaining walls greater than three feet in height:

a. Retaining walls shall be limited to no more than two four-foot terraced walls within one hundred (100) horizontal feet of one another.

b. Retaining walls shall be set back a minimum of three feet from adjacent public rights-of-way. The area between the right-of-way and the retaining wall shall be landscaped and maintained per city standards in DMC Chapter 14.38. If private agreements are reached with utility companies and written documentation is provided to the city, retaining walls can be located to the back of the right-of-way as determined by the public works and planning directors.

c. Retaining walls visible from a public right-of-way or adjacent property shall be rock, keystone-style, concrete or textured/patterned wall styles as approved by the city. Retaining walls shall be landscaped in accordance with DMC Chapter 14.38.

d. Large block walls (ecology block style) are not permitted where the retaining wall is visible from a public right-of-way.

e. Retaining walls shall be designed to fit their surroundings and complement existing conditions.

f. For residential lots, retaining walls shall be:

   i. Composed of brick, rockery, CMU or landscape block or a combination of either with a masonry product. Concrete may be used for retaining walls three feet in height or less. Other materials may be used with the approval of the planning and public works directors.

   ii. There shall be a minimum of ten (10) feet between the rear of a residential building and any retaining wall. To the greatest extent feasible, rockeries shall be located on property lines.

   iii. For residential lots, retaining walls and associated drainage shall be located on the down-slope lot unless otherwise approved.

g. On commercial lots, there shall be a minimum three-foot landscaped setback in front of a retaining wall.

h. Departures may be considered by the public works and planning directors if it is determined that no other solution is feasible.

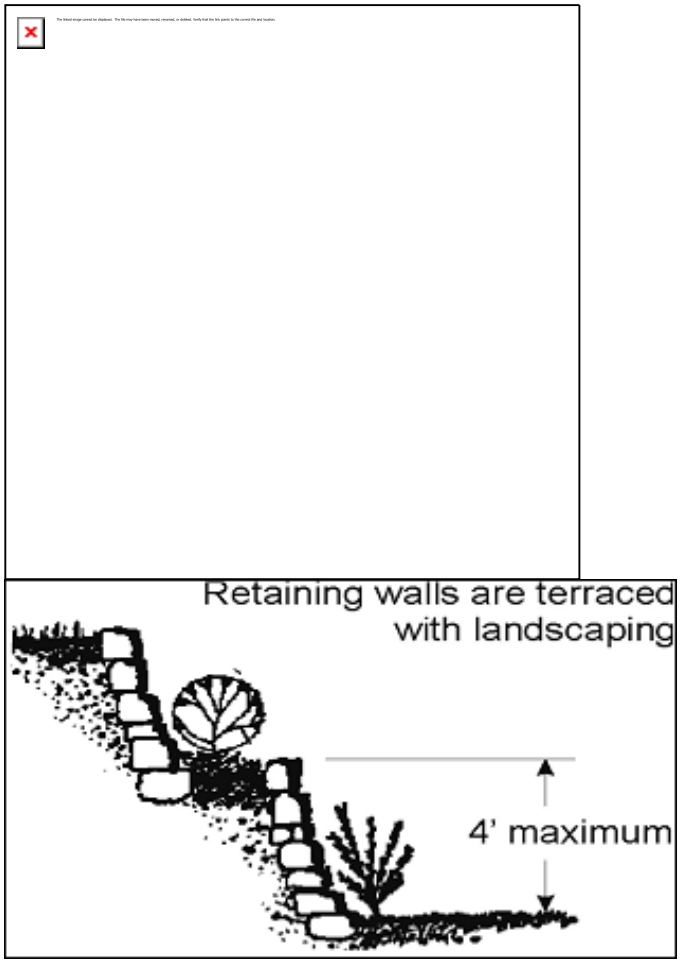


Figure 14.34.3: Recommended Retaining Wall Materials

C. Stormwater Management and Sensitive Areas.

1. Stormwater Ponds. Open stormwater facilities (ponds and bioswales) shall be designed as a landscape amenity and shall provide a natural appearance through layout, design and landscape treatment.

   a. Stormwater ponds shall be designed, constructed, and maintained per the city of Duvall design standards. When a fence is needed (where slopes are greater than 3:1) around the perimeter of a stormwater pond, solid board or chain link fence with slats are prohibited. A dark vinyl coated chain link fence or similar fence is acceptable. These fence types will allow vegetation to grow through and shall be used in conjunction with landscape screening described below. Rectangular fence layouts are discouraged.

   b. Stormwater ponds shall be screened in accordance with DMC Chapter 14.38, Landscaping.

2. Bioswales. Bioswales are encouraged throughout developments to treat runoff, improve water quality, and minimize or eliminate the size of detention ponds or vaults (see Figure 14.34.4). If used, bioswales shall be integrated into the overall site and landscape design, meet the city's design criteria for water quality treatment, and shall either be grassed lined or landscaped with appropriate species.

Figure 14.34.4: A Bioswale with Native Vegetation

D. Site Coverage. The layout of new developments shall minimize impervious surface area in order to maximize stormwater infiltration and reduce the amount of stormwater that is transferred off-site.

1. The maximum percentage of total impervious surface for developments shall be consistent with the requirements of the individual zone districts.

2. On-site native vegetation shall be preserved to the greatest extent possible to protect the aesthetic qualities of the region, to protect aquifers and provide wildlife habitat, and to prevent detrimental runoff to adjoining properties, streams, and other sensitive areas.

3. The use of pervious surfaces is encouraged. Porous concrete, porous paving stones, reinforced turf, crushed gravel with soil stabilizers, and paving blocks with planted joints are examples of acceptable materials that can be used for driveways, pathways, sidewalks, and patios. Use of these materials within the public right-of-way shall be subject to approval of the public works director.

(Ord. 1056 § 1 Exh. A (part), 2007)

14.34.040 - Street network.

A. Pedestrian Facilities.

1. Purpose. The purpose of this section is to establish minimum standards to achieve the following goals: improve and enrich the pedestrian environment by making it inviting, safer, and more comfortable to walk throughout the city; promote walking both as a social activity and an alternative to driving; improve pedestrian connections to and from transit stops; and enhance pedestrian access and the character of the street by establishing minimum sidewalk and pathway standards.

2. Sidewalk and Pathway Development Standards.

a. Primary pedestrian corridors are those streets and corridors that are intended for a concentration of pedestrian activity. Designated primary pedestrian corridors include Main Street; NE Stella Street between Railroad Avenue NE and Main Street, NE Richardson Street corridor, and Big Rock Road between Main Street and 275th Avenue NE (see Figures 14.34.7 and 14.34.8).

i. Twelve (12) foot minimum width sidewalk with eight feet of unobstructed width. Where rights-of-way are insufficient to provide the required widths, buildings shall be set back to meet sidewalk requirements (see Figure 14.34.5).

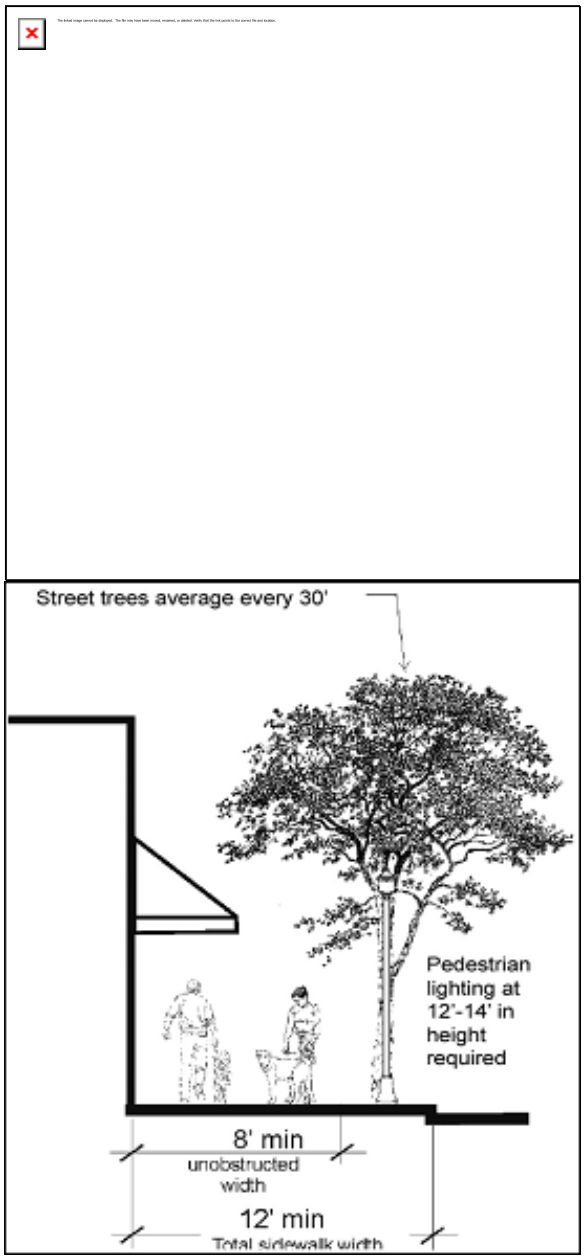


Figure 14.34.5: Sidewalk Requirements Primary Pedestrian Corridors

ii. Streetscape north of Coe Clemmons Creek. Street trees shall be placed at an average of thirty (30) feet on center and placed in tree grates. Consistent with the design of the site and integration of the landscaping, the planning director may allow trees and other landscaping materials on the site or in the right-of-way to be clustered.

iii. Streetscape south of Coe Clemmons Creek. Street trees shall be placed in landscape strips at an average of thirty (30) feet on center. Where space is available, landscape strip shall be a minimum width of eight feet to create a safe pedestrian environment.

iv. Pedestrian lighting at twelve (12) to fourteen (14) feet in height shall be required.

v. Sidewalks and pathways along the facade of mixed use and commercial buildings more than one hundred (100) feet in width (measured along the facade) that are not located

adjacent to a public street shall provide sidewalks that meet primary pedestrian corridor standards identified above.

b. Secondary pedestrian corridor are those streets in Old Town Mixed Use (OT), Midtown (MT), Uptown (UT-1), commercial (CO), Riverside Village (RIV), mixed use 12 (MU12), and Mixed Use Institutional (MUI) zoning districts that are not designated primary pedestrian corridors (see Figures 14.34.7 and 14.34.8) but that are intended for pedestrian activity at a lesser scale than that occurs on primary pedestrian corridors.

   i. Ten (10) foot minimum width sidewalks with six feet of unobstructed width. Where rights-of-way are insufficient to provide the required widths, buildings shall be set back to meet sidewalk requirements (see Figure 14.34.6).

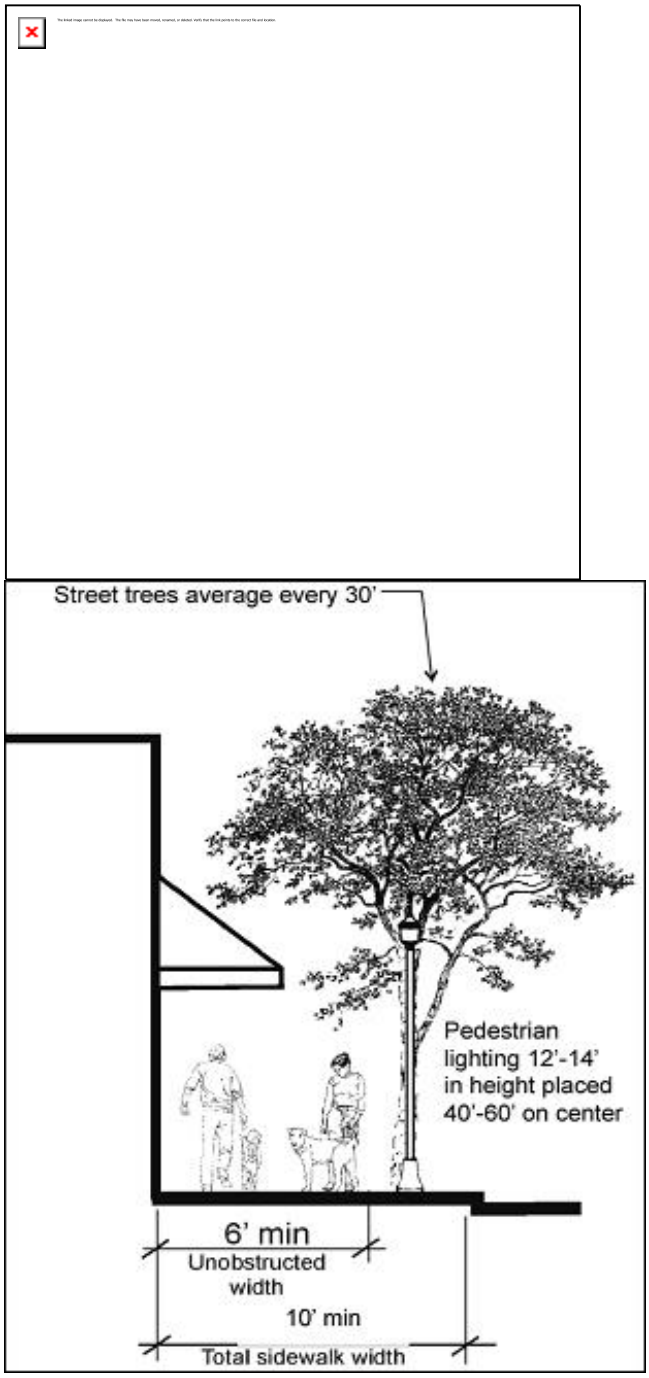
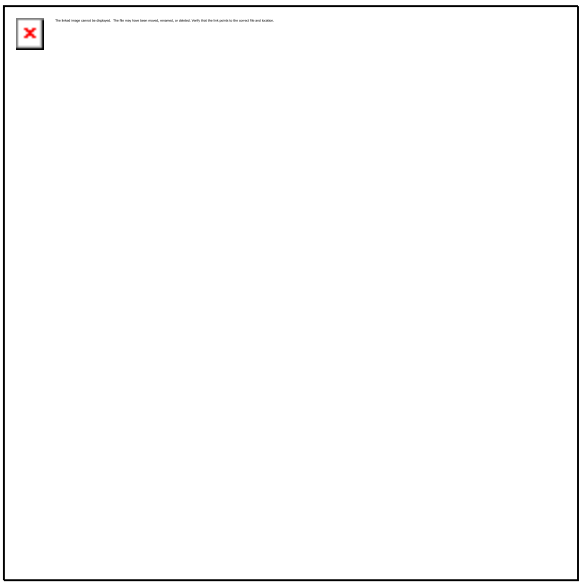


Figure 14.34.6: Sidewalk Requirements Secondary Pedestrian Corridors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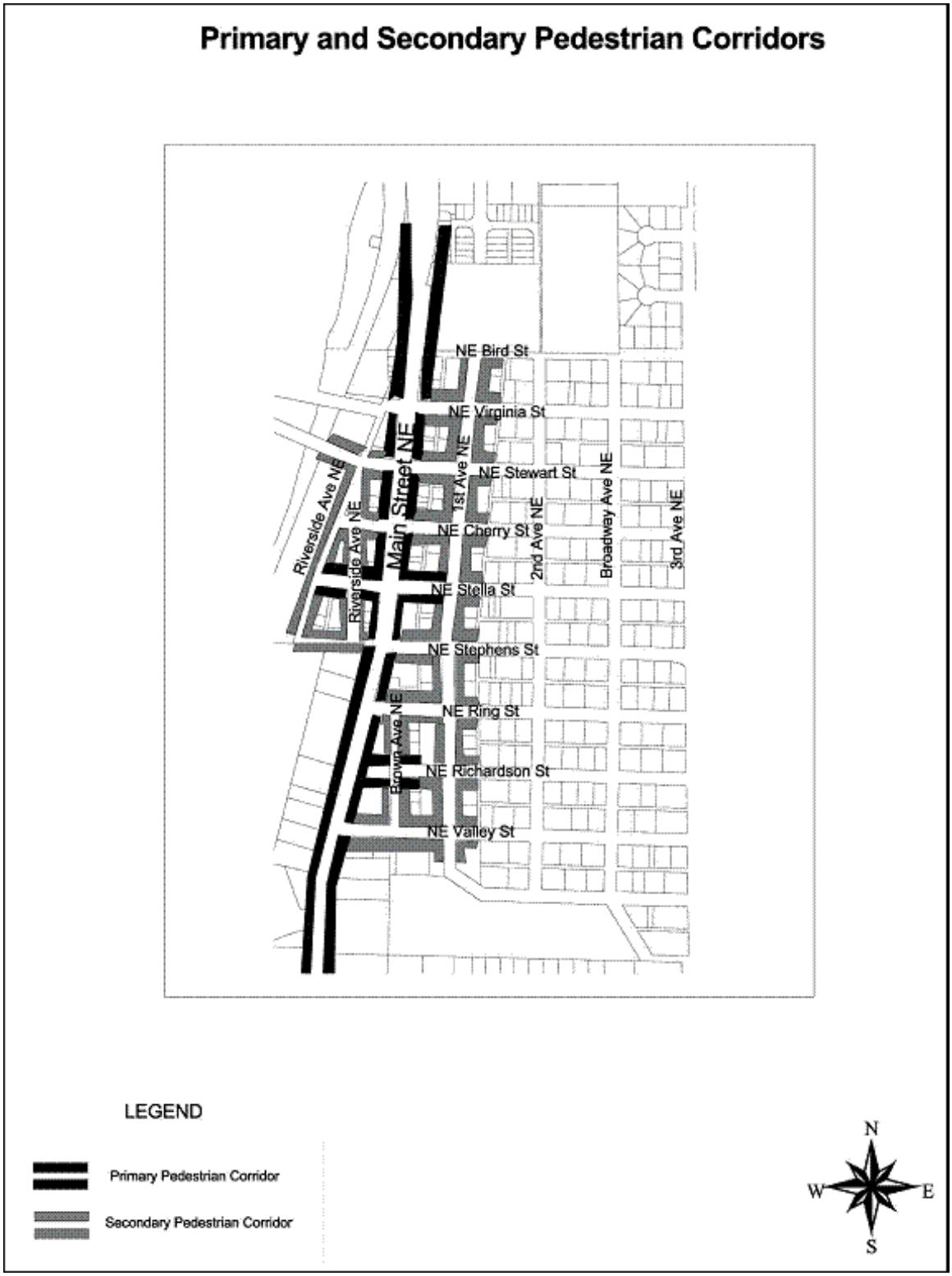

Figure 14.34.7: Primary and Secondary Pedestrian Corridors North of Old Town

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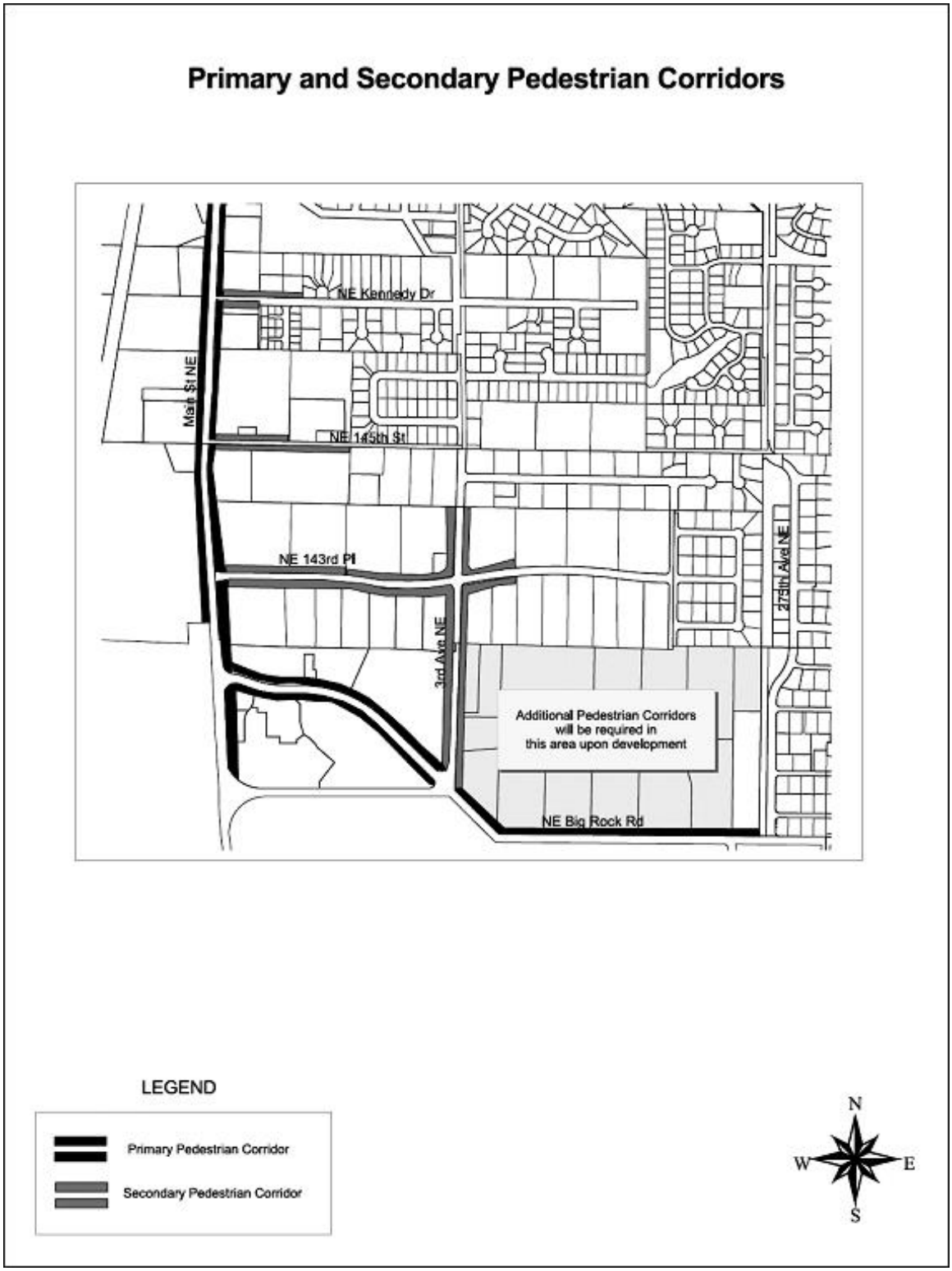


Figure 14.34.8: Primary and Secondary Pedestrian Corridors South of Old Town

ii. Street trees shall be placed at an average of thirty (30) feet on center. Trees must be in grates unless there is space for planting strips at least five feet in width. Consistent with

the design of the site and integration of the landscaping, the planning director may allow trees and other landscaping materials on the site or in the right-of-way to be clustered.

iii. Pedestrian lighting, twelve (12) to fourteen (14) feet in height, shall be placed forty (40) to sixty (60) feet on center, subject to approval of the planning and public works directors.

iv. For all other interior pathways, the applicant shall successfully demonstrate that the proposed walkway is of sufficient width to accommodate the anticipated number of users. At a minimum, walkways shall feature eight feet of unobstructed width and meet the surfacing standards of the public works development design standards. A two-foot reduction may be considered based on the design and orientation of the building.

c. For all other interior pathways, the applicant shall successfully demonstrate that the proposed walkway is of sufficient width to accommodate the anticipated number of users. At a minimum, walkways shall be a minimum unobstructed width of five feet and meet the surfacing requirements of the public works development design standards.

B. New Streets.

1. Purpose. The purpose of this section is to establish appropriate design principles for the layout and configuration of new streets. These guidelines are applicable to all new developments that include the development of new streets, public or private, and are constructed to serve new development.

2. General Goals. Where new development requires the creation of new rights-of-way to facilitate access to property, the development shall make use of a hierarchy of street types including neighborhood streets, private access drives, access lanes, and alleys and pedestrian pathways as described in Figure 14.34.9. New interior access roads are required to be designed as fully developed city streets, including curbs, sidewalks, lighting, street trees, and landscaping, and consistent with the city of Duvall's roadway design standards. In addition to technical engineering requirements, the design of new streets should strive to preserve public safety by encouraging a safe, attractive walking environment and incorporating traffic calming techniques into their design.

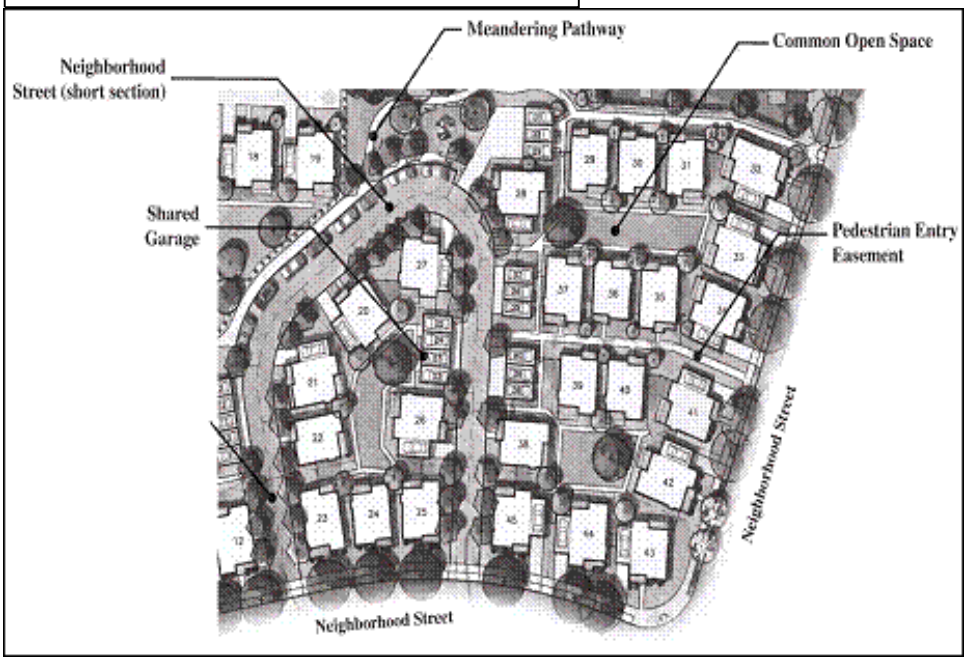
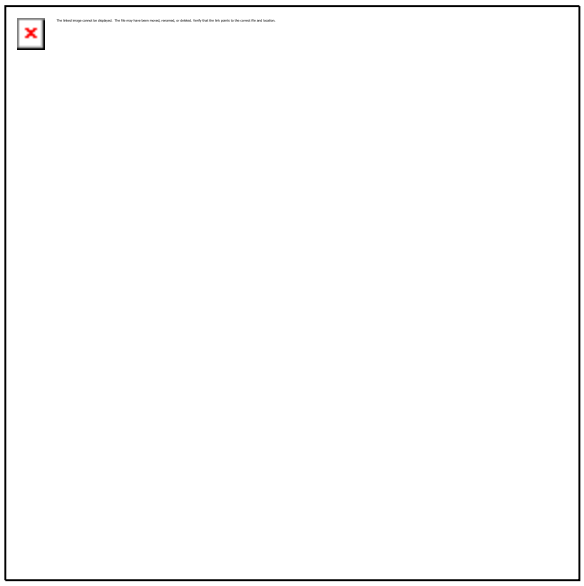


Figure 14.34.9: An Example of Development with a Good Hierarchy of Street Types

a. Developments shall provide a safe and convenient network of vehicular and pedestrian/bicycle circulation that connects to the surrounding road/access network, pedestrian/bicycle facilities and adjacent parcels.

b. New development is encouraged to provide pedestrian connections to facilitate access to existing and planned trail systems, especially the Snoqualmie Valley Trial.

c. The design of new streets should be based on the prototypical street sections described in Figure 14.34.10.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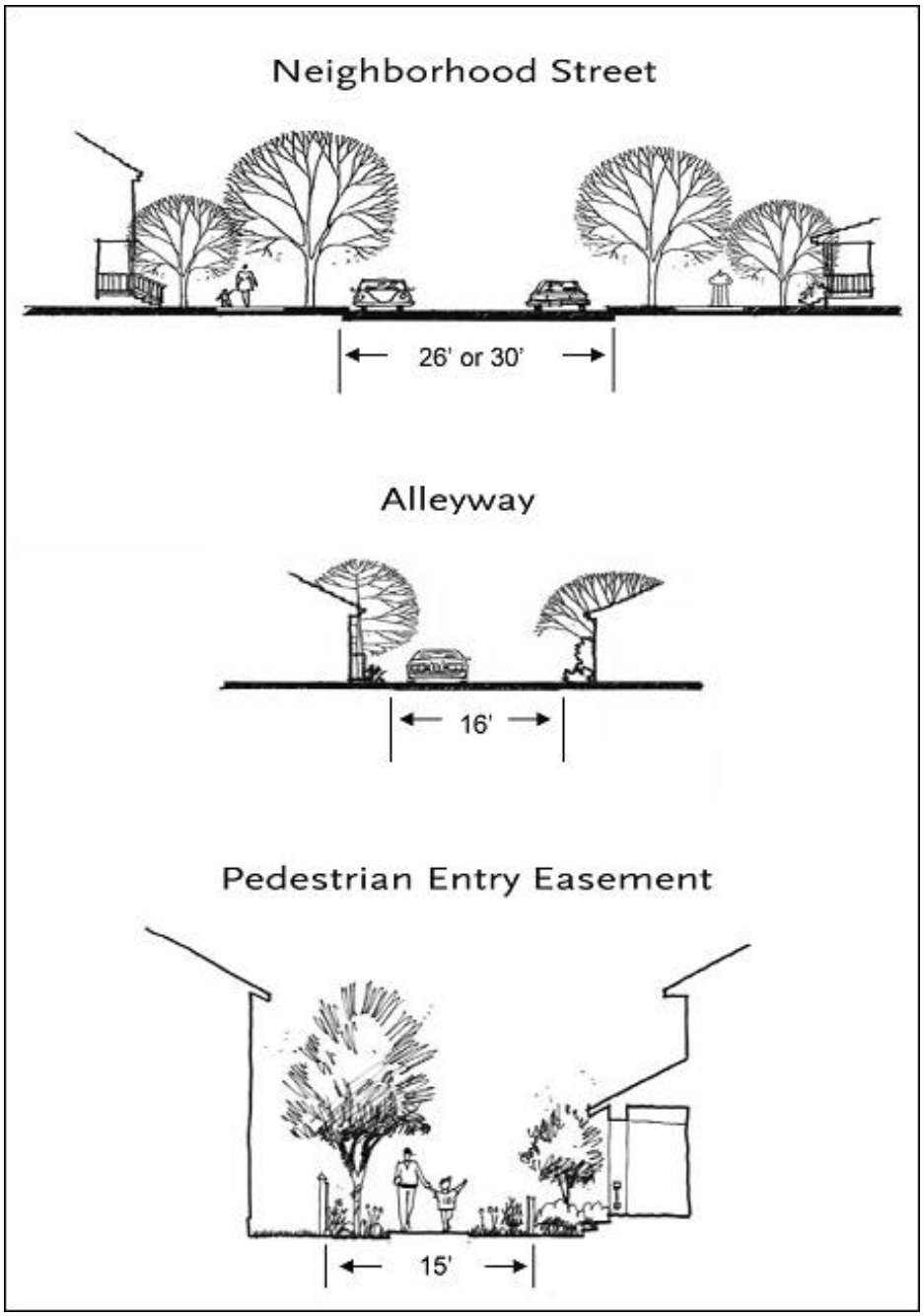


Figure 14.34.10: Street Types

d. Interior Streets. Interior access ways within a development shall not be located parallel to the adjacent public right-of-way unless parking or buildings are located between the public right-of-way and the interior road/driveway.

e. Block Length. Block lengths in excess of four hundred (400) feet shall be interrupted at midpoint with a pedestrian pathway or other pedestrian access or mid-block opening, as approved by the planning director.

f. Calming Strategies. To calm traffic and create shorter and safer crosswalks, bulb-outs shall be used at intersections and where pathways cross a neighborhood street. Driving lanes in

between bulb-outs must follow applicable city road design standards to allow a passageway for emergency vehicles.

g. Signage. All public roads shall have postings that clearly identify their names, where on-street parking is permitted or prohibited, and other relevant traffic information.

h. Gated Community. Gated communities are prohibited to maintain an integrated street network.

i. Sidewalk and planter strips are required on both sides of the street in subdivisions. The sidewalk and planter strip shall each be a minimum width of five feet.

(Ord. 1056 § 1 Exh. A (part), 2007)

14.34.050 - Lot standards.

A. Residential Developments. The following standards apply to residential buildings in the R4—R12, and MU12 zoning districts.

1. Purpose. The purpose of this section is to encourage an appropriate relationship between residential buildings and the public realm of streets, parks and other public spaces, to create public environments that encourage walking and informal use, to ensure an appropriate separation and privacy between buildings, to ensure that infill development blends with existing residential areas and that the character of existing neighborhoods is maintained, to provide usable open space for residents, and to encourage alternative development patterns such as cottages, clustered housing, and carriage units.

2. Old Town Neighborhood District. For purposes of this section, the Old Town Neighborhood District shall be defined as the area within the R6 and R8 zone districts bounded by NE Bird Street, 4th Avenue, NE Stephens Street, 3rd Avenue, NE Park Street, and the alley just east of 1st Street (see Figure 14.34.11). Infill development shall complement the historic character of the district in keeping with the 2003 city-wide visioning plan.

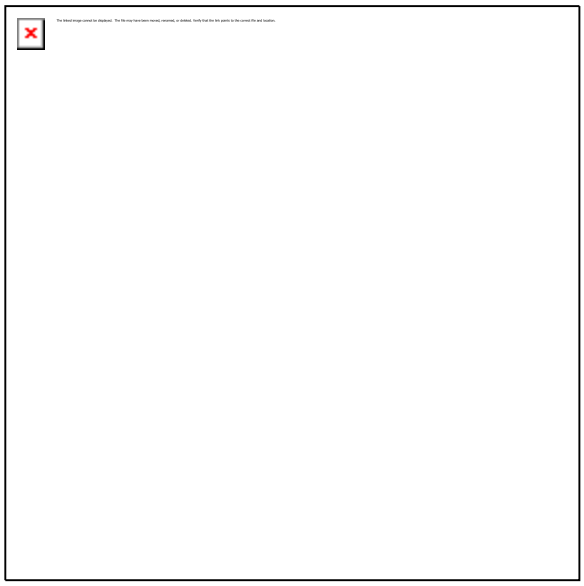
3. General Standards.

a. Variation in site design shall be achieved through the use of various site planning techniques such as variation in lot size and orientation, variation in setbacks, the use of shared driveways, and variation in dwelling unit size and type.

b. Where small lot development in the R12 and MU12 zones makes variation in setbacks impractical, porches, stoops, and window projections shall be used to provide modulation and visual interest to the front facade of individual homes. These elements, in conjunction with landscaping, shall be designed to maintain visual and functional consistency along the street.

c. Architectural Elements. Homes shall be sited in a logical way to maximize usable space while providing natural and architectural elements at key locations.

d. Structures and parking areas may encroach into required setbacks if it can be shown that such encroachment allows significant or landmark trees, to be retained. Encroachment shall be the minimum encroachment necessary to protect specified trees. In no case shall the yard be reduced to fifty (50) percent or more of the required setback upon approval by the public works and planning directors. Front yard setbacks are not eligible for this reduction. Any open space granted through this provision shall be permanently protected by a legal instrument acceptable to the city.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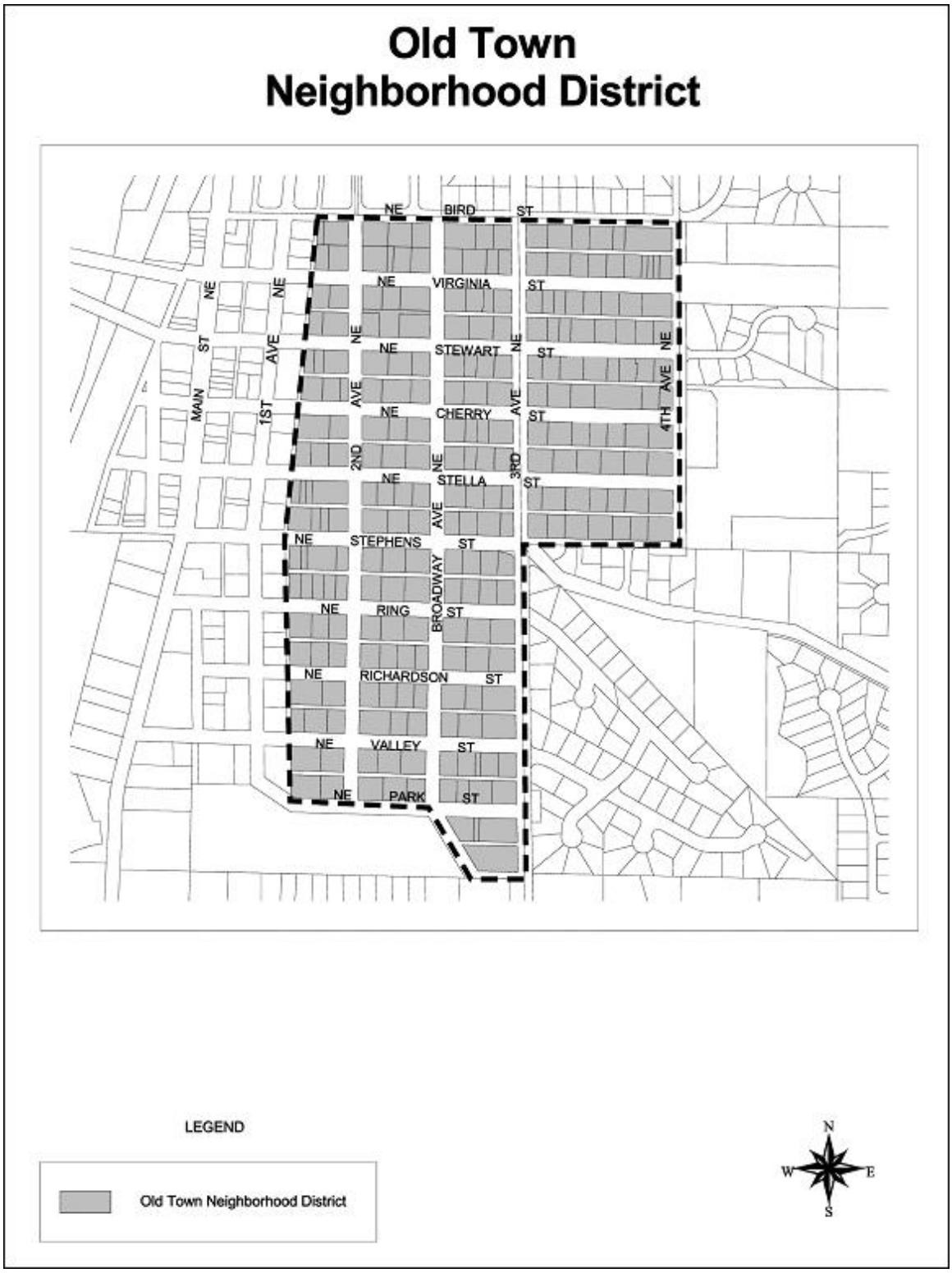


Figure 14.34.11: Old Town Neighborhood District

4. Building Relationship with Street Grade.

a. The first finished floor of all homes, including the porch, shall be raised a minimum of eighteen (18) inches from the grade of the front elevation.

b. On sites that slope down from street grade, structures shall be designed so that a strong visual connection between the front entry and street are maintained. Porches, stoops and front doors should maintain strong visual connection and sight lines to the street.

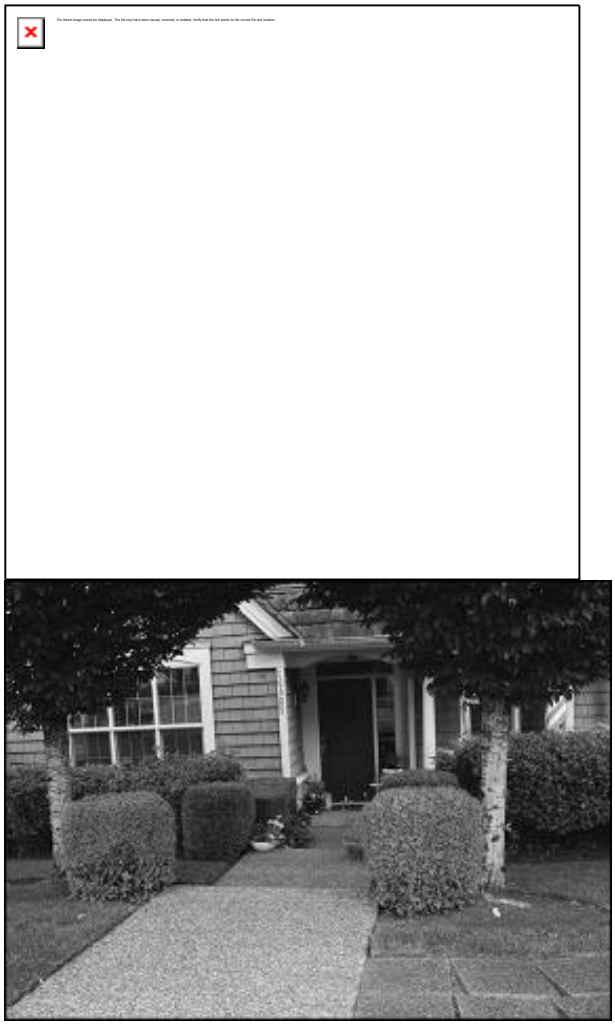


Figure 14.34.12: Appropriate Treatment for Downslope Sites

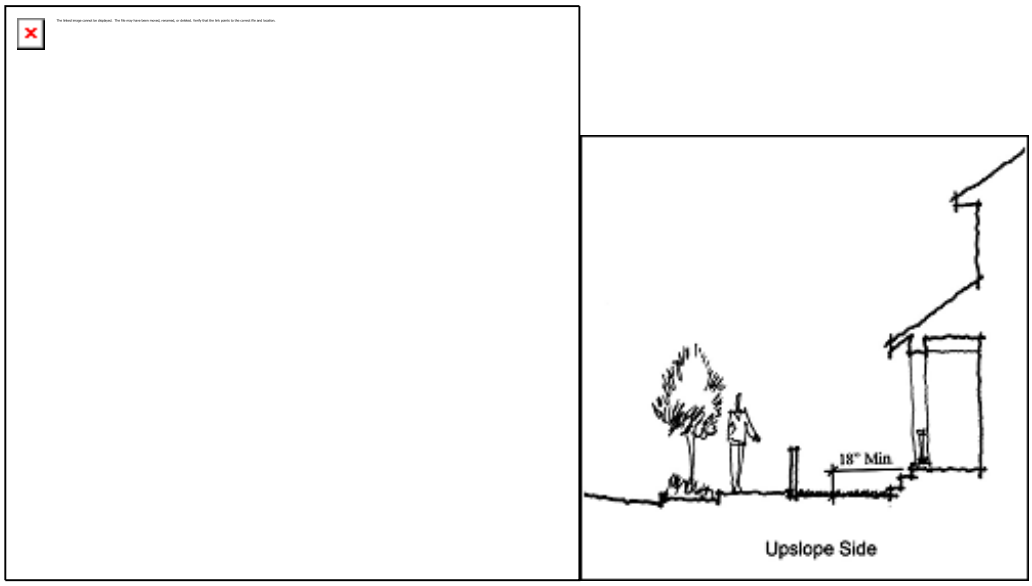


Figure 14.34.13: Building Relationships with Street Grade

5. Open Space Requirements.

   a. Private Yard.

      i. A private yard shall be located on each individual lot or individual unit.

      ii. Each detached or attached single-family unit shall have a minimum of two hundred fifty (250) square feet of contiguous usable yard with no dimension less than fifteen (15) feet in width. This may include private balconies, rear or side yards, landscaped front yards, and covered front porch areas. Balconies must be at least thirty-five (35) square feet with no dimension less than four feet to provide a space useable for human activity.

      iii. The private yard requirement can be reduced by up to fifty (50) percent only if that area is incorporated in the required common space. If this allowance is used, the minimum dimension of the private yard area may be reduced to no less than ten (10) feet in width.

      iv. Reciprocal use easements may be included in the calculation of private yard.

      v. Multifamily residential buildings must provide at least two hundred fifty (250) square feet of open space per unit. Carriage units shall provide at least one hundred (100) square feet of open space per unit. This open space may be applied to a common area, courtyard, or plaza as determined by the planning director and shall include amenities such as play structures, sport courts, or benches.

   b. Common Open Space.

      i. The purpose of these provisions is to offset the impacts of increased densities and to provide usable open space as an amenity in residential developments,

      ii. Ten percent of the net developable area (as defined in DMC Section 14.64.240) of all new development shall be set aside for the provision of common open space. This standard shall apply to all development, excluding infill development on short plats. Common open space shall meet the following design standards:

         (A) Provide a hierarchy or variety of open spaces throughout the neighborhood in the form of parks, common greens, pocket parks, and pedestrian easements.

         (B) Be distributed throughout the site.

(C) Common open spaces should provide for a variety of activities that accommodate a range of age groups, including play areas for children.

(D) Common open space shall have pathways, but also include such features as benches, sport court, or play structures.

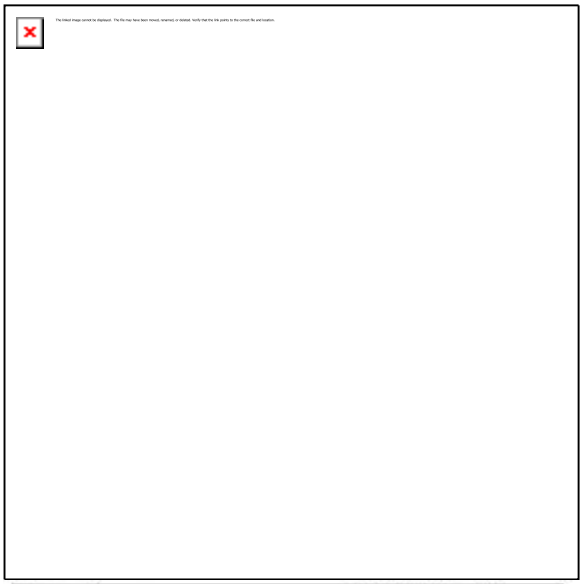


Figure 14.34.14: Examples of Common Open Space

iii. Common open space shall be a minimum of twenty-five (25) feet wide and be contiguous. Pedestrian easements shall be a minimum width of fifteen (15) feet.

iv. Common open space should be oriented to receive sunlight, facing east, west, or (preferably) south, when possible.

v. Common open space shall be visible from public areas, centrally located, and be easily accessible to adjacent uses. Common open spaces are not required to be public.

vi. Trails in the outer portion of sensitive area buffers can be used to meet up to ten (10) percent of the common open space requirements.

vii. A pedestrian entry easement can be used to meet common open space requirements if it has a minimum width of fifteen (15) feet with a minimum five-foot wide sidewalk.

viii. Common open spaces should be sited to preserve existing significant trees, and to use them as an amenity in the common open space design.

ix. To the extent possible, individual entries onto common open spaces should be provided from ground floor residential units. Small, semi-private open spaces for adjacent ground floor units that maintain visual access to the common area are strongly encouraged to enliven common open space.

c. Reciprocal Use Easements. Reciprocal use easements are allowed in residential districts to maximize usable open space in rear and side yards.

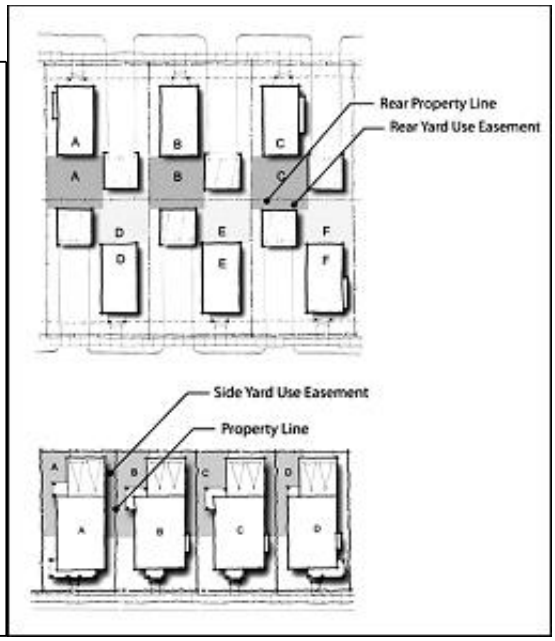


Figure 14.34.15: Reciprocal Use Easements

i. If used, reciprocal use easements shall be marked on the site plan and recorded against the subject properties.

ii. If a side yard easement is used, the wall facing the side yard shall be constructed as a "privacy wall." Privacy walls shall not have doors entering into the yard space of the adjacent home, nor have windows that are within five feet of ground level.

iii. The design of use easements should not negatively affect the building foundations. Given the intimate relationship between adjacent houses, it is extremely important to carefully site each home on its lot to maximize this outdoor space.

6. Parking, Garages and Vehicular Access. Design standards for parking, garages and vehicular access are necessary to mitigate parking and traffic impacts and preserve the aesthetic quality of homes, and to minimize the negative impacts of vehicular access and parking areas on the streetscape and pedestrian environment.

a. Front-loaded Garages.

i. Front-loaded garages must be setback a minimum of twenty (20) feet from the designated front property line/back of sidewalk except where the garage does not face the street (see Figure 14.34.16). This ensures sufficient space for cars to park in driveways without blocking sidewalks.

ii. Front-loaded garages shall be set back a minimum of five feet from the front building facade. Front-loaded tuck under garages may be permitted subject to planning director's approval on sites that slope downward from the street only if they reduce the

negative visual impact of the garage and where each garage entry is individually articulated.

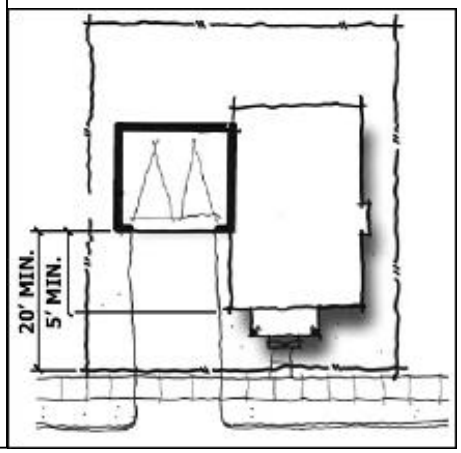


Figure 14.34.16: Front Loaded Garage

iii. Tuck under garages must be offset from the primary facade a minimum of two feet in lieu of the typical five-foot offset requirement (see Figure 14.34.17). Where used, tuck under garages and associated driveways shall provide sufficient width for a driver to comfortably maneuver a vehicle into and out of the garage.

Figure 14.34.17: Tuck Under Garage

iv. The garage face shall occupy no more than fifty (50) percent of the ground level facade facing the street, except as follows:

(A) Cul-de-sac lots. Additional design elements shall be included to reduce the mass of the garage as approved by the planning director.

(B) Lots that cannot meet this requirement due to steep slopes or other environmental constraints as approved by the planning director. Additional design elements shall be included to reduce the mass of the garage.

v. Detached garages shall be permitted in the rear yard only, and shall maintain the minimum separation required by the building code.

b. Side-Loaded Garages.

i. A maximum of twenty (20) percent of lots in a plat are permitted side-loaded garages where the garage is located between the street and the house.

(A) Side-loaded garages must be setback a minimum of fifteen (15) feet from the designated front property.

(B) The side of the garage facing the street must provide windows and architectural design elements that mimic the overall design of the home, as well as landscaping in front of or along the garage wall for a depth of at least three feet.

(C) Driveways shall be separated from the sidewalk and front entry (stoop or porch) with lawn or landscape beds. Pedestrian entries shall be from the street and may not be accessed from the driveway.

ii. Where side-loaded garages are located behind a house (see Figure 14.34.18), there is no limitation on their quantity in a plat.

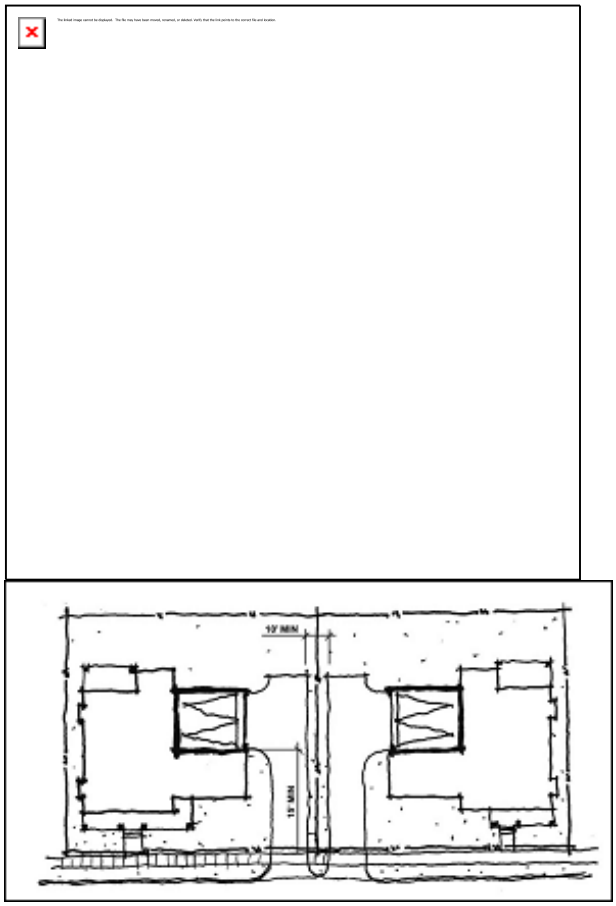


Figure 14.34.18: Side-Loaded Garage

iii. No more than two houses in a row are permitted side-loaded garages.

iv. Where side entry garages are located on adjoining lots, there shall be a minimum ten (10) foot landscape area between driveways with a maximum driveway width of ten (10) feet.

c. Shared Garages and Driveways.

i. Shared garages are permitted in the R12, MU12 and MUI districts.

ii. Shared garages are permitted in the R4, R6 and R8 districts only if built in conjunction with cottage or innovative housing developments.

iii. Each housing unit shall be assigned a garage space and may share the structure with other homes.

iv. Shared detached garages shall not exceed forty-four (44) feet in width and shall maintain a minimum eight-foot separation from adjacent dwellings. Where occupiable space is permitted above a shared garage, a maximum width of fifty (50) feet shall be permitted to allow for stair access.

d. Additional Driveway Standards.

i. Multiple driveways for a single-family detached dwelling lot are prohibited, except that the planning director may approve a second driveway where the street frontage exceeds one hundred (100) feet and/or unique site conditions require a second driveway. In such cases, both driveways shall be limited to twelve (12) feet in width.

ii. Tandem parking in garages is permitted for all housing types as long as spaces are identified for the exclusive use of occupants of a designated dwelling.

iii. Where lots abut an alley, the garage or off-street parking area must take access from the alley, unless precluded by steep topography. No curb cuts to the adjacent street shall be permitted unless access from the alley is precluded by steep topography.

iv. Driveway width shall be limited to the width of the garage door plus one foot on each side and to a maximum width of twenty (20) feet.

v. Share driveways and parking courts are encouraged to minimize curb cuts and reduce the visual impact on neighborhood streets.

7. Utility Placement. The purpose of this section is to provide guidelines for the placement of above and below-ground utilities to enhance the appearance of residential streetscapes and to avoid conflicts between utilities and streetscape elements (e.g., street trees and pedestrian lights) during the preparation of engineering construction plans.

a. In residential neighborhoods, the location of utilities shall take into account street trees, landscaping, and street and pedestrian lighting.

b. Utility boxes and meters shall be placed in alleyways, on the back of buildings, or be placed away from public gathering spaces and shall be screened with landscaping. Utility rooms and enclosures may be required where multiple tenants/uses are being served.

c. Underground utilities (e.g., water/sewer and electrical lines) that bisect landscape strips, and above ground utilities (e.g., fire hydrants) that are commonly placed in landscape strips shall take into account the placement of street trees and light poles.

d. Vaults shall not be allowed in sidewalks.

e. To the greatest extent possible, utility boxes shall be grouped together.

8. Additional Standards for Multifamily Residential Developments. The purpose of these standards is to address site-specific design elements for multifamily developments to ensure that multifamily

units have an appropriate relationship to the street, open spaces, and other amenities intended to serve residents.

Multifamily residential buildings, where allowed, must be oriented toward a public street, green or public spaces, rather than parking areas or adjacent properties. The siting and frontage design of multifamily buildings shall address the following standards:

a. The primary building entry shall face a public street, green, courtyard or other public space which is not primarily used for parking.

b. Buildings with individual ground floor entries should face the street, green, courtyard, or other public space to the greatest extent possible.

c. Buildings shall provide windows that face the street to provide "eyes on the street" for safety.

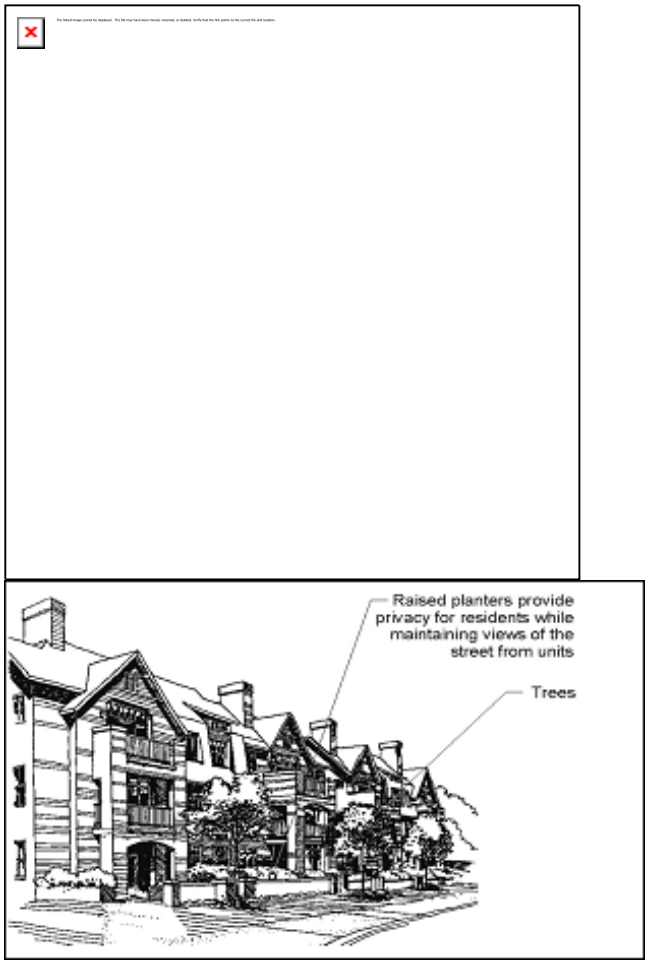


Figure 14.34.19: Appropriate Street-Front Treatments for Multifamily Uses

d. The planning director may consider alternative configurations as long as they meet the purpose of these standards. For example, alternative configurations may be more desirable to take advantage of special views or special environmental features.

e. Buildings containing street level residential uses shall be set back from the sidewalk a minimum of ten (10) feet and feature substantial landscaping between the sidewalk and the building. Maintaining views, however, between the dwelling units and the sidewalk is important for safety.

Figure 14.34.20: An Example of Appropriate Street Level Residential Uses

f. Residential developments with living areas located near the street are encouraged to raise the ground floor at least thirty-six (36) inches above the street level for resident's privacy.

g. Fences shall be setback three feet from any public right-of-way and shall be limited in height of thirty-six (36) inches within five feet of any property line adjacent to a public walkway.

9. Additional Standards for Old Town Neighborhood District. Rear Yards: to ensure a contextual approach to building layout and design in Old Town, the rear building wall for the primary structure may not exceed the average of the adjacent rear building wall(s) by more than twelve (12) feet. The adjacent rear building wall(s) shall be measured by: (a) in the case of a lot with one adjacent lot, drawing a line parallel with the rear property line from the rear building wall across the subject property, and (b) in the case of a lot with two adjacent lots, drawing a line that intersects the two adjacent rear building walls (see Figure 14.34.21).

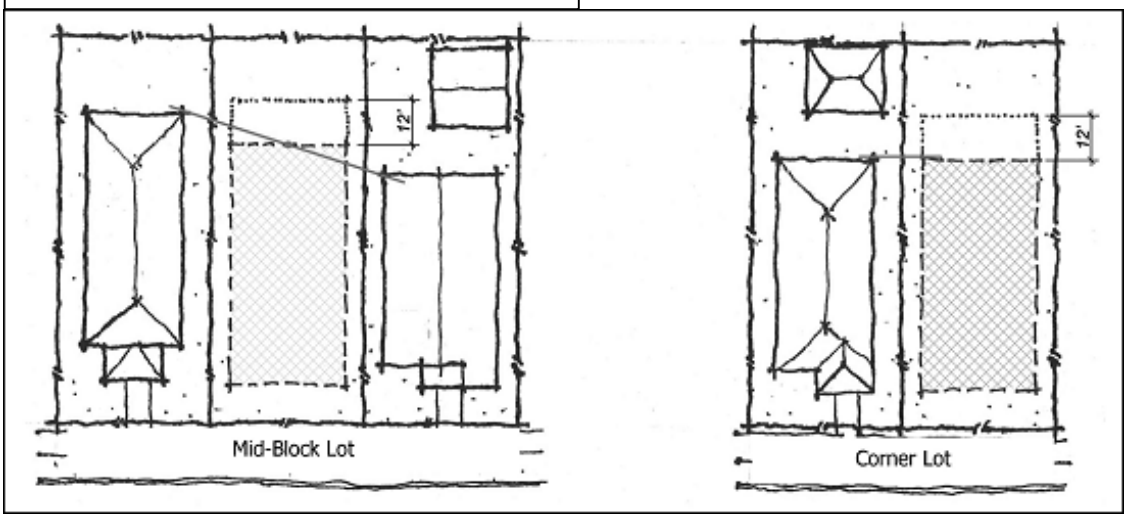


Figure 14.34.21: Rear Yard Averaging

B. Mixed Use and Nonresidential Developments. The following standards apply to buildings in the OT, RIV, UT-1, MT, CO, MU12, MUI, LI, and the PF zoning districts.

1. Purpose. The purpose of this section is to encourage a complementary relationship between mixed use and nonresidential buildings and the public realm of streets, parks and other public spaces, to create public environments that provide safe pedestrian access, encourage walking and informal use, to ensure an appropriate separation and privacy between buildings, and to provide pedestrian-oriented spaces. This section aims to encourage mixed use and nonresidential development that create a focal point and active gathering spaces for the surrounding community.

2. General Site Design. Mixed use and nonresidential developments shall be designed as follows:

   a. In a coordinated manner, complementing adjacent structures through placement, size and mass;

   b. To respect natural areas such as wetlands and creeks. These natural elements shall be integral design features (e.g., walking trails, viewing platforms, interpretive signage);

c. With pedestrians in mind and include sidewalks, public gathering spaces, and identifiable crossings in parking lots and across access drives;

d. Provide safe ingress and egress to public streets;

e. Meet all applicable standards of this title.

3. Primary and Secondary Pedestrian Corridors. The purpose of the following provisions is to improve and enrich the pedestrian environment by making it inviting and more comfortable to walk throughout the city; promote walking both as a social activity and an alternative to driving; to enhance pedestrian access; enhance connectivity between uses and properties; improve pedestrian connections to and from transit stops; enhance the quality of new development through design and pedestrian amenities; encourage the siting of buildings adjacent to the street and create an attractive and welcoming streetscape; increase the vitality of Duvall's business districts; provide a variety of pedestrian-oriented areas to attract shoppers to commercial areas; create inviting community gathering spaces; and increase privacy for residential uses located near the street.

a. Primary Pedestrian Corridors.

i. Buildings along primary pedestrian corridors shall be located adjacent to the sidewalk or pathway and feature pedestrian-oriented facades (see Figure 14.34.22). All buildings shall face the street and feature their main pedestrian entry along this facade. Building setbacks will be allowed for wider sidewalks and where space between the sidewalk and building meets the definition of pedestrian-oriented space. The ground level finish floor elevations shall be at or within 3 feet of adjacent sidewalk grade.

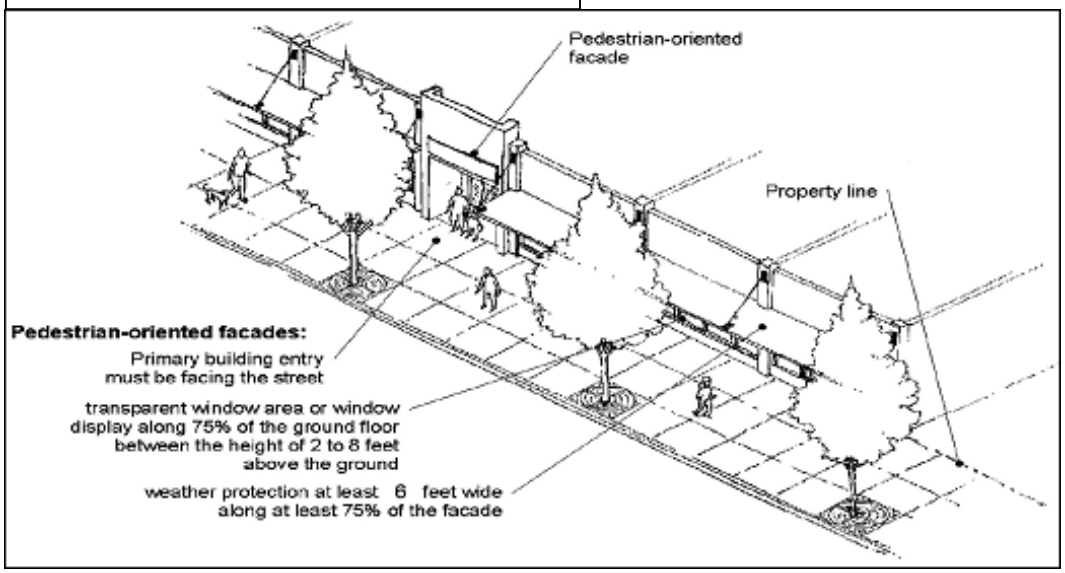


Figure 14.34.22: Pedestrian-Oriented Facades

ii. Parking lots shall be located behind buildings away from primary pedestrian corridors to the greatest extent possible. Where there are no alternatives, the director may allow parking to be located on the side of a building provided that no more than sixty (60) feet of frontage on a primary pedestrian corridor is occupied by parking areas. (See DMC Section 14.38.090 for landscaping requirements adjacent to street frontage).

b. Secondary Pedestrian Corridors.

i. All buildings fronting on secondary pedestrian corridors shall face the street and feature their main pedestrian entry along this facade (See Figure Section 14.34.22).

ii. Buildings ground level finish floor elevations abutting the sidewalks shall be at or within three feet of the adjacent sidewalk grade.

iii. Buildings may be located abutting the sidewalk as long as they feature pedestrian-oriented facades. Buildings that do not contain pedestrian-oriented facades facing the

street must provide at least five feet of landscaping between the building and the sidewalk.

iv. Parking lots must be located to the side or rear of the building.

v. When parking lots are located adjacent to a secondary pedestrian corridor, at least five feet of Type II landscaping shall be provided between the sidewalk and the parking area.

vi. Where a secondary pedestrian corridor abuts a noncommercial or mixed use zone, both sides of the corridor shall be designed to the same sidewalk and landscape standards.

vii. For sites that front on more than one secondary pedestrian corridor, the building shall front on at least one of the streets as per the planning director. In such instances, the planning director will consider goals and objectives from the downtown subarea plan and unique site conditions and constraints to determine the appropriate building location and orientation.

4. Main Street South of Old Town.

a. At least fifty (50) percent of the Main Street frontage in the commercial (CO), mixed use 12 (MU12), and midtown (MT) zoning districts must be occupied by buildings located adjacent to the sidewalk with pedestrian-oriented facades. Conversely, no more than fifty (50) percent of Main Street frontage can be occupied by parking area and/or vehicle access.

b. Sites with a portion of the frontage in sensitive areas in accordance with the city's sensitive areas ordinance must have at least fifty (50) percent of the remaining frontage occupied by buildings located adjacent to the sidewalk with pedestrian-oriented facades.

c. Drive-thru facilities are not allowed between Main Street and any building.

5. Big Rock Road.

a. At least fifty (50) percent of the Big Rock Road frontage in the commercial (CO), mixed use institutional (MUI) zoning districts must be occupied by buildings located adjacent to the sidewalk with pedestrian-oriented facades. Conversely, no more than fifty (50) percent of Big Rock Road frontage can be occupied by parking area and/or vehicle access.

b. Sites with a portion of the frontage in sensitive areas in accordance with the city's sensitive areas ordinance must have at least fifty (50) percent of the remaining frontage occupied by buildings located adjacent to the sidewalk with pedestrian-oriented facades.

c. Drive-thru facilities are not allowed between Big Rock Road and any building.

6. All other streets not designated as primary or secondary pedestrian corridors.

a. Nonresidential buildings may be placed up to the edge of the sidewalk of any street if they feature a pedestrian-oriented facade. Otherwise, developments must feature at least ten (10) feet of landscaping between the sidewalk or front property line and any building, parking areas, storage, or service area or a greater width as set out in DMC Chapters 14.18 through 14.32 and 14.38.

7. Pedestrian Access.

a. All buildings must have clear pedestrian access to the sidewalk. Where a building fronts two streets, access shall be provided from the road closest to the main entrance, and if required by the director, from both streets. Buildings with entries that do not face the street should have a clear and obvious pedestrian access way from the street to the entry.

b. Where internal walkways are adjacent to a building, they shall provide a minimum width of eight feet.

c. Pedestrian paths or walkways shall be provided connecting all businesses and the entries of multiple commercial buildings frequented by the public on the same development site.

d. When abutting vacant or underdeveloped land, new developments shall provide for the opportunity for future connection to its interior pathway system through the use of pathway stub-outs, building configuration, and/or parking lot layout. The proposed location of future pedestrian connections shall be reviewed in conjunction with applicable development approval.

e. Developments shall include an integrated pedestrian circulation system that connects buildings, open spaces, and parking areas with the adjacent street sidewalk system. Residential and commercial developments shall not be isolated enclaves separated from each other by fences, walls, and parking lots.

f. Pedestrian connections to existing or proposed trails/pedestrian routes on adjacent properties shall be provided unless there are physical constraints such as sensitive areas that preclude the construction of a pedestrian connection.

g. New development is encouraged to provide pedestrian connections to facilitate public access to existing and planned trail systems. The design of these connections should reflect the importance of trails as a destination within the community by providing lighting, seating, focal elements, and or other features to enhanced visibility and safety. Pedestrian pathways shall include landscaping, lighting, and other amenities to enhance their safety and appearance.

i. In the RIV zoning district, new development shall facilitate public access to the Snoqualmie Valley Trail from either NE Stewart, Cherry, and Stella street corridors, with the most important of these being NE Stella Street. The design of this connection should reflect this importance.

h. In the MU12 zone, pedestrian linkages shall be provided between the commercial and residential portions of the site. This shall be achieved through the provision of pedestrian-oriented amenities such as pathways and public gathering spaces.

i. Parking lots shall be designed to provide safe and efficient pedestrian access.

   i. A paved walkway or sidewalk must be provided for safe walking areas through parking lots greater than one hundred fifty (150) feet long (measured either parallel or perpendicular to the street front). Walkways shall be provided for every two aisles/parking width (see DMC Section 14.44.130(A)). Such access routes through parking areas shall be separated from vehicular parking and travel lanes by use of contrasting paving material which may be raised above the vehicular pavement. Speed bumps may not be used to satisfy this requirement. Paved walkways or sidewalks may be required perpendicular to other walkways if the director determines necessary.

   ii. Walkways shall be a minimum width of five feet exclusive of vehicle overhang areas (typically two feet) and landscaping. Landscaping shall be provided on at least one side of the walkway and can consist of planting beds or trees in tree grates.

   iii. Design features associated with such walkways or sidewalks may be used in meeting pedestrian-oriented space goals in subsection (B)(8) of this section.

   iv. Pedestrian-scaled lighting (maximum fourteen (14) feet in height) shall be used to clearly define pedestrian walkways or other pedestrian areas within parking areas.

   v. Access shall be usable by mobility-impaired persons and shall be ADA-compliant.

   vi. A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles drive aisle. The developer may be required to continue a sidewalk or walkway pattern and materials across the driveway or drive aisle for increased pedestrian safety.

8. Pedestrian-Oriented Spaces.

a. Nonresidential buildings and developments shall provide pedestrian-oriented space (public plaza or courtyard), at a minimum of one percent of the total lot area plus one percent of the nonresidential building footprint.

b. To qualify as a pedestrian-oriented space, an area must have:

   i. Pedestrian access to the abutting structures from the street, access drive or drive aisle, plaza or courtyard;

   ii. Paved walking surfaces of either concrete or approved unit paving. Other surfaces shall only be approved if they are an integral part of the design;

   iii. Pedestrian-scaled lighting (no more than fourteen (14) feet in height) at a level averaging at least two-footcandles throughout the space. The design and color of light standards shall complement the design of the pedestrian space as well as nearby buildings;

   iv. At least two feet of seating area (bench, ledge, etc.) or one individual seat per sixty (60) square feet of plaza area or open space;

   v. Spaces shall be located in areas with significant pedestrian traffic to provide interest and security-ideally adjacent to a building entry or a major pedestrian path of travel such as a sidewalk; and

   vi. Landscaping components that add seasonal interest to the space.

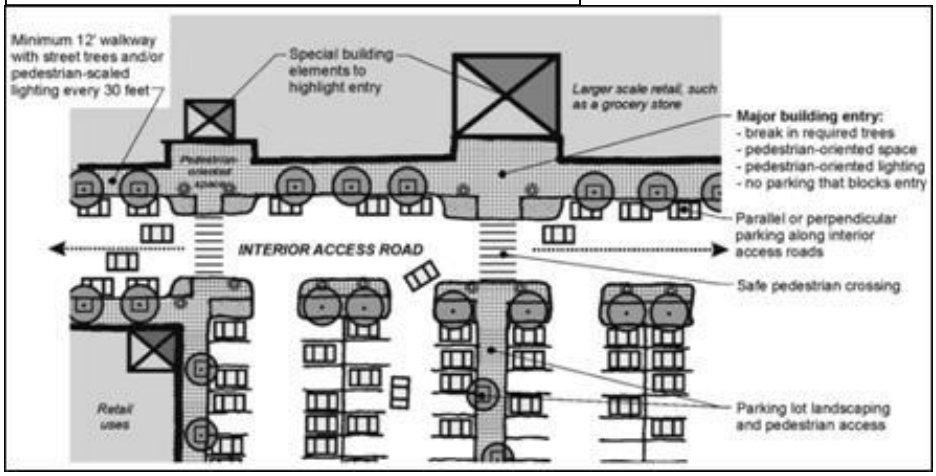


Figure 14.34.23: Pedestrian-Oriented Space Requirements

c. The following features are encouraged in pedestrian-oriented space and may be required by the planning director:

   i. Pedestrian amenities such as a water feature, drinking fountain, tables, and/or distinctive paving or artwork;

   ii. Pedestrian-oriented building facades on some or all buildings facing the space;

   iii. Consideration of the sun angle at noon and the wind pattern in the design of the open space;

   iv. Transitional zones along building edges to allow for outdoor eating areas and a planted buffer; or

   v. Movable seating.

Figure 14.34.24: Example of Good Pedestrian-Oriented Space

d. The following features are prohibited within or adjacent to pedestrian-oriented space: asphalt or gravel pavement unscreened parking lots; chain link fencing; blank walls; dumpsters or service areas; outdoor storage or retail sales that do not contribute to the pedestrian environment. Required walkways do not count as pedestrian-oriented space; however, the planning director may allow those portions of walkways widened beyond minimum requirements to count towards the required pedestrian-oriented space as long as such space includes pedestrian-oriented elements.

9. Additional Landscaping Requirements. Development of sites adjacent to Main Street must provide at least ten (10) feet of Type I landscaping between the sidewalk and any passive ground floor use such as parking, storage, service area, building utilities or other use as determined by the planning director.

10. Parking, Garages and Vehicular Access. The purpose of these provisions is to create a safe, convenient, and efficient network for vehicular circulation and parking; upgrade the appearance of interior access roads; minimize negative impacts of vehicular access and parking areas on the streetscape and pedestrian environment; promote shared parking between compatible uses.

    a. Parking lots shall be located to the rear or side of buildings on primary and secondary pedestrian corridors as set forth in subsection (B)(3) of this section.

    b. Parking lots should be located to the rear or side of buildings to the extent possible on all other streets.

    c. Parking lots shall not be located adjacent to intersections.

    d. Off-street parking areas for streets that are not primary or secondary pedestrian corridors should be located to the rear or side of buildings to the extent possible. Exceptions may be granted by the director where:

        i. Unique site conditions make street-front buildings difficult or undesirable and the applicant proposes alternative design treatments such as special landscaping and architectural components that enhance the visual character and the pedestrian environment of the street; and

        ii. Where the project meets all other applicable design standards.

    e. Large parking lots shall be broken into smaller areas to the greatest extent possible. Where feasible, parking lots should be varied in grade, bermed, and/or differentiated with planting materials to reduce large expanses and visible extent of continuous surfaces.

    f. Applicants of multiple building commercial developments must successfully demonstrate how they have organized parking in a manner that provides for shared parking between uses on the site.

    g. Parking lot aisles should be aligned perpendicular to commercial, retail and office-building entries to provide protected walking spaces and visual focus on the entries.

    h. Shared driveways and parking courts are encouraged to minimize curb cuts and reduce the visual impact of parking on adjacent streets.

    i. Projects adjacent to Main Street must comply with the city's access management regulations. Applicable regulations address the number and width of driveways.

    j. Projects adjacent to Main Street and located on corner lots must take access from the applicable side street.

    k. Developments are encouraged (and may be required) to share driveways, particularly along Main Street and arterials streets.

(Ord. 1056 § 1 Exh. A (part), 2007)

14.34.060 - Building design.

A. Residential Building Design.

1. Purpose. The purpose of this section is to encourage residential building design that enhances Duvall's traditional village character, foster creative, high-quality architectural design, and ensure new development that adds value to the existing community. All new development shall include complete architectural detailing on all building frontages with a consistent visual identity and a similar quality of materials, detailing and window placement. Abrupt ending of architectural details shall be avoided with no radical change in details, features or materials.

2. General Provisions.

   a. Elevations and Models. Elevations and models are required to ensure that new developments provide a diverse streetscape with a variety of floor plans and frontage character.

      i. Residential buildings shall avoid a uniform appearance by providing variation in building architecture and elevations using methods such as building modulation, primary and secondary building forms (e.g., covered porches, dormers, window bays), and changes in exterior materials, colors, windows, doors and trim.

      ii. No more than two of the same model and elevation shall be built on the same block frontage (four hundred (400) feet) or across a public right-of-way. Where longer blocks are approved by the city, a four hundred (400) foot interval shall be used for purposes of this section. Where curvilinear roads are used, the city may consider an increase to three of the same model and elevation if they meet the intent of this section.

      iii. The same model and elevation shall not be built next to each other.

      iv. To differentiate the same models and elevations, different colors and materials shall be used.

      v. Each model shall have at least two architectural styles and a variety of color schemes.

      vi. Different models are defined as having significant variations in the floor plans, which allows for variety in the massing of the home. The following major elements must be substantially different (see Figure 14.34.25):

Figure 14.34.25: Variation in Elevations and Models

(A) Floor plan/building configuration/massing;

(B) Roof type (gable, hip, shed, etc.).

The following minor features must be substantially different:

(A) Finish color (siding, roofing, or trim);

(B) Siding style;

(C) Window configuration, architectural detailing or elements.

3. Massing and Composition.

   a. A clear pattern of massing changes and modulation of building forms and composition is required to create architectural variety and interest.

   b. Primary building forms shall be the dominating form while secondary formal elements shall include porches, dormers, or other significant features.

4. The primary porch height shall be one story to encourage pedestrian scale elements along the street or pedestrian; heights are encouraged adjacent to pedestrian access.

5. Massing and Composition. A clear pattern of massing changes and modulation of building forms and composition is required to create architectural variety and interest.

   a. Primary building forms shall be the dominating form while secondary formal elements shall include porches, dormers, or other significant features.

b. Secondary roof forms, such as dormers, shall be proportional to the primary roof form.

c. The primary porch height shall be one story to encourage pedestrian scale elements along the street or pedestrian; heights are encouraged adjacent to pedestrian access routes.

d. Multi-story porches are permitted if massing is appropriate to the building style.

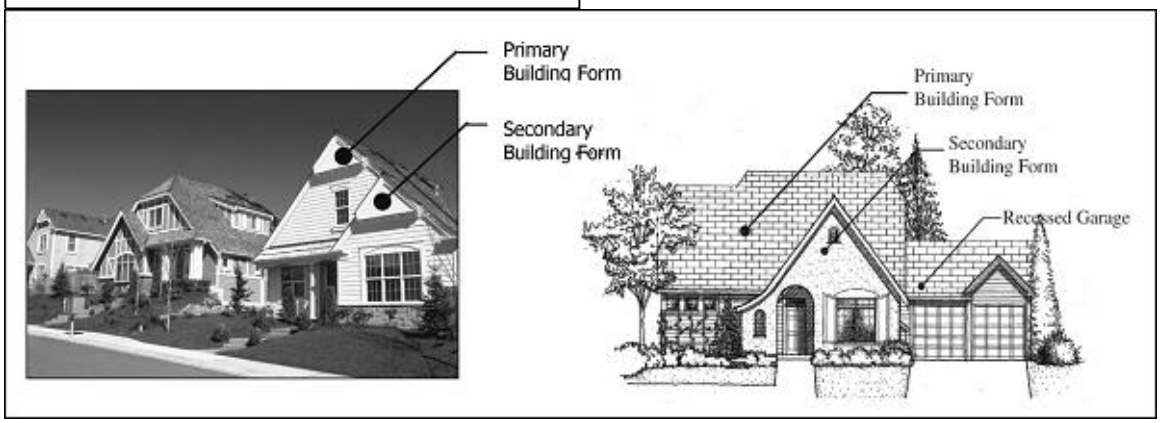


Figure 14.34.26: Building Form Examples

6. Building Modulation. Building modulation is required to avoid monotonous repetition of elevations, reduce bulk and mass, and provide pedestrian scale elements adjacent to the streetscape. Buildings shall have a consistent visual identity on all sides, with an emphasis on elevations visible to the public realm (e.g., public/private streets, sidewalks, and common areas). This should be achieved by providing similar levels of materials, detailing and window placement. Unless otherwise approved by the planning director in accordance with DMC Section 14.34.010, the following standards shall apply:

   a. Multifamily Residential Buildings.

      i. All building elevations shall have modulations or changes in plane. Modulations shall be a minimum of an eight-foot horizontal modulation for each fifty (50) feet of horizontal dimension. The minimum depth of modulation shall be two feet, and where appropriate, shall extend vertically from the ground plane to the roof (e.g., when there is an offset in the building foundation).

ii. Modulation can be achieved by an offset in the building foundation, projecting window bays, connecting an open porch to the building, a dormer facing the street, a variety of roof forms, a well-defined entry element, or other features that provide architectural variation and reduce the bulk and mass of a multifamily building.

iii. Dormers or intersecting rooflines shall be used to break up continuous sloped roofs.

iv. A physical break in the primary facade, ideally a pedestrian passage or other usable space, shall be provided for every six units.

b. Attached and Detached Residential Buildings.

i. Elevations visible from public or private streets, sidewalks, and common areas shall have at least one modulation or change in plane. Modulations shall be a minimum of an eight-foot horizontal modulation for each twenty-five (25) feet of plan dimension. The minimum depth of a modulation shall be eighteen (18) inches, and where appropriate, extend from the ground plane to the roof.

ii. Modulation can be an offset in the building foundation, primary and secondary building forms, projecting window bay, the connection of an open porch to the building, a dormer facing the street, a variety of roof forms, a well-defined entry element, or other features that provide architectural variation and reduce the bulk and mass of attached and detached single-family buildings.

iii. Where modulation is difficult to achieve along side yards due to small lot sizes and/or minimum setbacks, elevations shall be treated with change in materials, colors, wrapped windows, or modulations with reduced profiles or elements.

iv. The maximum number of attached units is eight, as measured along a horizontal plane.

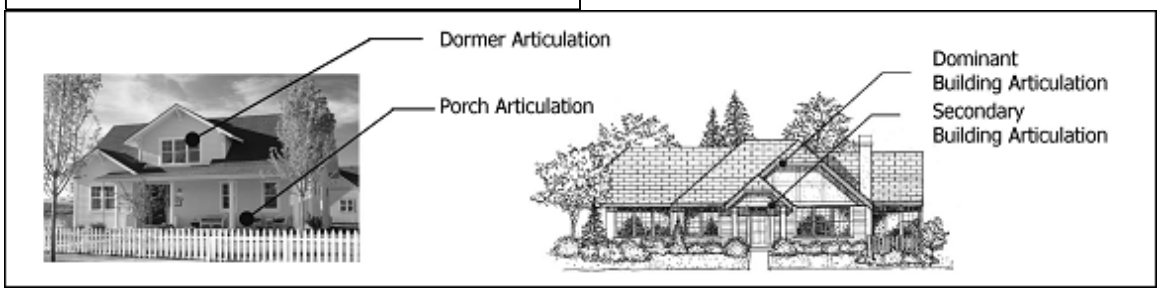


Figure 14.34.27: Building Articulation

Figure 14.34.28: Side Elevations

7. Entries.

   a. Covered porches or stoops are required on all homes. The primary door to the house shall be located in that entry and shall be oriented to and clearly visible from a street, green or other common open space.

   b. The design of porches and stoops shall be architecturally integrated into the design of the structure.

   c. Porch and stoop sizes shall be:

      i. Porches (minimum forty-eight (48) square feet):

   Minimum width: eight feet;

   Minimum depth: six feet.

      ii. Stoops (minimum thirty (30) square feet):

   Minimum width: six feet;

   Minimum depth: five feet.

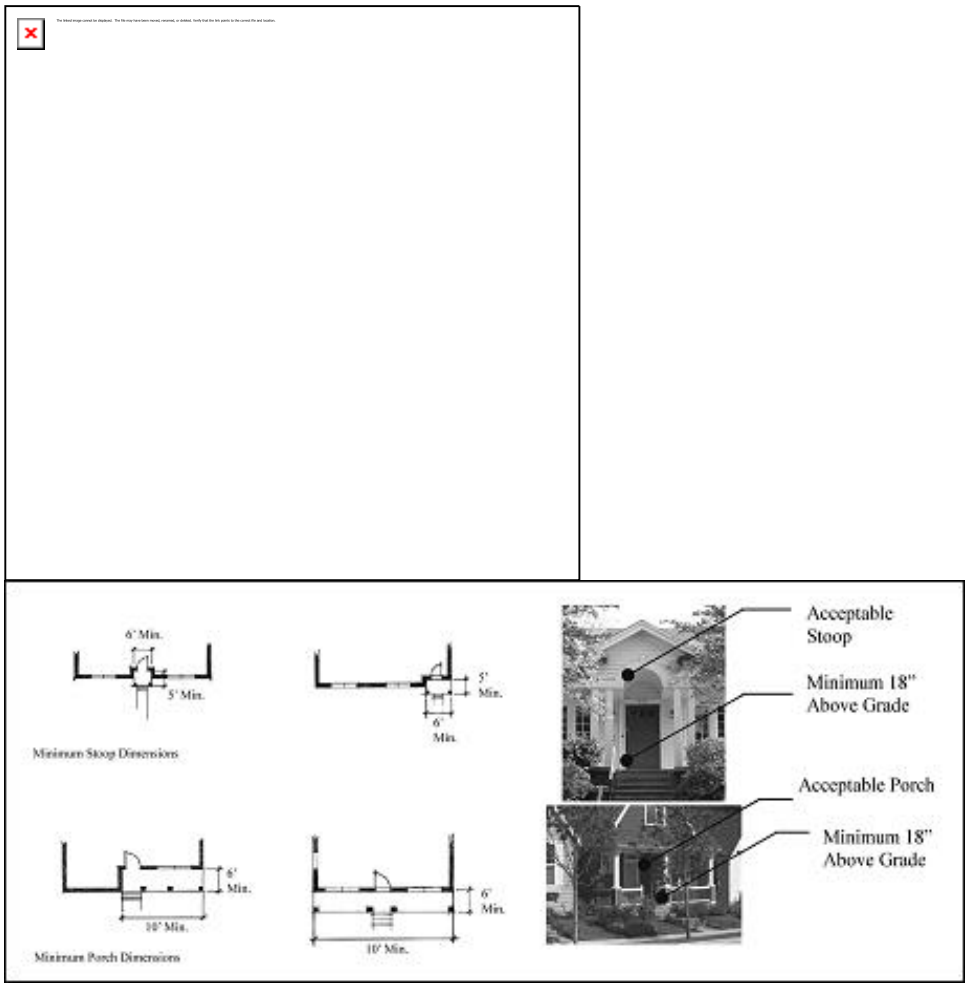


Figure 14.34.29: Porch and Stoop Dimensions

d. Porches and stoops shall be raised above the grade at the front elevation, ideally a minimum of eighteen (18) inches, except where accessibility (ADA) is required. An accessible route may also be taken from a front driveway.

e. Where a home is located on a corner lot, i.e., at the intersection of two roads or the intersection of a road and common open space, a wrapped porch is preferred to reduce the perceived scale of the house and engage the street or open space on both sides (see Figure 14.34.30).

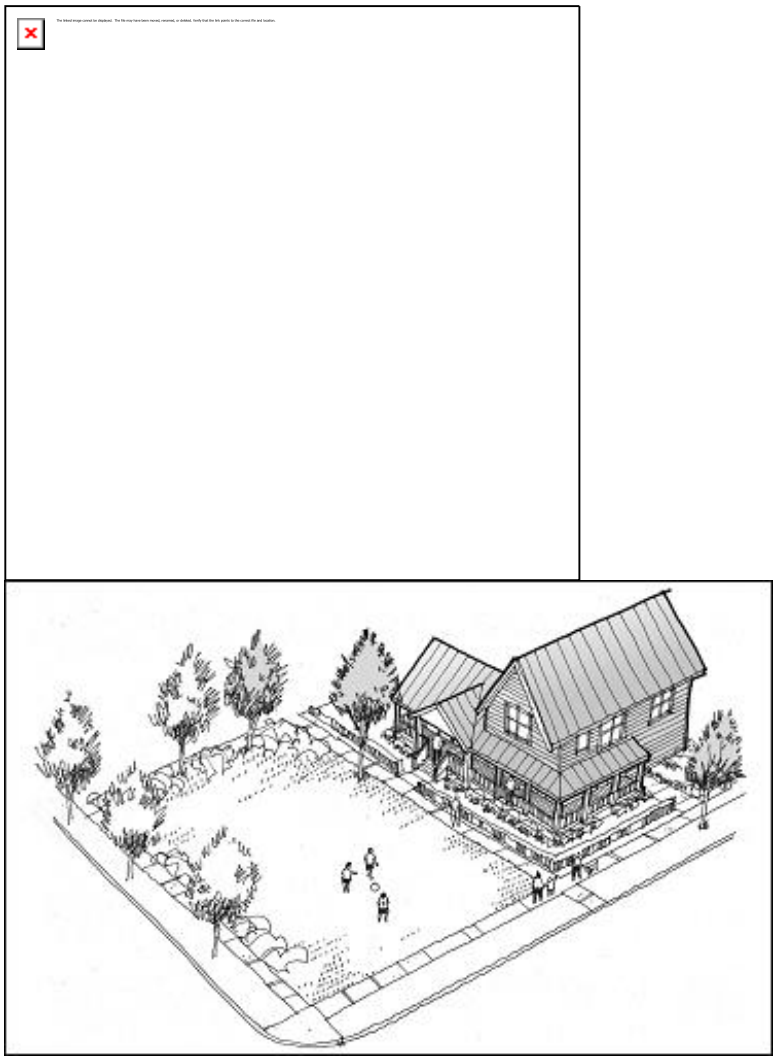


Figure 14.34.30: Wrapped Porch Example

8. Decks. All decks visible from the public realm, including large landscape views to the Snoqualmie Valley, public rights-of-way, trail systems or other areas accessible to the general public shall meet the following criteria:

    a. Decks shall be an architecturally integrated component of building design. Decks that have the appearance of looking like an afterthought and non-integrated due to the use of dissimilar finishes, materials, or style shall be avoided. Proportionally weak support columns or connections to the ground, unresolved under story and lack of a physical connection with the main structure are discouraged.

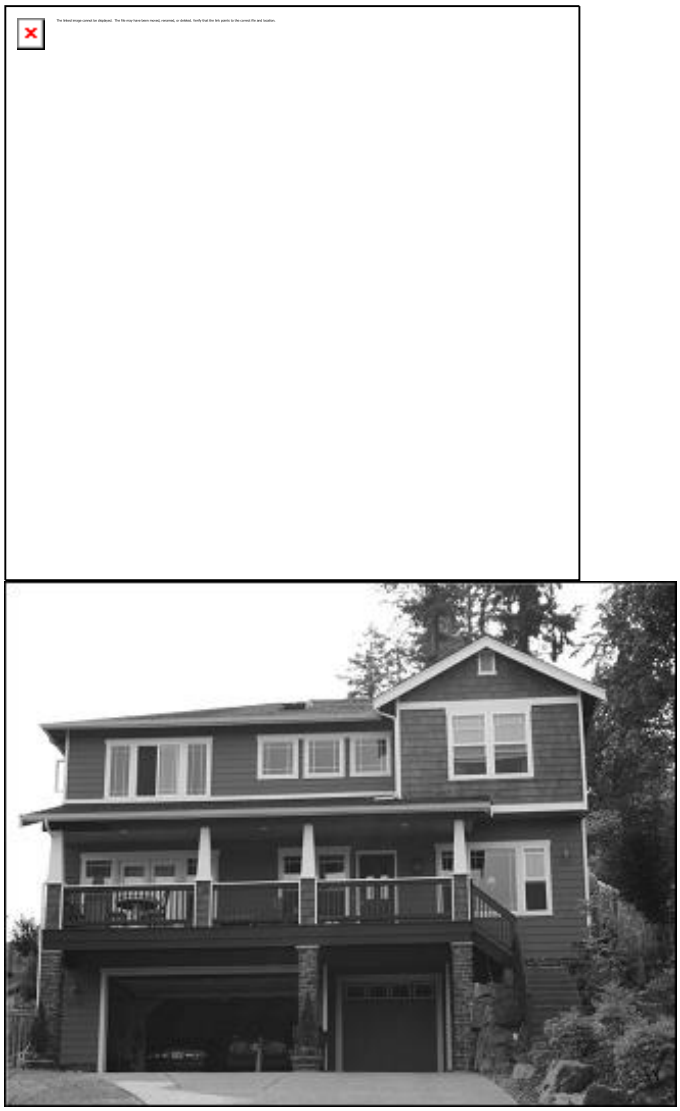


Figure 14.34.31: Example of a Well-Integrated Deck

b. The following design criteria must be met:

   i. Exhibit similar detailing, use of materials or color schemes that either compliment or match the main structure;

   ii. Linked to the main structure through the uses of recess, alcoves, indentation, or wrapping with a minimum overlap dimension of eighteen (18) inches;

   iii. Provide minimum support column face dimension of seven and one-fourth inches parallel the length of the deck; additionally, the maximum uninterrupted vertical height of any deck support column is ten (10) feet; columns in excess of ten (10) feet are to include additional detailing such as side trimmers, arbor elements, knee braces, or wing walls that include elements of the main structure such as siding, stone cladding, or other finishes;

   iv. Where covered decks are constructed, roof articulation should be provided that includes a major portion of the deck under the eaves for weather protection, shade, and integration between the deck and the main structure.

9. Roof Pitch. Roof pitches shall be in keeping with the architectural design and character of a residential structure and the surrounding neighborhood. For example, steeper roof pitches (e.g., 6:12, 8:12) are appropriate in the Old Town Neighborhood District (see Figure 14.34.11) to reflect the historic character of the older homes. Secondary roof pitches shall be designed in relation to the primary roof pitch.

   a. Roof Overhangs. Roof overhangs shall be a minimum of twelve (12) inches (excluding gutter). Overhangs and eaves should be detailed and proportioned to complement the architectural style of the home. Exceptions may be permitted subject to the planning director's approval when the applicant demonstrates that a reduced overhang is in keeping with the architectural design of the structure.

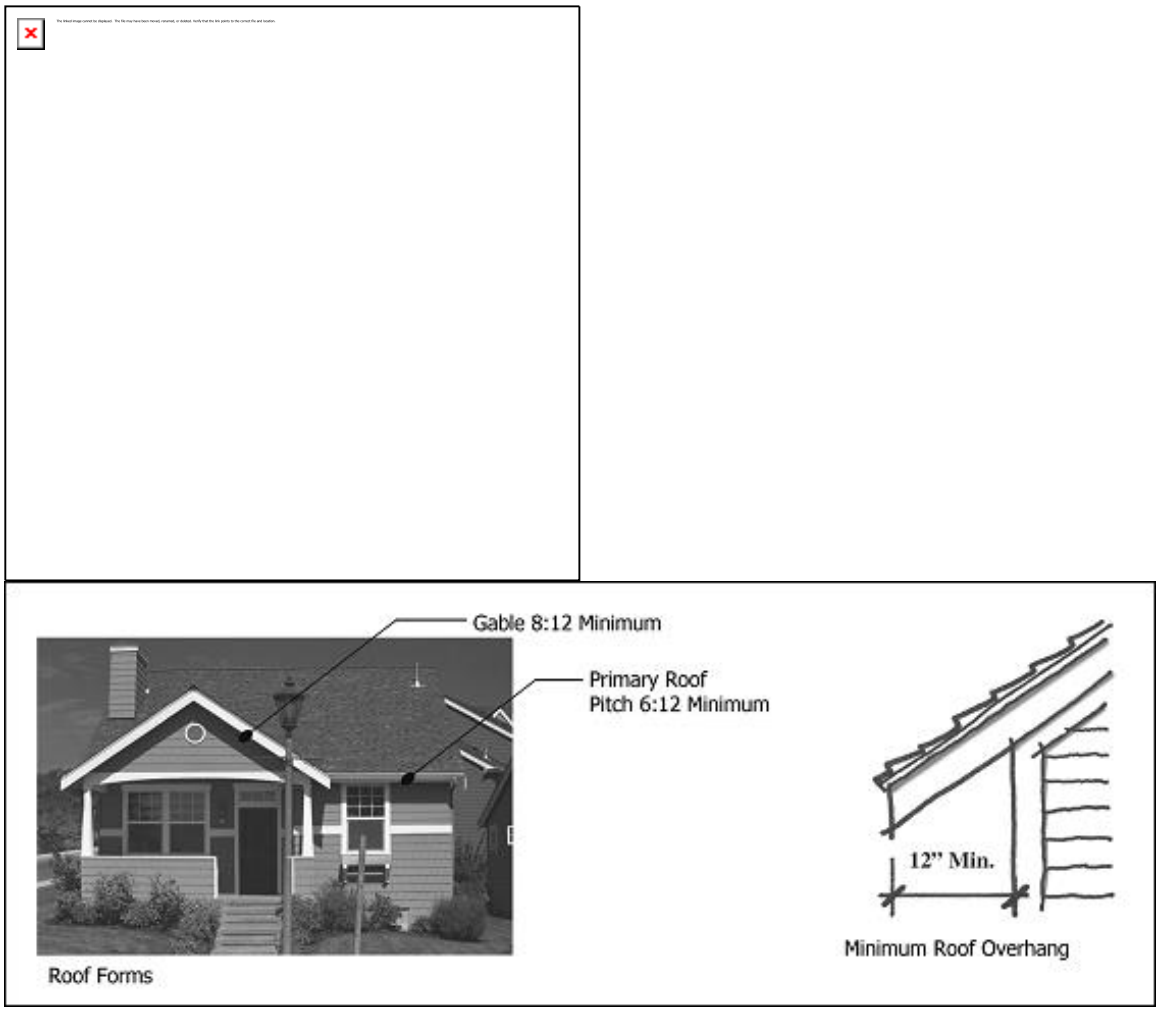


Figure 14.34.32: Roof Pitch and Overhang

10. Architectural Details.

   a. Doors.

      i. Front doors shall be in keeping with the architectural style of the structure.

      ii. Front doors shall be paneled or have inset windows (see Figure 14.34.33).

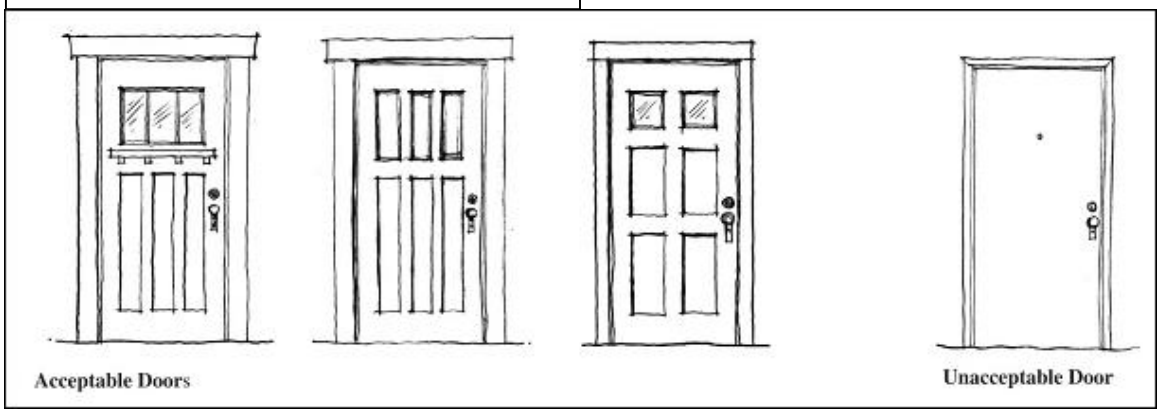


Figure 14.34.33: Acceptable Doors

iii. Sliding glass doors are not permitted along frontage elevations or where a primary elevation faces a pedestrian easement.

iv. A three and one-half inch minimum head and jamb trim is required around all doors.

b. Primary Windows.

i. Primary windows shall be proportioned vertically rather than horizontally (see Figure 14.34.34).

ii. Windows are required to have a trim on all four building facades.

iii. Trim must be appropriate to the architectural character of the home and be a minimum of three and one-half inches wide.

iv. Vertical windows may be combined together to create a larger window area.

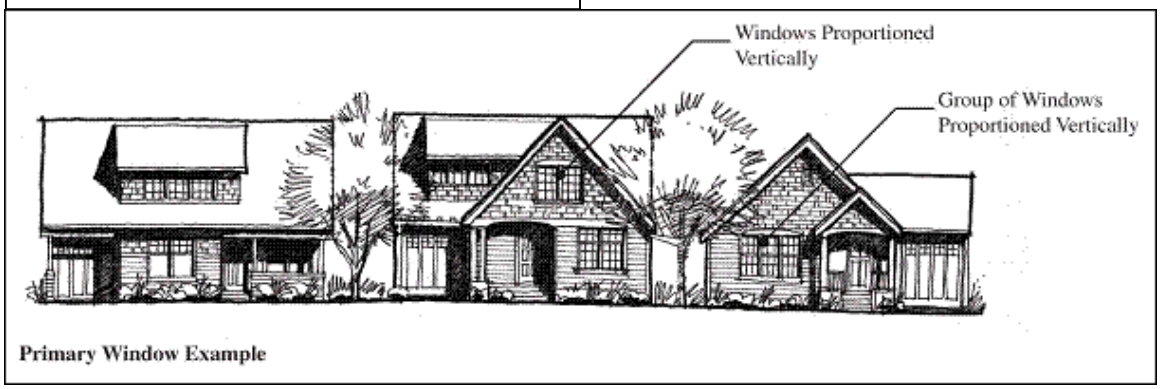


Figure 14.34.34: Window Proportions

v. Divided light windows are encouraged. They must either be true divided light or have properly proportioned mullions applied to the window. Individual panes must be vertically proportioned or square (see Figure 14.34.35).

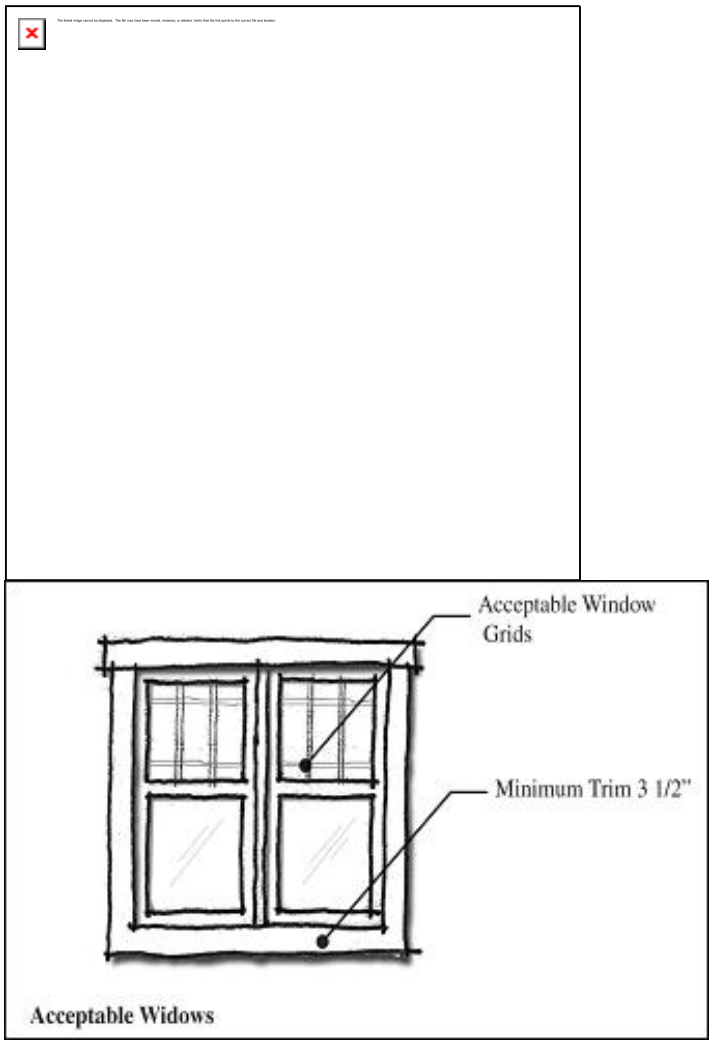


Figure 14.34.35: Acceptable Windows

C. Chimneys. Chimneys shall be designed to be in keeping with the architectural style of a residential structure.

   i. Chimneys above the roof should be at least twenty (20) inches by twenty-four (24) inches as measured in plan.

   ii. Wood-framed chimney enclosures are permitted; however metal termination caps shall not be left exposed. These tops shall be shroud in a metal chimney surround.

   iii. Chimney shape and profile should appropriately reflect the stylistic direction of the rest of the house.

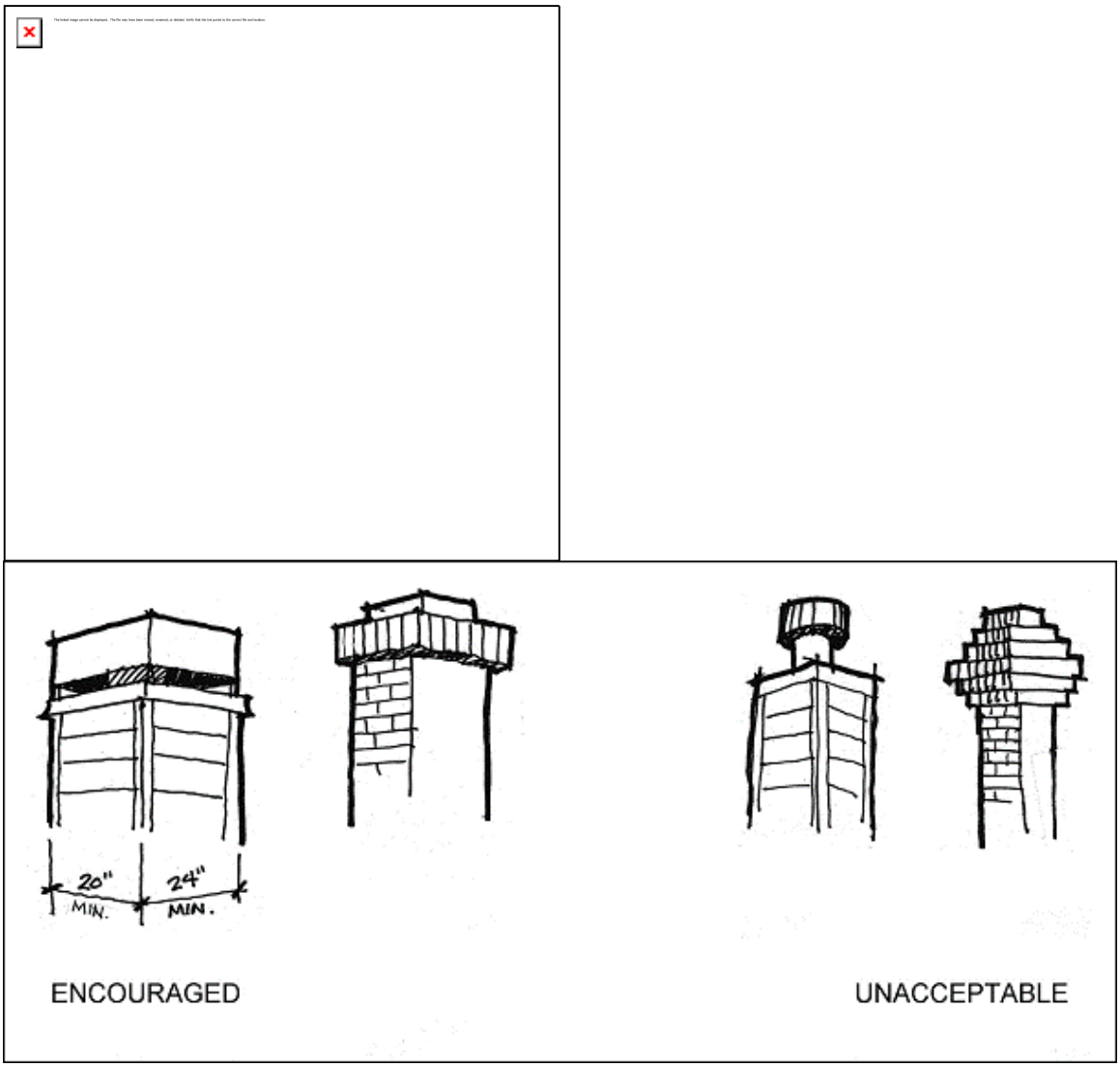


Figure 14.34.36: Chimney Examples

d. Columns, Trim and Corner Boards.

i. Character columns shall be strongly related to a home's architectural style (e.g., round, square, or tapered).

ii. Exposed four by four and six by six-inch posts are prohibited (see Figure 14.34.37).

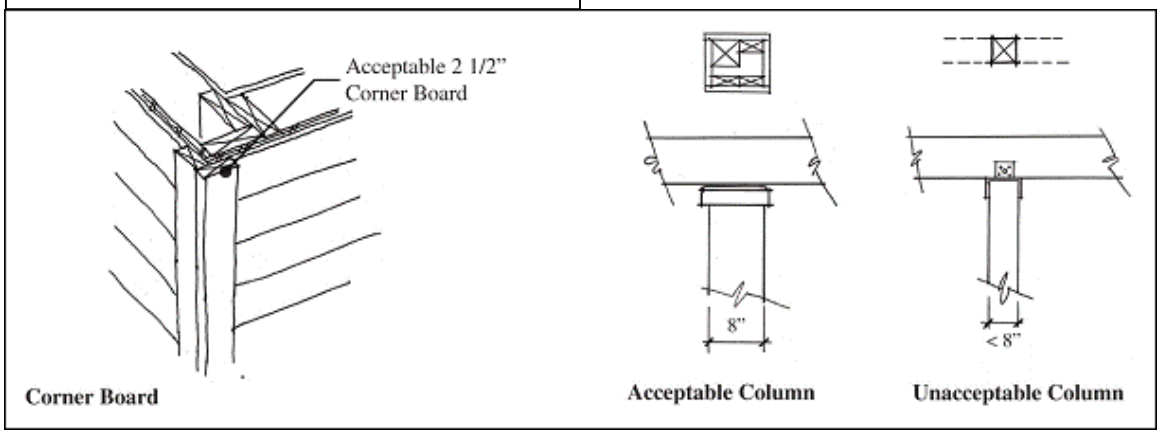


Figure 14.34.37: Corner Boards

iii. Metal corner clips or corner boards are required at corners where siding is used.

iv. Corner boards shall be a minimum of two and one-half inches in width.

e. Architecture Detail and Features. To ensure the appropriate scale and to provide elements of human interest, at least one of the following features shall be used in residential buildings. These elements shall follow the home's architectural style.

i. Shutters (proportional to window);

ii. Shutters (proportional to window);

iii. Flower boxes;

iv. Knee braces;

v. Columns;

vi. Trellises.

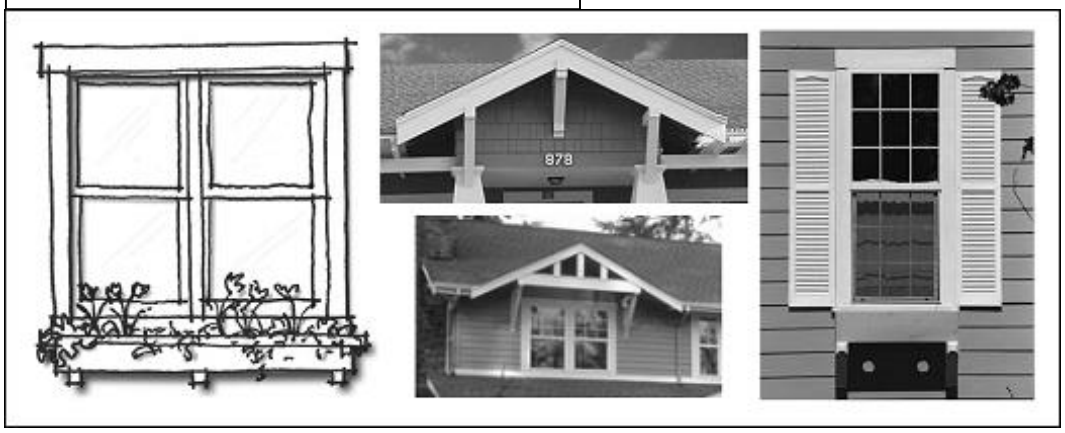


Figure 14.34.38: Examples of Architectural Details

f. Trash and Recycling Containers.

   i. Containers shall be kept within garages or a screened enclosure.

   ii. Containers shall not be stored within front yards.

   iii. Trash and recycle enclosures shall be located to minimize odor to habitable areas, as well as be screened to the public realm.

   iv. Trash and recycle locations should be easily accessible to each resident.

   v. Trash and recycle containers should be made of wood or masonry materials. Chain link is prohibited.

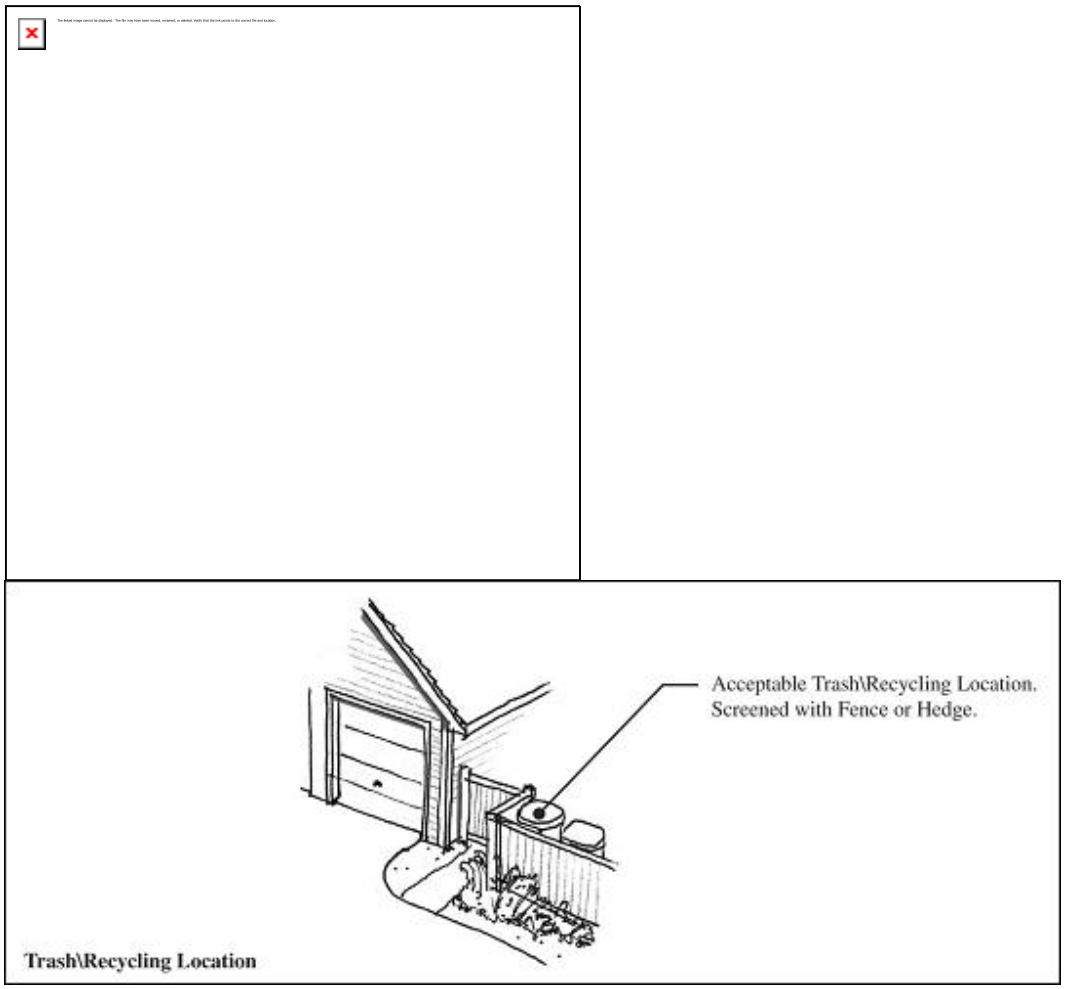


Figure 14.34.39: Trash and Recycling Containers

g. Mail and Newspaper Boxes.

i. The design of mailbox shelters should be compatible with the design of the primary structures on the site. This may include similar materials, architectural form, and/or design details.

ii. Mail and newspaper box locations shall be well lit and pedestrian accessible via an appropriate walkway. Mailbox shelters must not obstruct a walkway.

iii. All mailboxes shall be clustered and lockable consistent with USPS standards. Clustered mailboxes shall be architecturally enhanced with materials and details typical of the home's architecture and carefully placed to not adversely affect the privacy of residents and serve the needs of the U.S. Postal Service.

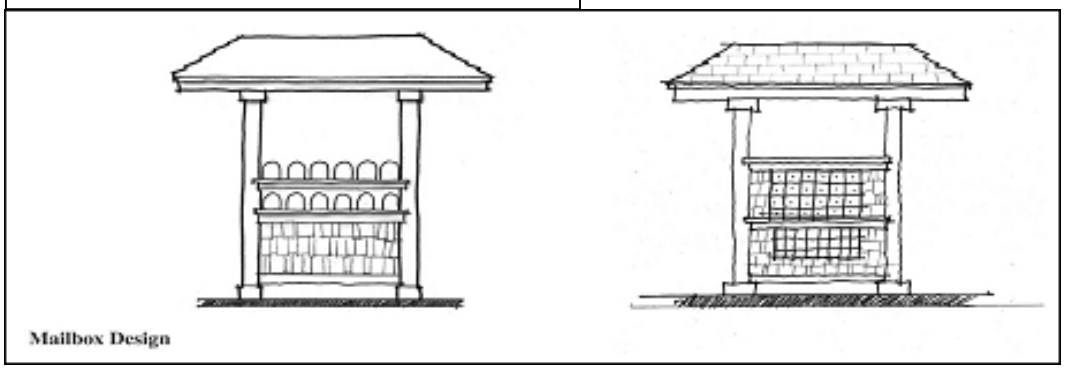


Figure 14.34.40: Acceptable Grouped Mailbox

h. Accessory Structures.

i. Accessory structures such as detached garages, studios, home offices, and workshops shall be design to be architecturally consistent with the principal structure.

ii. Accessory buildings shall not exceed twelve (12) feet in height, except that the maximum height for accessory buildings with pitched roofs with slopes of at least 4:12 is eighteen (18) feet.

iii. Portable storage containers shall not be considered as an accessory building and are prohibited in all residential zoning districts.

11. Materials.

a. Vertical Changes. Changes in materials in a vertical wall, such as from brick to wood, hall wrap the corners in accordance with subsection (A)(4) of this section.

b. Horizontal Changes. Transition in material on a wall surface, such as shingle to lap siding, shall have a material separation, such as a trim band board (see Figure 14.34.41).

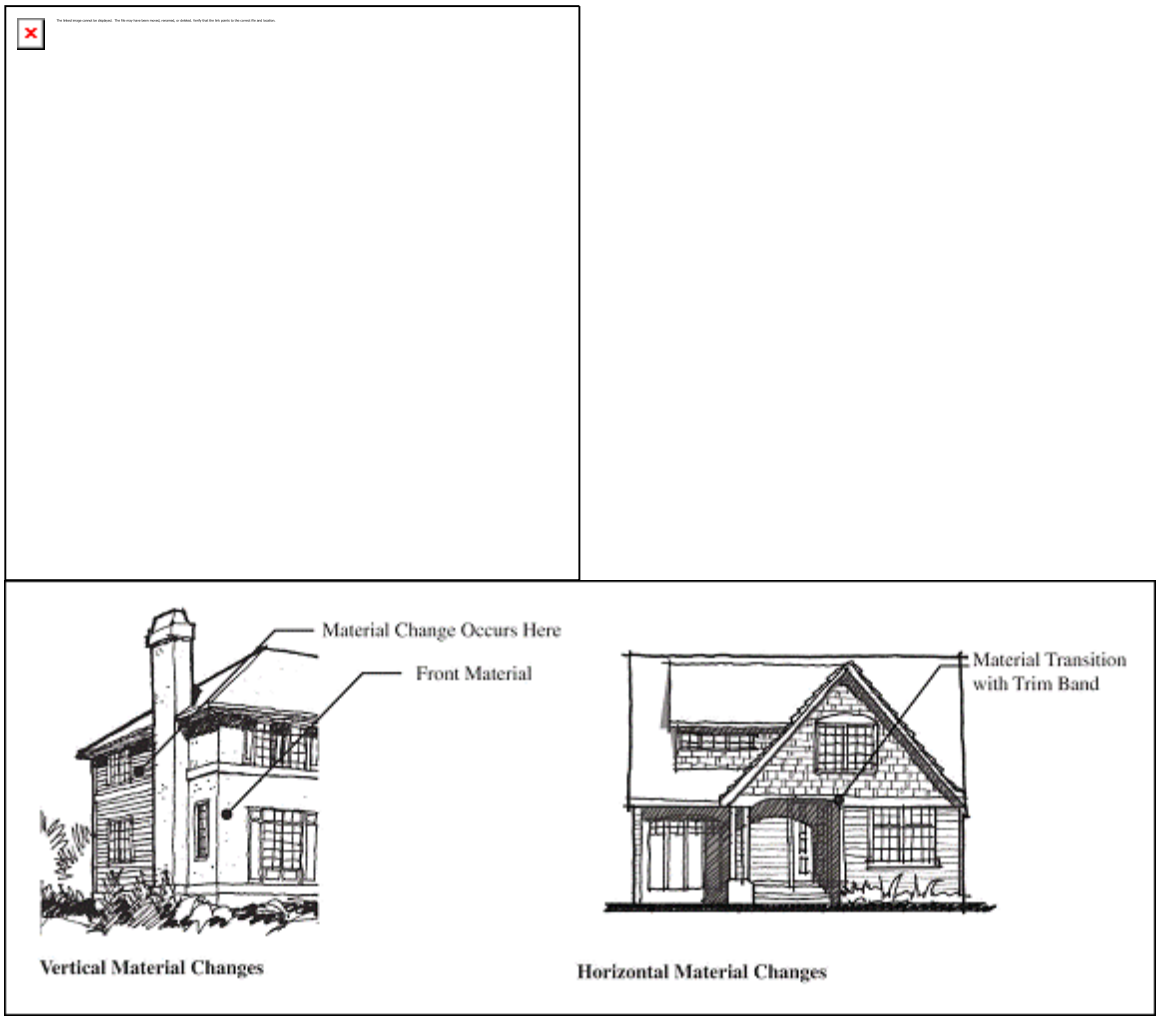
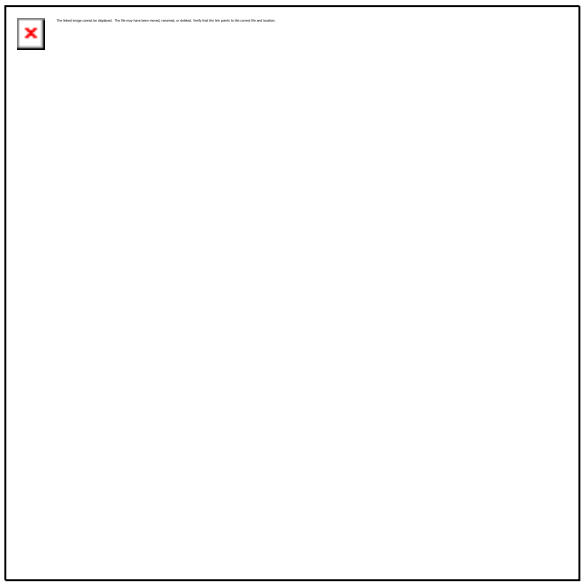


Figure 14.34.41: Material Changes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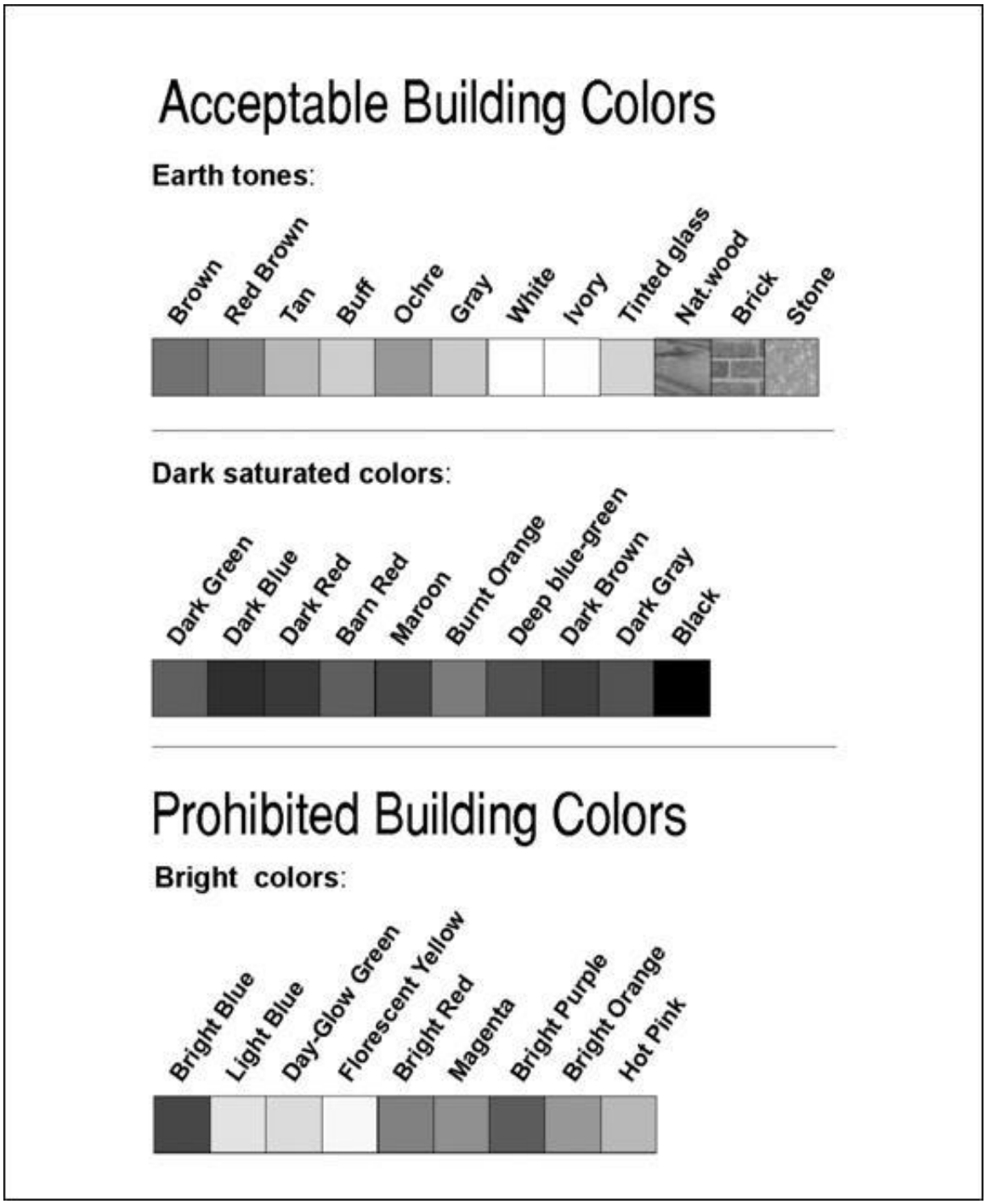

Figure 14.34.42: Building Colors

c. Acceptable Exterior Wall Material. Wood, cement fiberboard, stucco, brick, and stone may be used. Simulated stone, wood, stone, or brick may be used to detail homes.

d. Trim may be wood, cement fiberboard, stucco, or stone materials. Trim is required around all doors and windows. The trim must be three and one-half inches minimum and be used on all elevations.

e. Where a finish material meets a corner, that material shall wrap the corner until it meets a vertical element such as a chimney or window, or for a minimum of twenty-four (24) inches.

12. Colors.

a. Provide multiple colors on buildings to reflect material changes and individuality of the residence.

b. Muted deeper tones, as opposed to vibrant primary colors, shall be the dominant colors.

c. Although grey and beige are not excluded, the use of these colors shall not be the dominant color used on homes or other structures within the development.

d. Color palettes for all new buildings in the R12, MU12 zone districts, and in cottage/innovative housing developments in the residential zone districts, coded to the home elevations, shall be submitted to the city for approval. Colors shall be consistent with the building architecture and shall unify the character of projects within these zone districts.

B. Mixed Use and Nonresidential Building Design.

1. Purpose and Design Intent. The purpose of this section is to encourage building design that achieves two primary outcomes. In Old Town, new development should preserve and enhance Duvall's traditional village character, foster creative, high quality architectural treatments, and ensure new development that adds value to the existing community. In other areas, new development should have a clear architectural expression and reflect the physical and cultural context of its setting, with more flexibility for contemporary architectural styles, materials and detailing. Throughout Duvall, new nonresidential development should provide architectural variety, pedestrian scale, and features that enhance its connection to the natural environment.

2. Applicability. The following standards apply to the CO, OT, UT1, RIV, MU12, MT, LI, PF and MUI districts.

3. Massing and Composition. A strong overall building composition, along with a clear pattern of massing changes and modulation of building forms is required to create interest and to support the buildings integration into the overall context. The following standards are required:

a. Buildings shall have a clearly defined base middle and top, with a well-defined cornice line and banding that differentiates the ground floor from upper floors. For buildings with ground floor retail uses, awnings and other building elements or projections shall be used to emphasis this banding.

b. Primary building entries shall be clearly expressed in the building's overall massing. Secondary entries to ground floor retail and other uses shall be distributed along the facade and shall relate proportionally to upper story projections such as bay windows and balconies.

c. Multi-tenant buildings shall be designed to create the appearance of individual storefronts.

d. Building massing shall be focused on the primary street front, with primary uses oriented to this frontage. Service uses, parking and utilities should be accessed from non-primary facades and fully screened.

e. Where a building has a double frontage (e.g., street on side, parking on the other), primary and secondary facades shall be established.

f. Building parapets shall be designed to avoid false fronts and include the following design elements:

i. Parapets and other enclosed projections on all exterior facades shall be integrated into the overall massing and design of the building.

ii. The back sides of parapets shall not be visible from the public realm, and shall include returns and other architectural treatments to ensure their integration into the building's overall massing.

Figure 14.34.43: Examples of Good Building Massing and Articulation

g. Upper level balconies on buildings over two stories are encouraged, but subject to design review and approval by the planning director.

h. Secondary building forms or intersecting rooflines shall be used to break up continuous sloped roofs.

4. Building Modulation.

a. Building facades must include modulation at least every fifty (50) feet to reflect a human-scaled pattern of traditional building lots.

b. On ground floor retail frontages, at least seventy-five (75) percent of the facade shall be fenestrated from two to eight feet above the finished floor height. Retail glazing shall be at least sixty (60) percent transparent to the street and may not use mirrored glass.

c. Where pedestrian-oriented spaces are provided in accordance with DMC Section 14.34.050(B)(2), the building's architecture and massing should enhance those spaces with unique building elements such as landmark entries, additional fenestration, decorative materials and other details that enhance the space's character and usability.

d. Building facades in the OT, UT-1, MU12 and RIV zoning districts must include further modulation and other features to reflect the pattern and the city of Duvall's traditional building lot pattern. The following standards must be met:

i. Use of windows, entries and other features that create a regular rhythm of twenty-five (25) foot storefront spaces, linking ground floor and upper stories.

ii. Use of awnings, weather protection, and architectural features that reinforce a regular pattern of twenty-five (25) foot storefronts. For example, for a business that occupies three lots, use building and roofline modulation, change in materials/colors, and awnings to break down the scale of the storefronts (see Figure 14.34.44).

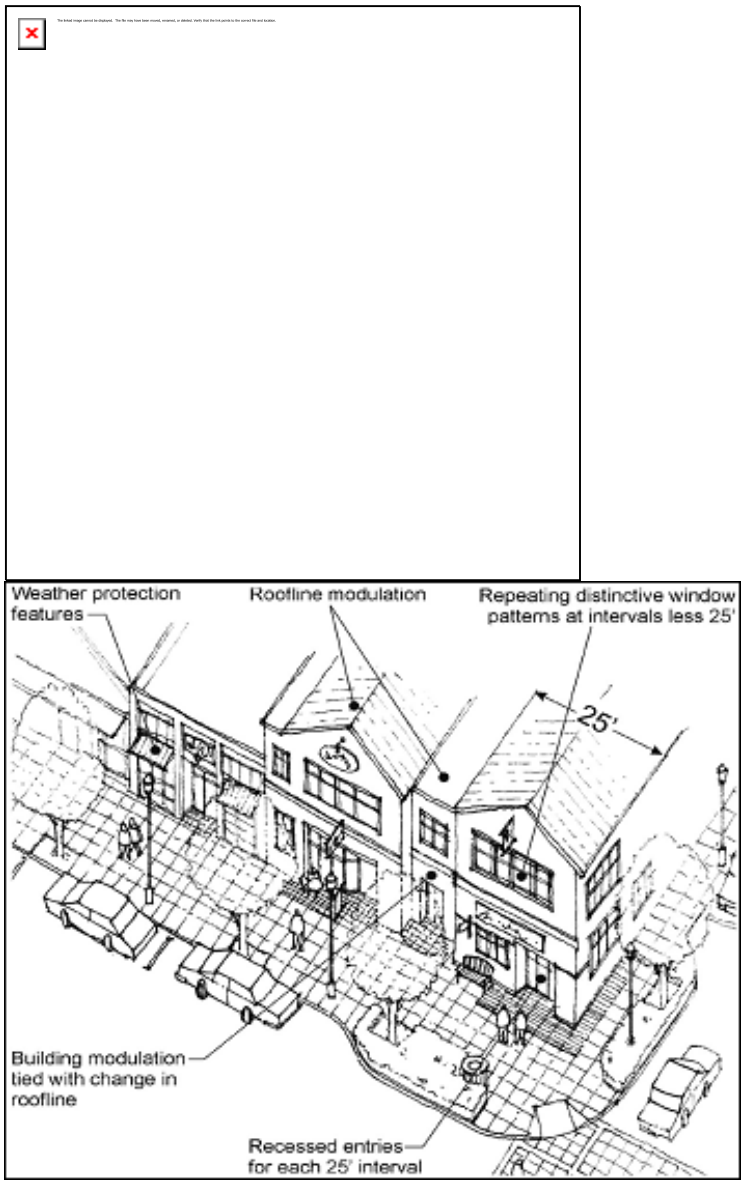

Figure 14.34.44: Examples of Building Articulation

iii. Change of roofline.

iv. Change in building material or siding style (coordinated with change in building color where appropriate).

v. Horizontal building modulation (depth at least two feet and preferably tied with to roofline modulation).

vi. Other methods as determined by the planning director.

e. Rooflines of all buildings shall include a prominent cornice design that integrates all elements of the building's massing and articulation. Dormers, chimneys, stepped roofs, gables and other accents to the roofline are permitted and encouraged. The width of any continuous flat roofline should extend no more than fifty (50) feet without modulation. Modulation should consist of a change in elevation of the visible roofline of at least four feet. The director may

reduce or eliminate these requirements where other treatments are successfully used to meet the intent of the standard.

f. A sloped or gabled roofline segment of at least twenty (20) feet in width and no less than four feet vertical in twelve (12) feet horizontal six feet vertical in twelve (12) feet horizontal if within the OT zoning district.

g. Hipped roof forms are less effective than gabled roof forms in reducing the apparent scale of buildings and thus are discouraged and may be prohibited by the director.

5. Blank Wall Treatments.

a. Blank walls as defined in DMC Section 14.06.028, visible from a public street, common open space, plazas, courtyards, sidewalks, trails, or interior pathways, are prohibited. Design treatments to eliminate blank walls shall include:

i. Transparent windows or doors;

ii. Display windows that open into the interior of the building (poster type window frames not permitted);

iii. Landscape planting bed at least five feet wide or a raised planter bed at least three feet wide in front of the wall. Such planting areas must include planting materials that are sufficient to obscure or screen at least sixty (60) percent of the wall's surface within three years;

iv. Installing a vertical trellis in front of the wall with climbing vines or plant materials sufficient to obscure or screen at least sixty (60) percent of the wall's surface within three years. For large areas, trellises should be used in conjunction with other blank wall treatments;

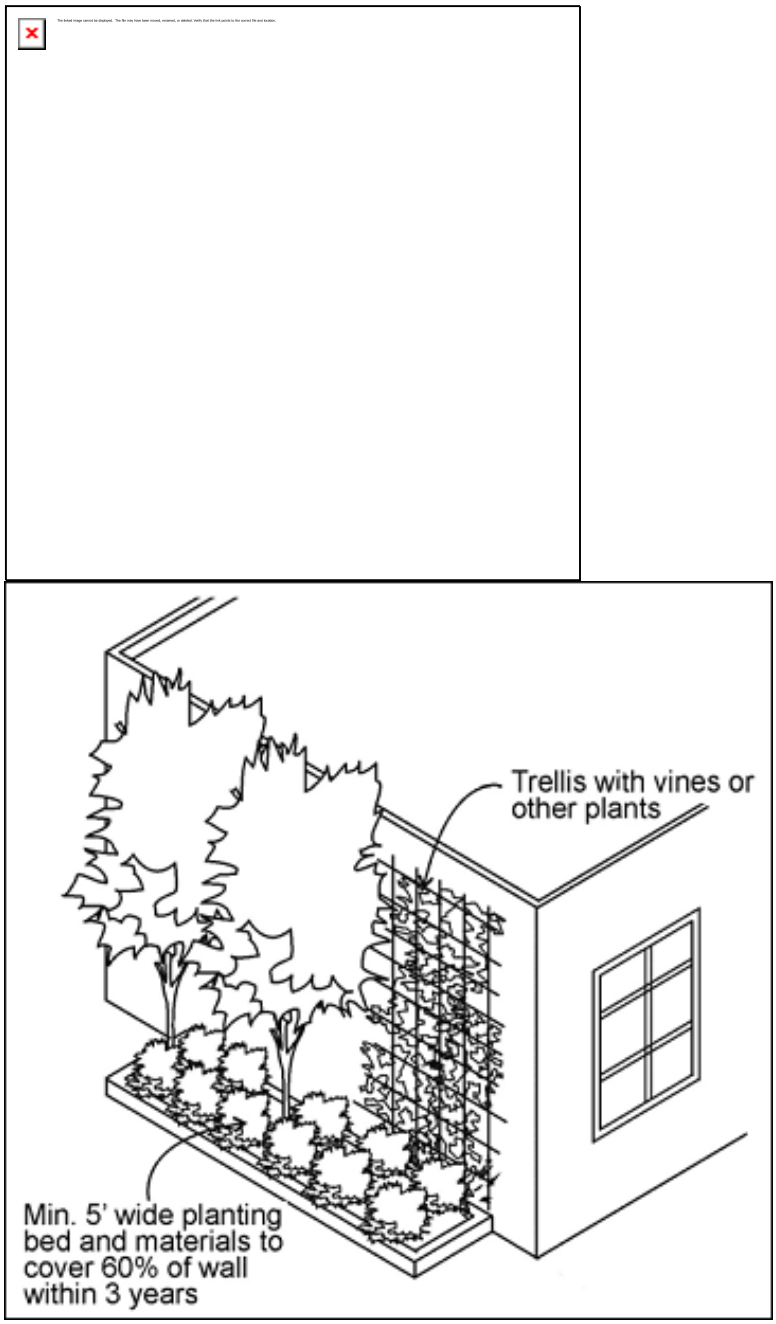

Figure 14.34.45: Blank Wall Treatments

v. Other methods such as murals or special building material treatments that meet the intent as approved by the director.

6. Building Details.

a. All new buildings shall substantially include the following elements on their primary facades subject to planning director approval. Items used to meet DMC Section 14.34.050(B) or (C), or other sections of this chapter, shall not be used to meet this requirement. Treatments that create a false sense of historicism are discouraged.

i. Display windows divided into a grid of multiple panes. Display windows can vary between storefronts to avoid uniform appearance on multi-tenant buildings;

ii. Transom windows;

iii. Recessed windows;

iv. Decorative weather protection feature(s);

v. Material distinctions between ground and upper level;

vi. Window bays;

vii. Recessed entry;

viii. Sills;

ix. Pilasters;

x. Landscaped trellises or other decorative element that incorporates landscaping near the building entry (element must be integrated into the building and not a simple potted plant);

xi. Decorative light fixtures;

xii. Decorative building materials and/or trim work. This could include decorative stone, tile, or woodwork, decorative kick plates, or other methods as approved by the planning director;

xiii. Artwork incorporated into the building facade or entry area;

xiv. Other details as approved by the planning director.

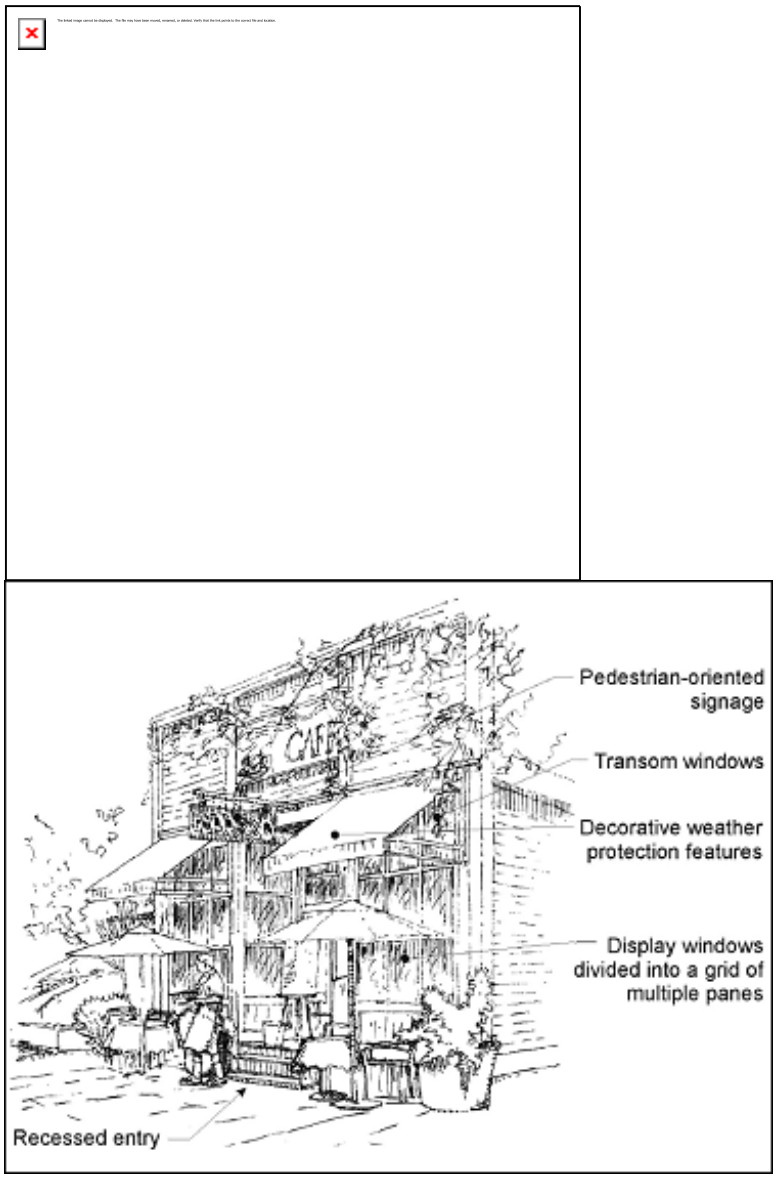

Figure 14.34.46: Examples of Acceptable Facade Details

b. All new or remodeled (per Section 14.34.010(A)(2)) buildings in the OT zoning district shall include decorative pedestrian-oriented signage and be in keeping with the character of the building.

c. All new or remodeled buildings shall include protective awnings or canopies over all sidewalks with a minimum width of six feet. Canopies and awnings shall meet all clearance requirements set forth by the city.

7. Building Materials and Color. Building materials and color shall unify the overall architecture and facade detailing of the building and complement the character of Duvall.

a. High quality, durable building materials that add visual interest, detail, and are easily maintained shall be used. Materials and finishes should repeat the textures, scales, and rhythms common to early 20th Century construction typical to Duvall. This includes vertical and horizontal wood clapboard siding, shingle and batten boards, brick and masonry, and ribbed metal roofing. Contemporary materials that emulate or enhance these textures and

characteristics are acceptable and encouraged. Treatment of building materials that creates a false sense of historicism in new buildings is strongly discouraged.

b. If metal siding is used, it must have visible corner moldings and trim, and shall incorporate masonry or other impact and stain resistant material at the base of the building. Height to be proportional to overall building height.

c. Concrete blocks used for the facade of any building must be split or rock-faced and limited to twenty (20) percent of the facade areas. The planning director may allow a higher percentage through the use of specialized textures and/or colors used effectively with other building materials and details in a way that meets the intent of the standards.

d. Stucco and similar troweled finishes must be trimmed in wood or masonry and should be sheltered from extreme weather by roof overhangs or other methods. Weather exposed horizontal surfaces must be avoided. Masonry is required at the base of the building and shall be proportional to overall building height.

e. The following materials are prohibited unless specifically approved by the planning director:

   i. Mirrored glass covering more than ten (10) percent of the exterior of the building;

   ii. Textured or scored plywood (including T-111 or similar plywood);

   iii. Stucco board;

   iv. Window film, unless specifically approved by the planning director.

f. Bright building or trim colors are discouraged with the exception of decorative tile-work, artwork, and signage that shall be reviewed by the director to ensure consistency with the intent of this section. Desirable colors for buildings include natural earth tones, muted, and dark saturated colors (see Figure 14.34.42).

g. Color palettes for all new structures, as well as changes in color on existing buildings, coded to the building elevations, shall be submitted to the city for approval.

h. Neon tubing and/or linear building lighting along facades and/or rooflines shall not be permitted.

i. Building facades shall not be designed and/or painted to resemble a business logo and/or sign. This section does not preclude signs in accordance with the sign code.

8. Additional Standards for Commercial and Industrial Buildings. Building facades of large-scale buildings such as commercial, office, industrial, or institutional buildings where the building is multi-story or wider than sixty (60) feet (measured along the primary facade) shall substantially include the following modulation and other features:

   a. Two building modulations for every one hundred twenty (120) feet of linear distance with a minimum depth of two feet. Building modulation shall extend from ground plane to the roof;

   b. Significant building elements such as a focal point at a corner or mid-building;

   c. Vertical building modulation in the form of window bays, pilasters, or other treatments;

   d. Roof modulation through changes in height, pitch (i.e., flat to sloped), material, overhangs or roof cap detail (banding, cornice treatment etc.);

   e. Change in building material or siding style (perhaps coordinated with a change in building color);

   f. Provision of lighting fixtures, trellis, trees, or other landscape feature within each interval;

   g. Repeating distinctive window patterns at intervals less than the modulation interval;

   h. Other methods as approved by the director.

9. Garbage and Recycling Facilities, Service Areas and Mechanical Equipment. All building utilities and service facilities shall be designed as follows:

   a. Be enclosed and screened around their perimeter by a wall or fence at least six feet high;

   b. Have doors;

   c. Such enclosures should be made of masonry, ornamental metal or wood, or some combination of the three that is complementary to other building architecture on the site;

   d. Such enclosures shall be located in an area that is accessible to the hauling company;

   e. Enclosures shall be sited so that they do not interfere with the primary purpose of the site but are accessible to tenants and/or owners. A walkway and/or sidewalk to the enclosure shall be required;

   f. Enclosures shall be sized at a minimum to accommodate the number of garbage and recycling facilities as determined to be necessary by the hauling company to serve the site;

   g. If applicable, enclosures shall be sized to accommodate cardboard compaction/recycling facilities;

   h. All aspects of the siting, design, and number of facilities related to enclosures shall be approved by the refuse company in writing prior to site plan and/or subdivision approval;

   i. If the enclosure is abutting a public street, sidewalk, or interior pathway, a landscaped planting strip, minimum five feet wide, shall be located on three sides of such facility;

   j. Service areas, loading berths and storage areas should be located and designed to minimize impacts on the pedestrian environment and adjacent uses (see Figures 14.34.47 and 14.34.48);

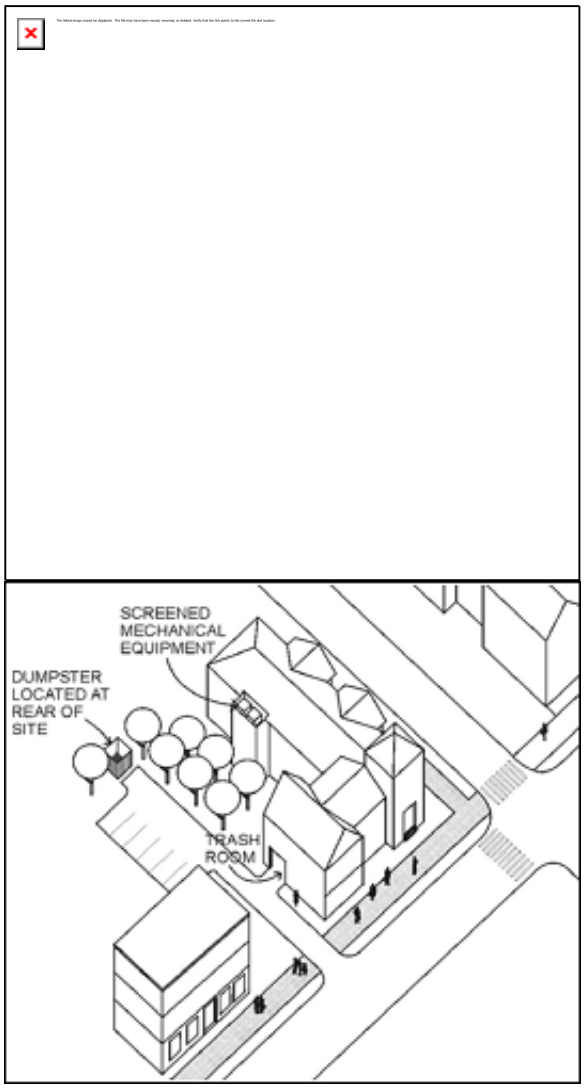

Figure 14.34.47: Service Enclosure

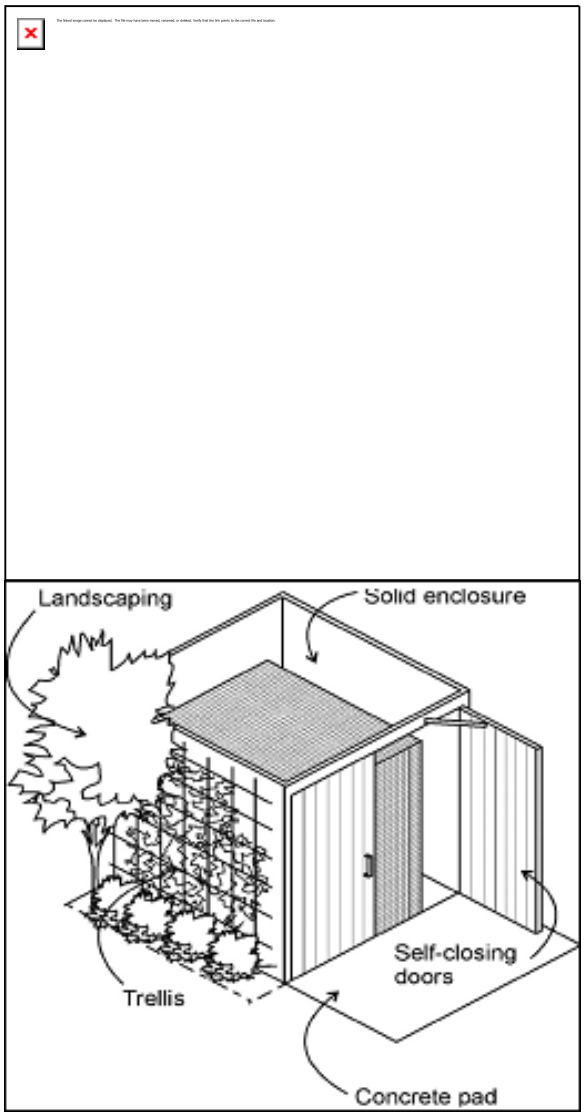

Figure 14.34.48: Service Elements

k. Services elements should generally be concentrated and located where they are accessible to service vehicles and convenient for tenant use (See Figure 14.34.48);

l. Roof-mounted mechanical equipment shall be located so as not to be visible from the street, public open space, parking areas, or from the ground level of adjacent properties;

m. Roof-mounted mechanical equipment that is visible from the street or from an adjacent property shall be screened. Screening features shall blend with the architectural character of the building and are typically a three-sided facility that integrates the mechanical equipment into the building design.

10. Signage. Signage in mixed use, nonresidential projects shall be designed as follows:

a. Signs shall be designed to complement the character, and be appropriate in scale for the project;

b. Signs shall be compatible in scale and proportion with building design and adjacent signs;

c. Sign colors shall be complementary to, and coordinated with, building colors.

11. Lighting. Lighting in mixed use, nonresidential projects shall be designed as follows:

    a. Lighting shall be designed to ensure safety and security, enhance and encourage evening activities, and provide distinctive character to a project;

    b. The color of light shall be considered in lighting design. Metal halide is recommended for general usage at building exteriors, parking areas, and pedestrian walkways, plazas and courtyards. Low pressure sodium, which casts a yellow light, is discouraged;

    c. Accent lighting on architectural and landscape features is encouraged.

(Ord. 1056 § 1 Exh. A (part), 2007)

Exhibit 10

City of Duvall

Small Town. Real Life.

April 16, 2012

Marsha Martin
CamWest Development LLC
9720 NE 120th Place, Suite 100
Kirkland, WA 98034

RE: City of Duvall/Wonderland Holdings/Toll Development Agreement

Dear Marsha,

Enclosed please find three signed original Development Agreements. I have notarized Mayor Ibershof's signature. Would you please return one signed original to me after it has been signed and notarized by your parties.

Thank you.

Sincerely,

Jodee Schwinn

Jodee Schwinn
City Clerk
City of Duvall

cc: file

Public Hearing (3-22-12)
DEVELOPMENT AGREEMENT BETWEEN
THE CITY OF DUVALL, WONDERLAND HOLDINGS, LLC AND TOLL WA LP

Pursuant to the authority granted by RCW 36.70B.170 through .210, the City of Duvall, an Optional Municipal Code City ("City"), Wonderland Holdings LLC, a Washington limited liability company ("Wonderland"), and Toll WA LP, a Washington limited partnership ("Toll") enter into the following agreement ("Development Agreement") dated **March 22, 2012** to govern the development and use of that real property described on **Exhibits A-2** and **B-2** hereto. The City, Wonderland and Toll are also referred to individually as a "Party" and collectively as the "Parties".

RECITALS

A. Wonderland owns certain real property located within the City of Duvall consisting of two parcels which are more fully described on **Exhibit A-1** attached hereto and incorporated herein. After recording of Ordinance 1119 (vacation of 3rd Ave. NE) and associated boundary line adjustment the Wonderland property will consist of two parcels totaling approximately 19.02 acres, which are more fully described on **Exhibit A-2** attached hereto and incorporated herein and depicted on **Exhibits C-1** and **C-2** attached hereto and incorporated herein. The Wonderland property as described on **Exhibit A-2** and depicted on **Exhibits C-1** and **C-2** is referred to herein as the "Wonderland Property" and is the property that is subject to this Development Agreement. The Wonderland Property is zoned Mixed-Use 12 ("MU-12").

B. Toll is the successor in interest to CamWest Duvall LLC ("CamWest"), a Washington limited liability company, as owner of certain real property located within the City of Duvall consisting of one parcel which is more fully described on **Exhibit B-1** attached hereto and incorporated herein. After recording of Ordinance 1119 (vacation of 3rd Ave. NE) and associated boundary line adjustment the Toll property will consist of one parcel totaling approximately 3.09 acres, which is more fully described and depicted on **Exhibit B-2** attached hereto and incorporated herein and depicted on **Exhibits C-1** and **C-2**. The Toll property as described on **Exhibit B-2** and depicted on **Exhibits C-1** and **C-2** is referred to herein as the "Toll Property" and is the property that is subject to this Development Agreement. The Toll Property is zoned R-12 and MU-12.

C. The Wonderland Property and the Toll Property collectively are referred to as Duvall Urban Village Division I or DUV I.

D. Wonderland and CamWest submitted a complete application to the City for preliminary plat approval for DUV I on December 22, 2008 (the "Preliminary Plat") which set out commercial and residential lots, open space/recreation tracts and a park to be developed as part of DUV I and which included a conceptual master plan dividing the development into seven phases. The Preliminary Plat was approved on June 16, 2010. In order to make it economically viable to develop DUV I, Wonderland and Toll wish to record the final plat ("Final Plat") in phases over the term of this Development Agreement as set out generally in the Preliminary Plat application and more fully in this Development Agreement.

E. DMC 14.18.060 requires that a development agreement be approved by the City if a developer proposes development of the commercial portions of property zoned MU-12 in phases. RCW 36.70B.170-.210 authorizes cities to enter into development agreements.

F. CamWest entered into a Development Agreement with the City dated December 14, 2007 to develop certain real property then owned or controlled by CamWest located to the east of the

proposed DUV I. The property is now owned or controlled by Toll WA LP and is referred to herein as the Toll Development. The Development Agreement for that property is referred to herein as the Toll Development Agreement. The Toll Development property and other properties were annexed to the City on August 9, 2007. Prior to the annexation CamWest and the City entered into a Pre-Annexation Agreement. The Pre-Annexation Agreement and the Toll Development Agreement created certain obligations to construct infrastructure improvements, including the construction of 3rd Avenue improvements in either its former or current right-of-way alignment, and the construction of 2.9 acres of park. Toll as successor in interest to CamWest must file and obtain approval of an amendment to the Toll Development Agreement because property subject to the Toll Development Agreement is located within DUV I, and DUV I provides for development of a one (1) acre park intended to satisfy a portion of the park obligations of the Toll Development Agreement. Toll, as successor in interest to CamWest, is currently in the process of preparing a preliminary plat application for the Toll Development for submittal to the City.

G. The Preliminary Plat for DUV I depicts the 3rd Avenue right-of-way in an alignment to the west of its original location. The City approved the vacation of that portion of the 3rd Avenue right-of-way adjacent to the Preliminary Plat in Ordinance 1119 and in consideration for such vacation Wonderland, Toll and CamWest will dedicate right-of-way to the City for 3rd Avenue in the alignment generally set out in the Preliminary Plat.

H. Wonderland and Toll wish to vest development of the Wonderland Property and the Toll Property as allowed by RCW 36.70B.180 to the comprehensive plan polices, zoning and other applicable standards and regulations for the term of this Development Agreement as provided herein.

NOW, THEREFORE, in consideration of the mutual promises, benefits and obligations set forth herein, the City, Wonderland and Toll enter into the following Development Agreement:

1. TERM AND VESTING

1.1 Term. The term of this Development Agreement shall be twelve (12) years commencing from the date of execution by all Parties. Extensions may be granted by the City Council if agreed upon by both Parties.

1.2 Vesting to Regulations and Standards. Except as otherwise provided herein, this Development Agreement, and all substantive zoning, building and development regulations and standards set out in the 2006 Comprehensive Plan and amendments thereto, the Duvall Municipal Code ("DMC"), including but not limited to the Uniform Development Regulations adopted in DMC Title 14, the Development Design Standards (July 2007 Update), the 2005 King County Surface Water Design Manual, the November 2008 Park, Trails and Open Space Plan, and the transportation concurrency regulations, SEPA regulations and substantive SEPA policies, and other applicable standards and regulations, laws, ordinances and policies governing land development (cumulatively referred to as "Plans, Regulations and Standards") in effect as of the date of the submittal of the complete Preliminary Plat application (December 22, 2008 or "Vesting Date") shall govern the development of the Wonderland Property and the Toll Property so long as any application required for development (including site plan review approval or if that process is no longer used, the equivalent review process at the time of development and building permit applications) is filed during the term of this Development Agreement. Except as otherwise provided herein, or by county, state or federally mandated laws preempting the City's authority to vest regulations under this Agreement, and excluding impact fees, general facilities charges, revisions to permit processing fees and plan review fees, and procedural regulations and changes thereto, any amendments or additions made during the term of this Development Agreement to the Plans, Regulations and Standards shall not apply to or affect the conditions of development of the Wonderland Property and the Toll Property; provided that pursuant to RCW 36.70B.170(4) the City reserves authority to impose new or different officially adopted regulations of general applicability, but only if, and to the

extent required by a serious threat to public health and safety, as reasonably determined by the Duvall City Council after notice and an opportunity to be heard has been provided to Wonderland and Toll; and, provided further, that the Parties may mutually agree to the application of subsequently adopted Plans, Regulations and Standards.

2. PHASED RECORDING OF FINAL PLAT

2.1 Recording of Final Plat in Phases. The approved Preliminary Plat includes (74) seventy-four single family lots, (5) five lots to be developed with (101) one-hundred-one condominiums or other multifamily units, (1) one lot to be developed with (6) six live-work units, (4) four commercial lots, two Native Growth Protection Area tracts, and a park lot which will be improved and dedicated to the City. Wonderland and Toll contemplate the development of DUV I in phases. In order to create an economically viable project, the Parties agree that the Final Plat may be recorded in phases over the term of this Development Agreement as generally set out in **Exhibit D-1** (the "Phasing Plan") and depicted on **Exhibit D-2** ("Phasing Map") attached hereto and incorporated herein. The Parties acknowledge that the order of development of the phases will be based on market conditions and other factors, many of which may be beyond the control of the Parties. During the term of this Development Agreement a Final Plat may be approved for any phase or combination of phases in any order, provided that the conditions for Final Plat approval applicable to that phase as set out in the Preliminary Plat approval and the provisions of this Development Agreement have been met.

2.2 Completion of Improvements in Accordance with Phasing Plan. In order to obtain Final Plat approval for a phase or phases, the road and utility infrastructure associated with that phase, as set out in the Phasing Plan and the Phasing Map, must be completed and applicable fees due at Final Plat paid to the City for that phase(s).

2.3 Preliminary Plat Approval Valid for Term of Development Agreement. The Preliminary Plat approval issued on June 16, 2010 shall be valid for a period that is co-terminus with the twelve year term of this Development Agreement. Extensions may be granted by the City Council if agreed upon by both Parties.

2.4 Minor Modifications to Phasing Plan and Phasing Map. In order to provide for flexibility, minor modifications may be made to the Phasing Plan and Phasing Map prior to Final Plat approval for any phase(s) that has not yet received Final Plat approval, including modifications to phasing boundaries. Such changes under this paragraph 2.4 shall relate only to the Phasing Plan and Phasing Map and not the Preliminary Plat approval. If a change in phase boundaries is proposed, the associated infrastructure (streets, sidewalks, utilities etc.) to be constructed for the revised phase for Final Plat approval shall be adequate to support the revised phase. Minor modifications, including a proposed modification of phasing boundary lines, shall be approved administratively.

3. RESIDENTIAL DEVELOPMENT IN MU-12 AND R-12

3.1 Maximum and Minimum Density. The maximum allowed residential density for DUV I is two-hundred-six (206) residential units, provided that residential units constructed above ground floor commercial that otherwise meet applicable Duvall Municipal Code requirements are not counted towards maximum density. The minimum allowed residential density for DUV I is one–hundred forty-three (143) units. Sixty per cent (60%) of the residential units in the MU-12 zone must be attached. The Preliminary Plat approves one-hundred-eighty-one (181) residential units seventy-four (74) single family lots which will be developed with a mix of attached and detached dwelling units, five (5) lots to be developed with one-hundred-one (101) attached condominiums or other multi-family units and one (1) lot to be developed with six (6) live-work dwelling units. The precise number and types of attached and detached residential dwelling units will be determined during the development review process, subject to the conditions of Preliminary Plat approval, the required percentage of attached units and

compliance with minimum and maximum density requirements.

3.2 Condominium/Multi-family Lots. Condominiums or other multi-family development proposed for Lots 3, 80 and 82-84 (as numbered on the approved Preliminary Plat) will require review through the site plan review process set out in DMC 14.62. In the event that Wonderland wishes to create additional single family lots on those lots for which condominium or other multi-family development is now contemplated, they shall be required to submit and obtain approval of a subdivision application. Such development must maintain the overall project's MU-12 sixty per cent attached unit requirement and minimum density requirements. Any such applications filed during the term of this Development Agreement shall vest to and be considered under the laws and regulations in effect as of the Vesting Date, except as otherwise provided in paragraph 1.1 herein. When reviewing any such application, the City will not impose conditions different from those set out in the conditions of the Preliminary Plat approval, except and only to the extent necessary to address an impact(s) not addressed as part of the Preliminary Plat approval process.

4. COMMERCIAL DEVELOPMENT IN MU-12

4.1 Commercial and Mixed Use Development. The approved Preliminary Plat provides for the creation of four commercial lots (Lots 1, 2 4 and 5) for the development of office, commercial, retail and/or mixed uses. In addition, one lot (Lot 81) is proposed for development with six live-work units. Wonderland will develop the commercial and live-work lots through the site plan review process. Wonderland will submit an application for at least one (1) mixed use building (defined as a building with two or more uses, including live-work units if the live-work units are subject to a recorded covenant on the face of the plat limiting the ground floor to office or other commercial uses) or other commercial building within five years after the Final Plat recording of the first phase of residential development, unless market conditions warrant an extension to ensure successful commercial development in which case the City Council is authorized to modify the timing for development of the mixed use and/or commercial building. Upon approval of all permits for the mixed use or commercial building, construction shall commence within the time period set out in the City's code after applicable permits for such a building are issued. Wonderland shall construct a minimum of fifty thousand square feet (50,000 SF) of office or other commercial uses on the four commercial lots and Lot 81. Each Lot shall have a minimum square footage of office or other commercial uses as follows: Lot 1 - 7,000 SF; Lot 2 - 16,338 SF; Lot 4 - 7,699 SF; Lot 5 - 16,750 SF; and Lot 81 - 2,213 SF. Provided that the minimum commercial square footage required in aggregate has been met (i.e., 50,000 square feet) on developed lots, then the minimum square footages on any remaining undeveloped lots (as set out above) shall not apply provided that the minimum square footage required by Code on each undeveloped lot is met. Furthermore, if Wonderland wishes to reallocate the minimum square footage on any lots as set forth above, Wonderland may submit a request for such modification to the City Council for approval, provided that the minimum commercial square footage required per lot by the Code is met.

5. SEPA PROCESS

5.1 SEPA Threshold Determination and Studies. A SEPA threshold determination was made as part of the Preliminary Plat review process based upon the reports and studies submitted as part of the application. Those reports and studies address sensitive areas, transportation (including analysis of full build-out of the Wonderland and Toll Properties), and a water system analysis for the development area. At the time of submission of site plan permit application for a multi-family, mixed multi-family-single family or commercial development phase of DUV I an environmental checklist will be submitted. The threshold determination shall adopt or incorporate the applicable portions of the MDNS issued for the Preliminary Plat. New MDNS conditions shall be included only to mitigate new environmental impacts not previously analyzed and mitigated by the Preliminary Plat MDNS and conditions of approval. Updates to reports submitted as part of the Preliminary Plat and new reports will be required only to the extent required to address potential environmental impacts not addressed

in the Preliminary Plat process or prior site plan and plat environmental review for the commercial and multi-family lots.

6. AFFORDABLE HOUSING

6.1 Affordable Housing Requirements. Wonderland agrees to provide a minimum of five percent (5%) of housing units at one hundred percent (100%) of the King County Median Income in the Duvall Urban Village Division I development. "King County Median Income" means the income level for King County as defined in the annual Housing Assistance Plan issued by the King County Department of Community and Human Services. Specific median income levels vary according to household size. In the event that King County stops issuing the Housing Assistance Plan, the City and Wonderland will mutually select an alternative standard for determining "median income". Such housing units may be multi-family units or single family units, and for-sale or for-rent, at Wonderland's discretion. These housing units shall be scattered throughout the development, provided that up to three (3) units may be located in any one phase in order to allow for the flexibility to design and construct the units in a manner which maximizes their affordability. Prior to the sale or rental of any affordable units Wonderland will work with the City to develop a mutually acceptable system for assuring that such units are sold or rented as affordable units for at least twenty years after occupancy.

7. TRANSPORTATION IMPROVEMENTS, IMPACT FEES AND IMPACT FEE CREDITS

7.1 Timing of Road Improvements. The nature, scope and timing of construction of transportation improvements shall be in accordance with the conditions of Preliminary Plat approval, the Phasing Plan set out in **Exhibit D-1** and as set out herein. The improvements to Big Rock Road, 3rd Avenue, Old Big Rock Road adjacent to commercial lot 1 (as depicted on the Preliminary Plat drawings) and the roads internal to the Preliminary Plat shall be constructed prior to final plat approval for the phase in which such improvements are required by the Phasing Plan, or a security shall be provided to the City in accordance with the DMC 14.66.080. Wonderland shall satisfy all conditions relating to all other Old Big Rock Road improvements by making a payment to the City as provided herein and it shall become the responsibility of the City to construct such improvements. Except as set forth below with respect to Phases B and F, Wonderland shall pay the City the sum of one hundred seventy five thousand dollars ($175,000.00) ("OBRR Payment") within ten (10) business days after the issuance of the certificate of occupancy for the one-hundred-twenty-fifth (125th) residential dwelling unit. Each single family detached home, attached home and each unit within a multi-family building shall be counted as one residential unit. If Wonderland fails to make the required payment when due, the City shall not issue any additional certificates of occupancy for residential units until such payment has been made. If Phases B and/or F are proposed for final plat prior to the issuance of a certificate of occupancy for the 125th residential unit, Wonderland shall make an OBRR Payment to the City in the amount of $75,000. Such payment shall be a condition of the City's issuance of final plat approval for Phases B and F if they are jointly submitted for final plat approval at the same time and if submitted separately shall be a condition of final plat approval for the first of those two phases. Such payment shall satisfy all requirements of DMC 14.66.080 for the final plat for both Phase B and Phase F. The remaining OBBR Payment of $100,000.00 shall be made to the City within ten (10) business days after the issuance of the certificate of occupancy for the 125th residential dwelling unit. If Wonderland fails to make the required payment to the City, the City shall not issue any additional certificates of occupancy for residential units until such payment has been made. The OBRR Payment shall be adjusted at the time the OBRR Payment is due based upon the percentage increase in the Consumer Price Index for All Urban Consumers Seattle-Tacoma-Bremerton – All Items ("CPI") for the period nearest to the date of this Agreement ("Base Period") and the CPI for the period nearest to the date the OBRR Payment is due ("Payment Period"). For example, if the CPI for the Base Period is 225 and the CPI for the Payment Period is 240, the percentage increase to be applied to the OBRR Payment then due is 6.7% (rounded to the nearest tenth of a per cent) calculated as follows:

CPI Base Period	= 225
CPI Payment Period	= 240
Index Point Change	= 15
% Change	= 6.66% [(15 ÷ 225) x (100) = 6.66] rounded to 6.7%

7.2 3rd Avenue Relocation. The Preliminary Plat provides for realigning 3rd Avenue to the west of its original location. The City approved vacation of that portion of the 3rd Avenue right-of-way abutting DUV I in Ordinance 1119 and in consideration for such vacation Wonderland and Toll will dedicate right-of-way for 3rd Avenue in the new alignment as generally set out in the Preliminary Plat.

7.3 Party Responsible for Constructing Road Improvements. Wonderland and Toll shall jointly be responsible for the construction of the realigned 3rd Avenue road improvements. All other road improvements in any given phase shall be the responsibility of the Party or Parties seeking Final Plat Approval for that phase in accordance with the requirements of the Phasing Plan set out in **Exhibit D-1**.

7.4 Payment of Transportation Impact Fees. Transportation impact fees shall be paid at the time of building permit issuance for each single family housing unit, each multi-family building and each commercial building. The amount of the fee per single family unit, per multi-family building and per commercial building shall be the applicable amount set out in the impact fee schedule in effect at the time of building permit issuance for the unit or building, subject to the impact fee credit provisions of paragraph 7.5.

7.5 Transportation Impact Fee Credits. Pursuant to State law and the City's Code, a credit shall be applied against transportation impact fees for the value of land dedicated and costs incurred to improve or construct a road identified in the City's capital facilities plan if the improvement is required as a condition of a development approval. The approval for DUV I is conditioned upon the construction of three road improvements identified on the City's capital facilities plan - 3rd Avenue, 2nd Avenue and Big Rock Road. The Pre-Annexation Agreement and the Toll Development Agreement also require the construction of 3rd Avenue as a condition of building the Toll Development. Transportation impact fees are paid at the time of issuance of a building permit and transportation impact fee credits may only be applied as an offset to transportation impact fees at the time of payment of the fees. Transportation impact fee credits for 3rd Avenue, 2nd Avenue and Big Rock Road shall be calculated and applied as set forth in subparagraphs 7.5.1 through 7.5.10. The Toll Development shall be eligible for impact fee credits as set out below after approval of a preliminary plat, binding site plan or boundary line adjustment for the Toll Development as these two projects share the improvement obligation and current ownership of the adjacent properties.

7.5.1 Costs Eligible for Impact Fee Credits. At the time of payment of transportation impact fees a credit shall be applied as an offset for the eligible costs ("Eligible Costs") incurred and paid for the design and construction of 3rd Avenue, 2nd Avenue and Big Rock Road transportation improvements ("Improvement" or collectively "Improvements") as set out in subparagraphs 7.5.2 through 7.5.10 below. Eligible Costs shall include design and engineering costs for the road (curb, gutter, sidewalk, landscape strip, road/sidewalk storm drainage and lighting); and construction costs (the costs of grading, soil import/export, roadbed preparation/paving, road/sidewalk storm drainage and the portion of the detention facilities serving the Improvements, landscaping; irrigation and street lighting). Eligible Costs shall also include the value of property dedication required for construction of the Improvements for 2nd Avenue, and for the value of property dedication required for construction of the Big Rock Road Improvements. Eligible Costs shall not include the value of that portion of 3rd Avenue dedicated to the City by Wonderland and Toll as consideration for the vacation of the existing 3rd Avenue right-of-way, but shall include the value of any additional right-of-way acquisition if needed to construct the 3rd Avenue Improvements. The amount of Eligible Costs shall be based on invoices or other cost documents and the value of dedicated land shall be based upon a

valuation of $15 per square foot as set out in **Exhibit E** attached hereto and incorporated herein. Separate records shall be kept for each Improvement and such records shall be provided to the City on a quarterly basis. No credit shall be given for right-of-way dedication and unit costs in excess of those amounts set out in **Exhibit E** attached hereto and incorporated herein, except to account for annual inflation for the period between 2009 and the date such Eligible Costs were incurred.

7.5.2 2nd Avenue. In accordance with the Preliminary Plat approval, if 2nd Avenue is removed from the City's TIP and the road stub connection to the north is not required, then there shall be no impact fee credit for 2nd Avenue and Wonderland shall be allowed an additional lot.

7.5.3 Percentage of Eligible Costs allowed for Credit. Impact fee credits for Eligible Costs shall be applied in accordance with the City's 2009 transportation impact fee methodology as set out in **Exhibit E** in the percentages set out below.

(i) A credit of seventy-six percent (76%) shall be given for Eligible Costs incurred for 3rd Avenue within the right-of-way dedicated to the City as part of the vacation of the existing 3rd Avenue right-of-way. There is an excess of 8,802 square feet of right-of-way being vacated to the applicant and the value of the excess 8,802 square feet will be subtracted from the total credit available for the 3rd Avenue NE improvements.

(ii) A credit of twenty-one percent (21%) shall be given for Eligible Costs incurred for that portion of Big Rock Road directly abutting the Duvall Urban Village Division I property.

(iii) A credit of the eighty-three percent (83%) shall be given for Eligible Costs incurred for that portion of 2nd Avenue within the Duvall Urban Village Division I property.

(iv) A credit of one-hundred (100%) shall be given for Eligible Costs incurred to design and construct any part of the 2nd Avenue and Big Rock Road Improvements that do not directly abut the Duvall Urban Village Division I property ("Off-Site Improvements"), including the costs to acquire additional right-of-way if needed to construct those Improvements. A credit of one-hundred (100%) shall also be given for Eligible Costs incurred for any part of 3rd Avenue located outside of the proposed project boundaries, including the cost to acquire additional right-of-way if needed to construct the Improvements.

7.5.4 Commencement of Transportation Impact Fee Credits. Transportation impact fee credits for Eligible Costs incurred and paid for are "earned" commencing from the date construction drawings have been approved by the City for an Improvement to be constructed as part of a phase (as set out in the Phasing Plan) and may be applied to offset transportation impact fee payments made after that date as set out in paragraphs 7.5.5 through 7.5.7. In no event shall transportation impact fee credits exceed the amount of transportation impact fees owing as provided herein. Transportation impact fee credits shall be available as provided herein until the Improvements have been fully constructed and all impact fee credits for Eligible Costs have been fully expended.

7.5.5 Allocation of Available Credits for 2nd Avenue and Big Rock Road Improvements. Only Wonderland and its successors in interest in Phases A, B, C, D, F and G are entitled to transportation impact fee credits for Eligible Costs for the 2nd Avenue and Big Rock Road Improvements to offset impact fees owing for those Phases. No credits may be transferred to property outside of DUV I. The impact fee credits shall be applied as an offset to transportation impact fees paid at the time of issuance of a building permit (in the order received) for those Phases until such time as all available credits for Eligible Costs for those Improvements have been utilized.

7.5.6 Allocation of Available Credits for 3rd Avenue Improvements. Both Wonderland and Toll are entitled to fifty percent (50%) each of the transportation impact fee credits for

Eligible Costs for the 3rd Avenue Improvements. Transportation impact fee credits for 3rd Avenue may only be used to offset transportation impact fees paid for DUV I and the Toll Development and shall be applied as follows:

(i) Fifty percent (50%) of transportation impact fee credits for the Eligible Costs for the 3rd Avenue Improvements shall be allocated to Wonderland and its successors in interest, if any, for Lots 1-5 and 24-84 (as numbered on the approved Preliminary Plat). The impact fee credits shall be applied as an offset to transportation impact fees paid at the time of issuance of a building permit (in the order received) for those Lots until such time as all available credits for Eligible Costs for those Improvements have been utilized.

(ii) Fifty percent (50%) of transportation impact fee credits for the Eligible Costs for the 3rd Avenue Improvements shall be allocated to Toll for Lots 6-23 (as numbered on the approved Preliminary Plat) and to the future Toll Development which is also subject to an obligation to construct the 3rd Avenue Improvements, as set out in the Toll Development Agreement and Pre-Annexation Agreement. The impact fee credits available to Toll shall be applied as an offset to transportation impact fees paid at the time of issuance of a building permit (in the order received) for Lots 6-23 of DUV I and the Toll Development, as described in the Toll Development Agreement (excluding the lot to be conveyed to the City unless such lot is acquired by or re-conveyed to Toll or a successor in interest in the Toll Development property) and any amendment thereto, until such time as all available credits for Eligible Costs for the 3rd Avenue Improvements have been utilized.

7.5.7 Reallocation of Impact Fee Credits. Wonderland and/or Toll, and their successors and assigns may jointly request that the City Council approve a reallocation of the percentage of their respective impact fee credits by jointly submitting the reallocation formula to the City in writing, provided that the credits attributable to the 2nd Avenue and Big Rock Improvements may only be used to offset DUV I transportation impact fees, and the credits allocated for the 3rd Avenue Improvements may only be used by Wonderland to offset transportation impact fees paid for DUV I and by Toll to offset impact fees paid for DUV I and for the Toll Property. If approved by the City Council the reallocation shall be implemented by the City no later than 30 days after such approval. Any such reallocation shall not be considered an amendment to this Development Agreement, but shall be recorded with King County and a copy kept at Duvall City Hall and made available to anyone requesting review or a copy.

7.5.8 Recordkeeping by Wonderland and Toll. Accurate records of all Eligible Costs and payments therefore shall be maintained by Wonderland and Toll for each Improvement. Separate records shall be kept for each Improvement. Eligible Costs associated with any offsite portion of an Improvement shall be segregated from costs associated with that part of an Improvement directly abutting the DUV I property. Such records shall be provided to the City on a quarterly basis.

7.5.9 Recordkeeping by the City. The City shall maintain accurate records to reflect Eligible Costs for each road Improvement ("Transportation Impact Fee Credit Accounts"). Eligible Costs associated with any offsite part of an Improvement shall be segregated from Eligible Costs associated with that part of the Improvement directly abutting the DUV I property. The City shall maintain separate records and separate Transportation Impact Fee Credit Accounts for 2nd Avenue and Big Rock Road from which Wonderland and its successors and assigns may draw. There shall be two Transportation Impact Fee Credit Accounts for 3rd Ave. The Wonderland 3rd Ave Transportation Impact Fee Credit Account and the Toll 3rd Ave Transportation Impact Fee Credit Account.

7.5.10 Misapplication of Impact Fee Credits by the City. The City shall use its best efforts to allocate impact fee credits to the proper Party as provided above, but shall have no liability to Wonderland or Toll for credits issued in error unless the City intentionally issues the credit to the wrong Party or was grossly negligent.

8. PARK AND PARK FEES

8.1 Construction of Park. A one acre park to be dedicated to the City upon completion of construction was included in the DUV I Preliminary Plat (Tract 989) as part of Phase E (as depicted on **Exhibit D-2**). The park will be developed by Toll. The park was not counted towards the open space and park requirements of DUV I. A conceptual park design and park amenities have been reviewed by the City and found to be consistent with the City's Parks, Trails and Open Space Plan, including Appendix E ("Park Plan"). A recordable form of the conceptual park design is set out in **Exhibit F-1** and a list of park amenities is set out in **Exhibit F-2** which are attached hereto and incorporated herein. A color copy of the conceptual park design with additional detail is on file with the City. The Parties agree that the final design and improvements to the Tract 989 Park shall be substantially similar to the conceptual park design and amenities set out in **Exhibit F-1** and **Exhibit F-2** and the more detailed copy on file with the City. Because the final design is subject to an additional City review and approval process the Parties agree that although the park shall be substantially similar to the conceptual park design and amenities set out in **Exhibit F-1** and **Exhibit F-2** there must be flexibility on the part of both Parties as to the final design. For example, in order to achieve the design set out in **Exhibit F-1**, the City must grant modifications to the design standards that limit the height and spacing of retaining walls. Other modifications may be required such as allowing grades of 2:1 or 2.5:1 in appropriate areas or allowing angle or head in parking along the park frontage instead of parallel parking. Therefore, the City agrees that it will grant modifications to wall height and grades and such other modifications as are necessary for Toll to achieve the design set out in **Exhibit F-1**. Additionally the City will evaluate the fiscal impacts to the City of owning and maintaining the park amenities. In particular the City will evaluate the fiscal impacts of running and maintaining the water play feature, and, in its discretion, may decide that this amenity should be replaced by an alternative amenity. In the event the City determines that the water play area should be eliminated, an amenity may be substituted provided that the substituted amenity is determined to be feasible for both Parties and the cost does not exceed the cost of the water play area being replaced.

8.1.1 Land Credit if Final Design of Tract 989 Park is Substantially Similar to Conceptual Design. If the final design is substantially similar to **Exhibits F-1** and **F-2** and any revisions thereto as provided in paragraph 8.1 and agreed to by Toll and the City, then Toll shall have fully satisfied its obligations under this paragraph and a one hundred per cent (100%) land credit shall be given towards the 3 one-acre park requirement of the Toll Development Agreement, leaving an obligation to construct 2 one-acre parks in the Toll Development.

8.1.2 Process if Final Design Not Substantially Similar to Conceptual Design. In the event that the Parties do not reach agreement on a final design of the park that is substantially similar to the conceptual design on file with the City and **Exhibits F-1 and F-2** and revisions thereto as provided in paragraph 8.1, or if an alternative design is presented and the City determines that it fails to comply with the provisions set out herein and it does not provide sufficient amenities to grant a land credit of one hundred per cent (100%) to the Toll Development, the City will so advise Toll and provide Toll with an additional opportunity to revise the design. In the event that the City and Toll still do not agree the City shall determine the land credit to be granted based upon the usability of the park and compliance with the City's Park Plan, including Appendix E thereto and the deficit in amenities as compared to the conceptual design on file with the City and as set out in **Exhibits F-1 and F-2**. Toll will add up to a maximum of one-half (1/2) of an acre of park contiguous to one of the parks Toll will construct in the Toll Development based upon the City's determination of the deficit in useable amenities. For example, if the City determines that 75% of the Tract 989 park is useable and compliant with the Park Plan and 25% is not compliant, Toll will add one-quarter (1/4) acre to one of the two parks in the Toll Development. If the City determines it is 50% compliant and useable, then Toll will add one-half (1/2) acre to one of the parks in the Toll Development.

8.1.3 Effect of Approval of Park Design. Upon approval of the final design of the park whether under paragraph 8.1.1 or 8.1.2, the inclusion of the Tract 989 park in DUV I will satisfy one (1) acre of the obligation set out in the Toll Development Agreement to construct and dedicate one 2.9 acre park or three one acre parks to the City. If the final park design is substantially similar to **Exhibit F-1** in accordance with paragraph 8.1.1 Toll shall receive a one-hundred per cent land credit, leaving an obligation to construct the remaining park area (two 1-acre parks or one 1.9 acre park) in the Toll Development. If the final design is not substantially similar to **Exhibit F-1** Toll shall be obligated to construct the remaining park area (two 1-acre parks or one 1.9 acre park) on the Toll Development plus any additional acreage that may be required pursuant to paragraph 8.1.2.

8.1.4 Toll Option to Not Develop Tract 989 Park. If Toll develops the Tract 989 Park, Toll shall be solely responsible for the construction of park improvements. If Toll chooses to exercise its option under the preliminary plat approval not to develop Tract 989 as a park, Toll and any successor in interest in Tract 989 shall be entitled to develop Tract 989 with residential and/or other uses allowed in the MU-12 and R-12 zones, subject to the applicable approval process in the City's Code, as provided in the Preliminary Plat approval.

8.2 Park Impact Fees. Park impact fees shall be paid at the time of building permit issuance for each single family housing unit and each multi-family building in accordance with the impact fee schedule in effect at the time of building permit issuance, subject to the impact fee credit provisions of paragraphs 8.3 and 8.4.

8.3 Park Impact Fee Credits. Impact fee credits shall be applied as set out herein to DUV I and the Toll Development. The Toll Development shall be eligible for impact fee credits as set out herein after approval of a preliminary plat, binding site plan or boundary line adjustment for the Toll Development. Toll shall receive a one hundred percent (100%) credit against park impact fees for costs incurred for eligible park improvements ("Eligible Park Improvements") for the Tract 989 park, any additional park constructed in the Toll Development pursuant to paragraph 8.1 hereof, and as provided in the Toll Development Agreement for the parks constructed by Toll in the Toll Development. Except as set forth in paragraph 8.4, Wonderland shall not be entitled to park impact fee credits. Eligible Park Improvements include design costs, grading, top soil, plantings, irrigation facilities, play equipment, courts, picnic areas, trails, structures, walls, fixtures, hardscape improvements, lighting, water play equipment, enhanced parking (e.g. angle or head in), public art, other park amenities, utility stubs and facilities needed to serve the park. No park impact fee credits shall be granted for land costs for the Tract 989 park or road improvements internal to the Duvall Urban Village Division I property used to access Tract 989. Toll or any successor in interest shall maintain accurate records of all costs and payments for Eligible Park Improvements. Park impact fee credits for Eligible Park Improvements incurred and paid for may be used to offset park impact fees commencing from the date that the City has approved the design of the Tract 989 park. Park impact fee credits may be used by Toll to offset impact fees owing for Lots 6-23 of DUV I (as numbered on the approved Preliminary Plat), any other property Toll may acquire within DUV 1, and for the Toll Development as these two projects share the improvement obligation and current ownership of the adjacent properties. No credits may be transferred to property outside of DUV I or the Toll Development. The park impact fee credits shall be applied as an offset to park impact fees paid at the time of issuance of a building permit (in the order received) for Lots 6-23 of DUV I, any other property Toll might acquire in DUV 1, and for single and multi-family residential development in the Toll Development. Park impact fee credits shall be available as provided herein until the Tract 989 park improvements have been fully constructed and all impact fee credits for Eligible Park Improvements have been fully expended. In no event shall park impact fee credits exceed the amount of park impact fees owing as provided herein.

8.4 Wonderland Construction of the Park. Wonderland and Toll may jointly request the City Council to reallocate the impact fee credits attributable to the Tract 989 park in the event that Wonderland constructs some or all of the park. Such reallocation if approved shall be implemented by

the City no later than 30 days after receipt of such notice. Any such reallocation shall not be considered an amendment to this Development Agreement, but shall be recorded with King County and a copy kept at Duvall City Hall and made available to anyone requesting review or a copy. In the event Wonderland constructs some or all of the Eligible Park Improvements, Wonderland shall maintain accurate records of all costs and payments eligible for credit.

8.5 Misapplication of Impact Fee Credits by the City. In the event that Wonderland and Toll advise the City that Wonderland is entitled to some or all of the available park impact fee credits in accordance with paragraph 8.4, the City shall use its best efforts to allocate impact fee credits to the proper Party as provided above. However, the City shall have no liability to Wonderland or Toll for credits issued in error unless the City intentionally issues the credit to the wrong Party or was grossly negligent.

9. OTHER FEES AND CHARGES

9.1 Sewer General Facilities Charges. Sewer general facilities charges shall be paid at the time of Final Plat approval for each development phase consisting of single family lots. The amount paid shall be calculated by multiplying the applicable charge per ERU times the number of single family lots created by that phase. Sewer general facilities charges shall be paid at the time of building permit issuance for each condominium and multi-family building in a development phase that includes condominiums, and for each commercial building in a development phase that includes a commercial building. The amount paid shall be calculated by applying the applicable charge times the ERU for each multi-family building and each commercial building. In the event that a development phase contains a mixture of single family lots, condominium and/or commercial lots the sewer general facilities charge shall be paid at the time of Final Plat approval for the single family lots and at the time of building permit issuance for each condominium and commercial building to be constructed.

9.2 Sewer Equalization Fees. Sewer equalization fees shall be paid at the time of Final Plat approval for each development phase consisting of single family lots, and at site plan approval for each phase consisting of (i) condominiums/other multi-family buildings, (ii) commercial development and (iii) in a development phase that contains a mixture of condominium/multi-family and commercial development. The amount paid shall be calculated by multiplying the fee per gross acre times the number of acres developed in that phase.

9.3 Storm Drainage Area Charges. Storm drainage area charges shall be paid at the time of Final Plat approval for each development phase consisting of single family lots, and at site plan approval for each phase consisting of (i) condominiums/other multi-family buildings, (ii) commercial development and (iii) in a development phase that contains a mixture of condominium/multi-family and commercial development. The amount paid shall be calculated by multiplying the charge per gross acre times the number of acres developed in that phase.

9.4 School Impact Fees. Fifty per cent of school impact fees owing at the time of any Final Plat approval, if any, shall be paid at the time of Final Plat approval for a development phase consisting only of single family lots and the remaining fifty per cent shall be paid at the time of building permit issuance for each single family unit if such impact fees are then owing. All such impact fees shall be computed based upon the impact fee schedule in effect at the time of Final Plat approval. One hundred per cent of school impact fees shall be paid for a condominium building at the time of building permit issuance for each condominium building in a development phase that includes only condominiums based upon the impact fee schedule in effect at the time of Final Plat approval for the condominium lot. In the event that a development phase contains both single family lots and condominium lots, fifty per cent of the school impact fee shall be paid at the time of Final Plat approval for each single family lot created and the remaining fifty per cent fee shall be paid at the time of building permit issuance for each single family unit. One-hundred percent of the impact fees for a

condominium building shall be paid at the time of building permit issuance for each condominium building to be constructed on the condominium lot(s). All such impact fees shall be based upon the impact fee schedule in effect at the time of Final Plat Approval for that development phase

.

9.5 Water Capital Improvement Charges. Water capital improvement charges shall be paid at the time of issuance of building permits for each single family unit and for each condominium and commercial building.

10. MISCELLANEOUS

10.1 Amendment to Toll Development Agreement. An amendment to the Toll Development Agreement must be submitted and approved no later than (i) the approval of construction drawings for the first phase of DUV I, or (ii) prior to any preliminary plat approval of the Toll Development, whichever occurs first. References to the Toll Development Agreement in this Development Agreement shall be construed to include amendments to the Toll Development Agreement approved by the City Council after the date of approval of this DUV I Development Agreement.

10.2 Construction. The Parties shall cooperate in good faith and in a spirit of cooperation and fair dealing in the interpretation and application of the terms of this Agreement.

10.3 Parties/Authority and Recording. The signatories to this Agreement represent that they have the full authority of their respective entities to commit to all of the terms of this Agreement, to perform the obligations hereunder and to execute the same. A complete copy of this Agreement shall be recorded with King County and a copy kept at Duvall City Hall and made available to anyone requesting review or a copy.

10.4 Voluntary Agreement. The Parties intend and acknowledge that this Agreement is a voluntary contract binding upon the Parties hereto, as well as their successors and assigns.

10.5 Amendment of Agreement. Except as set forth herein, this Agreement shall only be amended in a writing signed by all Parties and only after approval by the Duvall City Council.

10.6 Applicable Law. This Agreement is entered into under the laws of the State of Washington, and the Parties intend that Washington state law shall apply to interpretation of this Agreement.

10.7 Dispute Resolution. In the event of any dispute between the Parties arising from this Agreement, the Parties will first attempt to resolve the dispute informally. In the event of a dispute that cannot be resolved, the Parties shall then attempt to resolve the dispute through mediation. Any Party may invoke mediation by providing the other Parties with written notice setting forth the Party's claim in detail and explaining the relief requested. The Parties shall attempt to agree on a mutually acceptable mediator during the next thirty days. If agreement is not reached within such time period, any Party may request that the Presiding Judge of the King County Superior Court appoint a mediator. In any mediation action, the Parties shall share equally in the costs of mediation, including the fees of the mediator. In the event that mediation cannot resolve the dispute, the matter shall be submitted to binding arbitration. Any Party may invoke arbitration by providing the other Parties with written notice setting forth the Party's claim in detail and explaining the relief requested. The Parties shall attempt to agree on a mutually acceptable arbitrator during the next thirty days. If agreement is not reached within such time period, any Party may request that the Presiding Judge of the King County Superior Court appoint an arbitrator. The arbitration shall be conducted pursuant to the Rules of the American Arbitration Association, regardless of whether the arbitrator is a member of that Association. The arbitrator's fee shall be divided equally between the Parties, provided the arbitrator shall award all

costs, including the arbitrator's fee, to the prevailing Party or Parties if the arbitrator determines that a Party has pursued claims in bad faith or claims which are frivolous.

10.8 Venue. Venue and jurisdiction to enforce all obligations under this Agreement, including judicial review as provided under RCW 7.04A, shall lie in the King County Superior Court.

10.9 Attorneys' Fees and Costs. In any mediation action, the Parties shall pay their own attorney's fees and costs. In any arbitration or judicial action to enforce or determine a Party's rights under this Agreement, the prevailing Party (or the substantially prevailing Party, if no one Party prevails entirely) shall be entitled to reasonable attorneys' fees and costs, including fees and costs incurred in the appeal of any ruling of a lower court. In the event of litigation or arbitration between the Parties hereto, declaratory or otherwise, in connection with this Agreement, the prevailing Party shall recover its reasonable costs and attorneys' fees actually incurred, including for appeals, which shall be determined and fixed by the court or arbitrator as part of the judgment, provided the Parties hereby agree that the amounts actually charged to the Parties by their respective counsel shall be presumed to be reasonable by any court or arbitrator and shall not be reduced or increased unless the court or arbitrator specifically finds that the rates for such legal work were unreasonable or that some portion of the legal work was unnecessary or performed without justification.

10.10 Severability. If any term or provision of this Agreement, or its applicability to a particular situation, is found to be invalid, void or unenforceable by a court of competent jurisdiction, then the remaining provisions of this Agreement shall continue in full force and effect unless and to the extent the remaining provisions, if implemented, would be inconsistent with or otherwise fail to carry out the mutual intent of the Parties.

10.11 Mutual Drafting and Construction. The Parties agree that all Parties participated fully in the negotiation and drafting of this Agreement and the rules of construction of ambiguities against the drafter shall not apply.

10.12 No Third Party Beneficiaries. Except as set forth explicitly herein, nothing in this Agreement is intended to create any third party beneficiary relationships.

10.13 No Joint Venture. Nothing in this Agreement is intended to create any type of joint venture or partner relationship between any of the Parties as to Duvall Urban Village Division I or its development.

10.14 Use Restrictions. The use restrictions set out in that use restriction agreement recorded under King County recording number 20080403001510 shall apply to DUV I as set out therein.

10.15 Successors and Assigns. If Wonderland and/or Toll convey some or all of the Wonderland Property and/or the Toll Property to a development entity during the term of this Agreement, the parties to the conveyance may agree that the terms and conditions of this Agreement shall be binding upon and inure to the benefit of such successors and assigns. In that case, the assigning Party shall be relieved of all obligations hereunder, except to the extent that the assigning Party retains ownership of any property subject to this Agreement.

10.16 Counterparts. This Agreement may be executed in counterparts.

10.17 Effective Date. This Agreement shall become effective on the fifteenth (15th) day following the recording of both Ordinance 1119 (authorizing the vacation of the southerly portion of 3rd Avenue, also known as 268th Ave. NE) and the associated boundary line adjustment. The Parties will use their best efforts to complete these requirements promptly so that the Parties can record Ordinance 1119 and the boundary line adjustment no later than sixty days after the execution of this Agreement by all Parties. If 60 days after execution of this Agreement by all Parties both Ordinance 1119 and the associated boundary line adjustment have not been recorded, this Agreement will become effective on the 61st day for the purpose of vesting to regulations and standards. The remaining provisions shall become effective upon recording of both Ordinance 1119 and the associated boundary line adjustment.

Date: March 22, 2012

CITY OF DUVALL

By _____
Will Ibershof, Mayor

Attested to by

_____
Jodee Schwinn, City Clerk

Approved as to form:

_____
Bruce Disend, City Attorney

Date: 4/12/12

WONDERLAND HOLDINGS LLC,
a Washington limited liability company
By: Washington Real Estate Holdings, LLC, a Washington limited liability company
Its: Manager

_____
By: Craig Wrench
Its: President

Date: _____

TOLLWA LP, a Washington limited partnership
By: Toll WA GP CORP, a Washington corporation
Its: General Partner

_____
By: Eric H. Campbell
Its: Division President

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I hereby certify that I know or have satisfactory evidence that Will Ibershof appeared before me, and on oath stated that he was authorized to execute this instrument, and acknowledged it as the Mayor of the City of Duvall, a Washington municipal corporation, to be the free and voluntary act of such entity for the uses and purposes mentioned in this instrument.

GIVEN under my hand and official seal this 22 day of MARCH, 2012.

JODEE R. SCHWINN
COMMISSION EXPIRES
NOTARY
PUBLIC
7-29-15
STATE OF WASHINGTON

Jodee R. Schwinn
Signature of Notary
Print Name: Jodee R. Schwinn
NOTARY PUBLIC in and for the State of Washington, residing at: Duvall
My commission expires: 7/29/15

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I hereby certify that I know or have satisfactory evidence that Craig Wrench appeared before me, and on oath stated that he was authorized to execute this instrument, and acknowledged it as the President of Washington Real Estate Holdings, LLC, a Washington limited liability company, member of Wonderland Holdings LLC, a Washington limited liability company, to be the free and voluntary act of such entity for the uses and purposes mentioned in this instrument.

GIVEN under my hand and official seal this _____day of _____, 2012.

_____
Signature of Notary
Print Name: _____
NOTARY PUBLIC in and for the State of Washington, residing at: _____
My commission expires: _____

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I hereby certify that I know or have satisfactory evidence that Eric H. Campbell appeared before me, and on oath stated that he was authorized to execute this instrument, and acknowledged it as the Division President of Toll WA GP Corp, a Washington corporation, the general partner of Toll WA LP, a Washington limited partnership, to be the free and voluntary act of such entity for the uses and purposes mentioned in this instrument.

GIVEN under my hand and official seal this _____day of _____, 2012.

_____
Signature of Notary
Print Name: _____
NOTARY PUBLIC in and for the State of Washington, residing at: _____
My commission expires: _____

EXHIBIT A-1

LEGAL DESCRIPTION
WONDERLAND PARCELS PRIOR TO RECORDING OF ORDINANCE 1119 AND BLA

LOT E, CITY OF DUVALL BOUNDARY LINE ADJUSTMENT NO. BLA 02-001, AS RECORDED UNDER RECORDING NO. 20020814900002, RECORDS OF KING COUNTY, WASHINGTON;

TOGETHER WITH LOT B, CITY OF DUVALL BOUNDARY LINE ADJUSTMENT NO. BLA 08-002, AS RECORDED UNDER RECORDING NO. 20120305900003, RECORDS OF KING COUNTY, WASHINGTON.

EXHIBIT A-2

LEGAL DESCRIPTION
WONDERLAND PROPERTY AFTER RECORDING OF ORDINANCE 1119 AND BLA

LOT E, CITY OF DUVALL BOUNDARY LINE ADJUSTMENT NO. BLA 02-001, AS RECORDED UNDER RECORDING NO. 20020814900002, RECORDS OF KING COUNTY, WASHINGTON;

TOGETHER WITH LOT B, CITY OF DUVALL BOUNDARY LINE ADJUSTMENT NO. BLA 08-002, AS RECORDED UNDER RECORDING NO. 20120305900003, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THE FOLLOWING DESCRIBED PORTION THEREOF:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 6 EAST, W.M., BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 6 EAST, W.M.; THENCE SOUTH 1°55'05" WEST ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE NORTHWEST QUARTER 42.16 FEET; THENCE NORTH 88°04'55" WEST 30.00 FEET TO THE NORTHEAST CORNER OF SAID LOT B AND THE **TRUE POINT OF BEGINNING**; THENCE NORTH 89°38'24" WEST 3.50 FEET; THENCE SOUTH 1°55'05" WEST 97.96 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 166.50 FEET; THENCE ALONG SAID CURVE 124.57 FEET THROUGH A CENTRAL ANGLE OF 42°52'07"; THENCE SOUTH 44°47'12" WEST 319.39 FEET; THENCE NORTH 45°12'48" WEST 4.00 FEET; THENCE SOUTH 44°47'12" WEST 180.40 FEET TO THE NORTHERLY MARGIN OF BIG ROCK ROAD; THENCE SOUTH 45°21'01" EAST ALONG SAID NORTHERLY MARGIN 79.00 FEET; THENCE NORTH 44°47'12" EAST 219.69 FEET; THENCE SOUTH 45°21'01" EAST 249.72 FEET TO THE EAST LINE OF SAID LOT B AND A POINT HEREINAFTER DESCRIBED AS "A"; THENCE NORTH 1°55'05" EAST 636.95 FEET TO THE **TRUE POINT OF BEGINNING**;

AND TOGETHER WITH THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 6 EAST, W.M., BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE PREVIOUSLY DESCRIBED POINT "A"; THENCE SOUTH 1°55'05" WEST 184.82 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET; THENCE ALONG SAID CURVE 115.83 FEET THROUGH A CENTRAL ANGLE OF 132°43'54" TO THE NORTHERLY MARGIN OF BIG ROCK ROAD; THENCE SOUTH 45°21'01" EAST ALONG SAID NORTHERLY MARGIN 195.94 FEET TO A LINE LYING 60.00 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF SAID LOT B; THENCE NORTH 1°55'05" EAST ALONG SAID PARALLEL LINE 299.08 FEET; THENCE NORTH 45°21'01" WEST 81.68 FEET TO SAID POINT "A" AND THE POINT OF BEGINNING.

EXHIBIT B-1

LEGAL DESCRIPTION TOLL PARCEL PRIOR TO RECORDING OF ORDINANCE 1119 AND BLA

LOT A, CITY OF DUVALL BOUNDARY LINE ADJUSTMENT NO. BLA 08-003, AS RECORDED UNDER RECORDING NO. 20120305900004, RECORDS OF KING COUNTY, WASHINGTON.

EXHIBIT B-2

LEGAL DESCRIPTION
TOLL PROPERTY AFTER RECORDING OF ORDINANCE 1119 AND BLA

LOT A, CITY OF DUVALL BOUNDARY LINE ADJUSTMENT NO. BLA 08-003, AS RECORDED UNDER RECORDING NO. 20120305900004, RECORDS OF KING COUNTY, WASHINGTON;

EXCEPT THE FOLLOWING DESCRIBED PORTION THEREOF:

THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 6 EAST, W.M., BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 6 EAST, W.M.; THENCE SOUTH 1°55'05" WEST ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE NORTHWEST QUARTER 40.40 FEET; THENCE SOUTH 88°04'55" EAST 30.00 FEET TO THE EAST MARGIN OF 268TH AVENUE AND THE **TRUE POINT OF BEGINNING**; THENCE SOUTH 89°52'49" EAST 3.50 FEET; THENCE SOUTH 1°55'05" WEST 99.92 FEET TO THE BEGINNING OF A CURVE TO THE RIGHT HAVING A RADIUS OF 233.50 FEET; THENCE ALONG SAID CURVE 40.48 FEET THROUGH A CENTRAL ANGLE OF 9°55'58" TO SAID EAST MARGIN OF 268TH AVENUE; THENCE NORTH 1°55'05" EAST ALONG SAID EAST MARGIN 140.09 FEET TO THE **TRUE POINT OF BEGINNING**;

TOGETHER WITH THE FOLLOWING DESCRIBED PARCEL:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER AND THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 26 NORTH, RANGE 6 EAST, W.M., BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE NORTH 89°09'36" WEST ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SAID SECTION 24 A DISTANCE OF 30.01 FEET TO A LINE LYING 30.00 FEET WESTERLY OF AND PARALLEL WITH THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE SOUTH 1°55'05" WEST ALONG SAID PARALLEL LINE 299.73 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE NORTH 44°47'12" EAST 1.67 FEET TO THE BEGINNING OF A CURVE TO THE LEFT HAVING A RADIUS OF 233.50 FEET; THENCE ALONG SAID CURVE 134.22 FEET THROUGH A CENTRAL ANGLE OF 32°56'09" TO A LINE LYING 30.00 EAST OF AND PARALLEL WITH SAID EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE SOUTH 1°55'05" WEST ALONG SAID PARALLEL LINE 554.05 FEET; THENCE NORTH 45°21'01" WEST 331.40 FEET; THENCE NORTH 45°12'48" WEST 8.00 FEET; THENCE NORTH 44°47'12" EAST 278.24 FEET TO THE **TRUE POINT OF BEGINNING**.

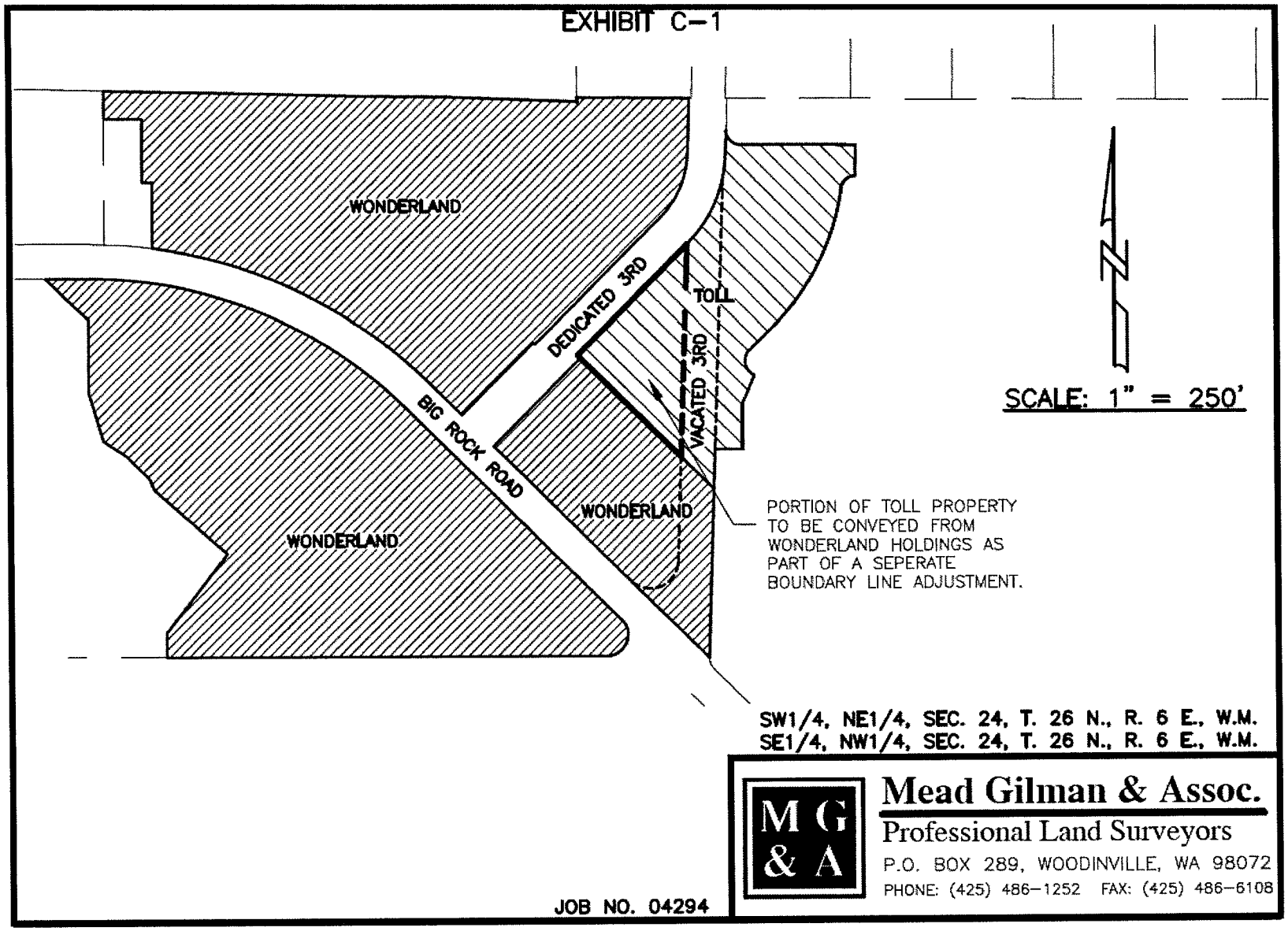

Exhibit C-1 to Development Agreement

EXHIBIT C-2
Depiction of Wonderland Property
and Toll Property

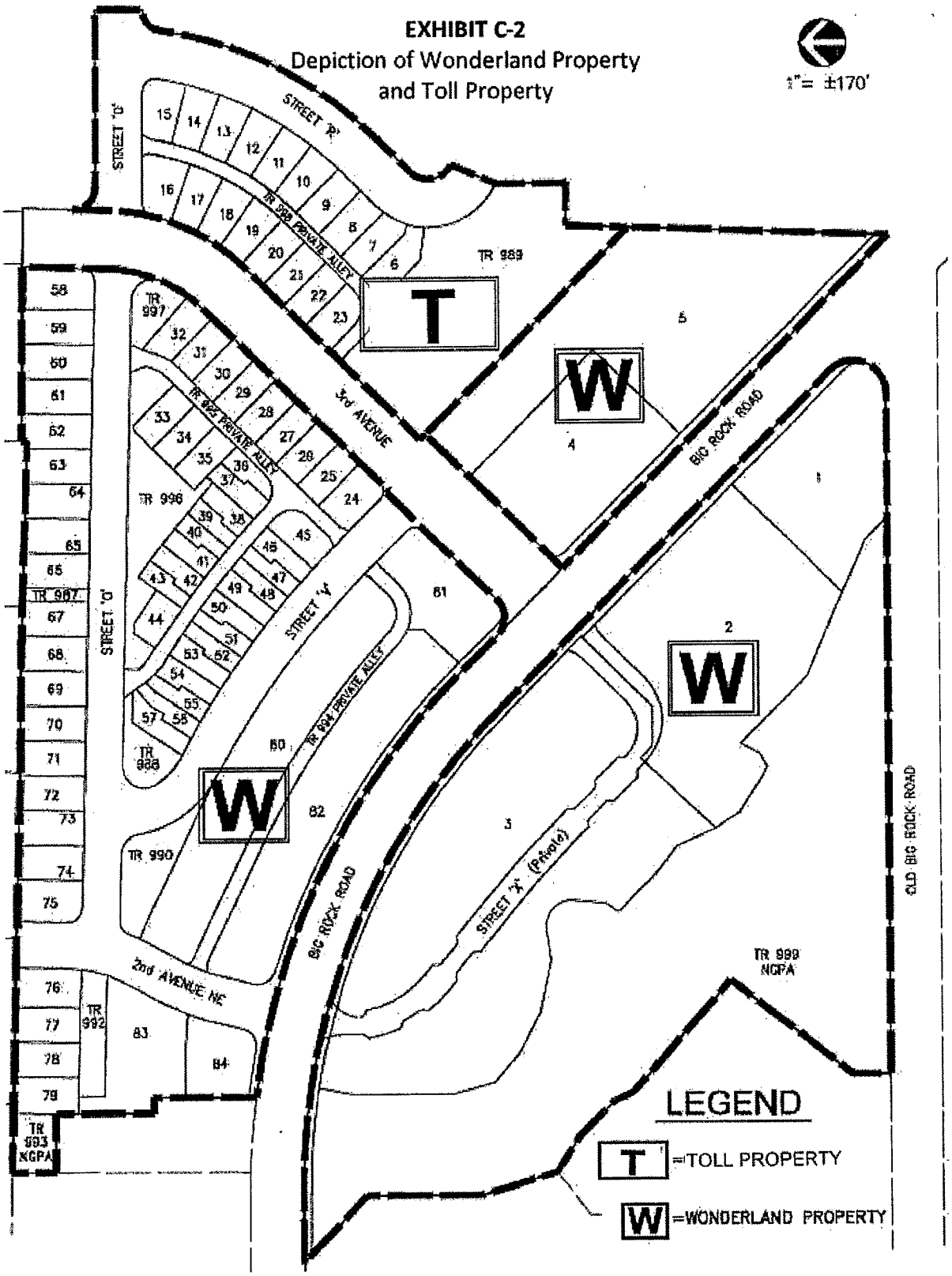

Exhibit C-2 to Development Agreement

EXHIBIT D-1

PHASING PLAN

PHASE A (Lot 4):

Road and Utility Improvements

1. Big Rock Road
   a. Construct a one-half street improvement where Phase A abuts Big Rock Road (BRR) consistent with the preliminary plat. Improvements shall extend a minimum to the east driveway access curb return from BRR. Install storm drainage, sewer and water stubs to the pad graded lot and the necessary franchise utilities where this Phase abuts BRR.
   b. The sidewalk, street trees and tree grates required along BRR will be installed at the time the commercial building is constructed within Phase A in order to avoid damage to infrastructure that would occur due to the proximity of the building to the front property line. A minimum 5-foot wide ACP sidewalk will be installed along the frontage unless previously constructed or permanent sidewalks installed.
   c. If Phase A is constructed before Phase F or G, install the western half of the median and channelization within Big Rock Road along the frontage where Phase A abuts Big Rock Road (approximately 175 LF). If Phase A is constructed after Phase F or G, install the remaining landscape median in Big Rock Road lying east of the relocated 3rd Avenue NE/Big Rock Road intersection.
   d. A 5-foot wide temporary ACP sidewalk will be installed along the Phase D frontage to connect to the existing sidewalk west of the project unless the Phase D frontage was previously completed.

2. 3rd Avenue NE
   a. Construct a one-half street improvement from BRR to the south boundary of Tract 989 along on the east side of the roadway as depicted on the preliminary plat and a 10-foot wide travel lane west of the center line. Temporary curbing and storm drainage shall be installed on the west side of the roadway to provide for safe channelization. Improvements include the installation of sewer, water and storm drainage utility mains, the extension of utility stubs to the pad graded lot, curb and gutter, paving and franchise utilities (active or dry).
   b. The sidewalk, street trees and tree grates required along 3rd Avenue NE will be installed at the time the commercial building is constructed within Phase A in order to avoid damage to infrastructure that would occur due to the proximity of the building to the front property line. A minimum 5-foot wide temporary ACP sidewalk will be installed along the frontage unless previously constructed or permanent sidewalks installed.

3. Storm Drainage and Detention
   a. Construct an offsite temporary detention/water quality pond on Lot 2, 3 or 82 with at least sufficient capacity to serve the stormwater management requirements of Phase A unless the permanent stormwater facility was previously constructed.

4. Grading
    a. Surplus earth material from Phase A (lot 4), Phase C, Phase E (including Tract 989) and Phase G (lot 5) may be transported to Phase B and/or Phase F at the applicants' option in accordance with an approved grading plan and grading permit.
    b. Relocate the driveway to the existing home on the Lake Washington Technical College parcel (tax parcel number 242606-9042) so that it is located outside of the graded area prior to initiation of grading activity within the driveway area.

5. Water
    a. Install the 450-zone water main in Big Rock Road beginning at the PRV located near the intersection of the existing 3rd Avenue NE/Big Rock Road right-of-way and extending west to the new 3rd Avenue NE road alignment. Install the 330-zone and 450-zone water mains as dry lines in 3rd Avenue NE as far as the south boundary of Tract 989.

<u>PHASE B (Lot 3)</u>:

Road and Utility Improvements and NGPA Plantings

1. Big Rock Road
    a. Construct a one-half street improvement consistent with the preliminary plat. Install storm drainage, sewer and water stubs to the pad graded lot and the necessary franchise utilities where this Phase abuts BRR.
    b. If Phase B is constructed before Phase D, install the western half of the landscape median and channelization along the frontage where Phase B abuts Big Rock Road (approximately 190 LF). If Phase B is constructed before Phase D, but after extension of 3rd Avenue NE to the north project limit, install the eastern half landscape median instead of the western half. If Phase B is constructed after Phase D, install the remaining median lying west of the relocated 3rd Avenue NE/Big Rock Road intersection.

2. Street X
    a. Construct a full-street improvement up to the point where this road abuts the commercial parking area proposed within Phase F. From this point, construct a concrete extruded curb and temporary 5-foot wide ACP sidewalk on the east side of Street X to the Street X/BRR intersection.

3. Storm Drainage and Detention
    a. Construct a storm drainage detention vault on the western portion of Phase B.
    b. Construct the detention vault outflow conveyance pipe extending from the detention vault to and within the Big Rock Road right-of-way and west to Thayer Creek.
    c. Mitigate for any Thayer Creek impacts associated with the installation of the new outfall and conveyance pipe.
    d. Install that portion of the outflow storm drainage conveyance pipe located within Phase B that conveys stormwater runoff from detention vault(s) located within Phase F.

4. Wetland/Stream Buffer Enhancement
    a. Install the stream buffer mitigation plantings in Tract 999 and construct the entire soft-surface trail in Tract 999.

5. Grading
    a. Obtain additional structural material from Phases north of Big Rock Road as necessary to bring Phase B to finish grade in accordance with an approved grading plan. Surplus earth material from Phase A (lot 4), Phase C, Phase E (including Tract 989), and Phase G (lot

5) may be transported to Phase B and/or Phase F at the applicants' option in accordance with an approved grading plan and grading permit.

PHASE C (Lots 24-71, and Tracts 988 and 995-997):

Road, Utility and Open Space Improvements

1. 3rd Avenue NE
   a. Construct a curb-to-curb full street improvement from Big Rock Road to the north boundary line of the plat and a sidewalk and planter strip abutting Phase C on the west side of 3rd Avenue NE. Improvement widths shall be consistent with the road section depicted on the preliminary plat drawings and include a 12-foot wide turn lane at the intersection of BRR in accordance with the June 16, 2010 Notice of Decision. A 5-foot wide temporary ACP pathway shall be installed on the Phase D frontage. The sidewalk and planter strip on the east side of 3rd Avenue NE shall be completed as part of the abutting phases.
   b. Prepare a LOS analysis at the Big Rock Road/3rd intersection to determine whether an eastbound left turn pocket is necessary on 3rd Avenue NE. Install improvements in accordance with the conclusions of the LOS analysis.

2. Street V
   a. Construct a one-half street improvement including curb and gutter as depicted on the approved preliminary plat drawings. The planter strip and sidewalk on the south side of Street V will be constructed with Phase D. Stub utilities as necessary to serve the future Phase D.

3. Street O
   a. Construct a full-street improvement where this street is located completely within Phase C and connect with Street V.

4. Big Rock Road
   a. Prepare a LOS analysis for the Big Rock Road/3rd Avenue NE intersection to determine whether a northbound left turn pocket is necessary for future conditions (full build out of DUV I and future development to east). Install improvements in accordance with the conclusions of the LOS analysis and approved by the City of Duvall.
   b. A 5-foot wide temporary ACP sidewalk will be installed along the Phase D frontage to connect to the existing sidewalk west of the project unless the Phase D frontage had been previously completed.

5. Storm Drainage and Detention
   a. Construct a detention vault within Phase F and size this vault so that it can also accommodate the stormwater volume from Phases A (if Phase A has been developed) and C. Install new outfall conveyance pipe extending from the detention vault west to Thayer Creek and mitigate for any Thayer Creek impacts associated with the installation of the new outfall and conveyance pipe if not already constructed.

6. Grading
    a. Surplus earth material from Phase C may be transported to Phase B and/or Phase F at the applicants' option in accordance with an approved grading plan and grading permit.

7. Water
    a. Install the 330-zone and 450-zone water mains in 3rd Avenue NE from point of connection to the north boundary of the project. Alternatively, the applicant may elect to place a "dry" 450-zone water main in 3rd Avenue from Big Rock Road to the north boundary of the project with the understanding that the City will require a "maintenance bond" extension to two years after the date of the water main's activation and connection to the system.

8. Open Space
    a. Construct the open space amenities in Tracts 988, 996 and 997.

PHASE D (Lots 72-84 and Tracts 990-994):

Road, Utility and Open Space Improvements

1. Big Rock Road
    a. Construct a one-half street improvement consistent with the preliminary plat. Install storm drainage and the necessary franchise utilities where this Phase abuts BRR.
    b. Prepare a LOS analysis for the Big Rock Road/3rd intersection to determine whether a northbound left turn pocket is necessary for future conditions (full build out of DUV I and future development to east). Install improvements in accordance with the conclusions of the LOS analysis and approved by the City of Duvall.
    c. If Phase D is constructed before Phase B, install the eastern half of the median and channelization along the frontage where Phase D abuts Big Rock Road (approximately 190 LF). If Phase D is constructed after Phase B, install the remaining median lying west of the 3rd Avenue NE/Big Rock Road intersection

2. 3rd Avenue NE
    a. Construct full street (curb-to-curb) improvements and the sidewalk and planter strip abutting Phase D from Big Rock Road to the south boundary of Tract 989. Improvement widths shall be consistent with the road section depicted on the preliminary plat drawings. The remaining frontage improvements (sidewalk and planter strip) on the opposite side of 3rd Avenue NE shall be completed as part of the abutting Phases.
    b. Complete the planter strip and sidewalk along the Phase D frontage unless previously constructed.

3. Street V
    a. Construct the planter strip and sidewalk along the Phase D frontage unless previously constructed.
    b. Construct a one-half street improvement, with planter strip and sidewalk along the Phase D frontage only unless previously constructed. Stub utilities as necessary for the future Phase C.

4. Street Y, Alley W, and Street O
    a. Complete Street Y to the north property line and all of Alley W (Tract 994) and that portion of Street O within Phase D.

5. Tracts 991 and 992
    a. Construct road and utility improvements within access tracts 991 and 992.

6. Open Space
    a. Construct the open space improvements in Tract 990.

7. Storm Drainage and Detention
    a. Construct the detention vault in Tract 992. Install new outfall conveyance pipe extending from the detention vault west to Thayer Creek if not already constructed.
    b. Mitigate for any Thayer Creek impacts associated with the installation of the new outfall and conveyance pipe.

8. Water
    a. Install the 330-zone and 450-zone water mains in 3rd Avenue NE from point of connection to the south boundary of Tract 989. Alternatively, the applicant may elect to place a "dry" 450-zone water main in 3rd Avenue from Big Rock Road to the south boundary of Tract 989 in 3rd Avenue NE with the understanding that the City will require a "maintenance bond" extension to two years after the date of the water main's activation and connection to the system.

<u>PHASE E (Lots 6-23 and Tract 989)</u>:

Road, Utility and Park Improvements

1. 3rd Avenue NE
    a. Construct a full street (curb to curb only) improvement from Big Rock Road to the north boundary line of the plat and sidewalk and planter strip along the Phase E frontage. Improvement widths shall be consistent with the road section depicted on the preliminary plat drawings.
    b. Construct a 5-foot wide temporary ACP sidewalk shall be installed on the Phase A and Phase G frontages unless previously constructed.
    c. Prepare a LOS analysis for the Big Rock Road/3rd intersection to determine whether an eastbound left turn pocket is necessary for future conditions (full build out of DUV I and future development to east). Install improvements in accordance with the conclusions of the LOS analysis and approved by the City of Duvall.

2. Street O
    a. Construct a one-half street improvement east of 3rd Avenue NE. where this road abuts Phase E and include the north curb return onto 3rd Avenue NE. Construct sidewalk and planter strip along the Phase E frontage

3. Street R
    a. Construct a one-half street improvement and a temporary turn-around at the terminus of this street. (Additional width is necessary to accommodates on-street parking on the west side of Street R.)
    b. Construct a temporary cutoff swale on the east side of Street R or other approved improvement to collect west-flowing drainage prior to future development to the east.

4. Big Rock Road
    a. A 5-foot wide temporary ACP sidewalk will be installed along the Phase D frontage to connect to the existing sidewalk west of the project unless the Phase D frontage had been previously completed. An alterative pedestrian route within Phase D from Phase C to the existing sidewalk west of the project will be allowed if approved by the City of Duvall.

5. Storm Drainage and Detention
    a. Construct a detention vault on Lot 2 to accommodate stormwater from this phase if not previously constructed. Install new outfall conveyance pipe extending from the detention vault west to Thayer Creek and mitigate for any Thayer Creek impacts associated with the installation of the new outfall and conveyance pipe if not already constructed.

6. Water
    a. Install the 450-zone water line in Big Rock Road, in 3rd Avenue NE and extend the 450-zone water main to NE 144th St unless previously installed. Install the 330-zone water system improvements within 3rd Avenue NE to the north boundary of the plat unless previously installed.

7. Grading
    a. Surplus earth material from Phase E (including Tract 989) may be transported to Phase B and/or Phase F, if needed, at the applicants' option in accordance with an approved grading plan and grading permit.

8. Park (Tract 989)
    a. Construct the one-acre neighborhood park and associated amenities.

9. Other Utilities
    a. Construct utilities along the north boundary of the one-acre park to serve Phase E and future development to the east.

PHASE F (Lots 1 and 2):

Road and Utility Improvements

1. Big Rock Road
    a. Construct a one-half street improvement consistent with the preliminary plat. Install storm drainage and the necessary franchise utilities along the south side of BRR where this Phase abuts BRR.
    b. If Phase F is constructed before Phases A or G construct the western one-half of center median and channelization on Big Rock Road east of the intersection with 3rd Avenue NE (approximately 175 LF).
    c. If Phases A or G have been constructed before Phase F, complete any remaining center median planter strip and landscaping within Big Rock Road extending from 3rd Avenue NE to the east property line.
    d. A 5-foot wide temporary ACP sidewalk will be installed along the Phase B frontage to connect to the existing sidewalk west of the project unless the Phase B frontage had been previously completed.

2. NE 140th Street (Old Big Rock Road or OBBR)
    a. Wonderland shall make the frontage improvements on Old Big Rock Road adjacent to commercial lot 1 as depicted in the Preliminary Plat drawings. Wonderland shall make the OBRR Payment(s) to the City as provided in paragraph 7.1 of the Development Agreement for the remainder of the OBRR improvements. The City shall be responsible for construction of those improvements, including frontage improvements adjacent to Tract 999 (sidewalk, curb, gutter, and railing as needed), any expansion of the travel way and full-width overlay.

3. Storm Drainage and Detention
    a. Construct a detention vault on Lot 2 sized with sufficient capacity to accommodate all future commercial development proposed on Lots 1, 2 and 5. Install new outfall conveyance pipe extending from the detention vault west to Thayer Creek and mitigate for any Thayer Creek impacts associated with the installation of the new outfall and conveyance pipe if not already constructed.

4. Water
    a. Install the 330-zone and 450-zone water mains as necessary, to support the phase if not previously installed.

5. Grading
    a. Surplus earth material from Phase A (lot 4), Phase C, Phase E (including Tract 989) Phase G (lot 5) may be transported to Phase B and/or Phase F at the applicants' option in accordance with an approved grading plan and grading permit.

PHASE G (Lot 5):

Road and Utility Improvements

1. Big Rock Road
    a. Construct a one-half street improvement along the north side of BRR where Phase G abuts BRR consistent with the preliminary plat.
    b. If Phase G is constructed before Phases A or F, install the western half of the median and channelization on Big Rock Road east of the intersection with 3rd Avenue NE (approximately 190 LF).
    c. If Phase G is constructed after Phase A or F, install any remaining center median planter strip and landscaping within Big Rock Road lying east of the 3rd Avenue NE/Big Rock Road intersection to the east property line.

2. Storm Drainage and Detention
    a. Construct a detention vault on Lot 2 sized to accommodate development on Phase G. Install new outfall conveyance pipe extending from the detention vault west to Thayer Creek and mitigate for any Thayer Creek impacts associated with the installation of the new outfall and conveyance pipe if not already constructed.

3. Grading
    a. Surplus earth material from Phase G (lot 5) may be transported to Phase B and/or Phase F at the applicants' option in accordance with an approved grading plan and grading permit.

4. Water
    a. Install the 330-zone and 450-zone water mains as necessary along BRR to the west limit of this phase if not previously installed.

5. Other Utilities
    a. Construct revised access drive and utility connections to existing residence unless previously completed. Toll will cooperate with Wonderland as reasonably necessary in this process.

General:

Portions of the site deferred to a later phase for development but disturbed by overall site grading shall be rough graded in accordance with an approved grading plan so as to be reasonably level, hydro-seeded and mowed semi-annually.

Install signals and associated signal infrastructure at the intersection of BRR and 3rd Avenue NE during the phase which causes the two-way stop-controlled movement (north/south on 3rd Ave. NE) to operate below LOS C, or the last DUV I phase, whichever occurs first. All road improvements installed prior to signal installation shall be designed and constructed to accommodate the signal.

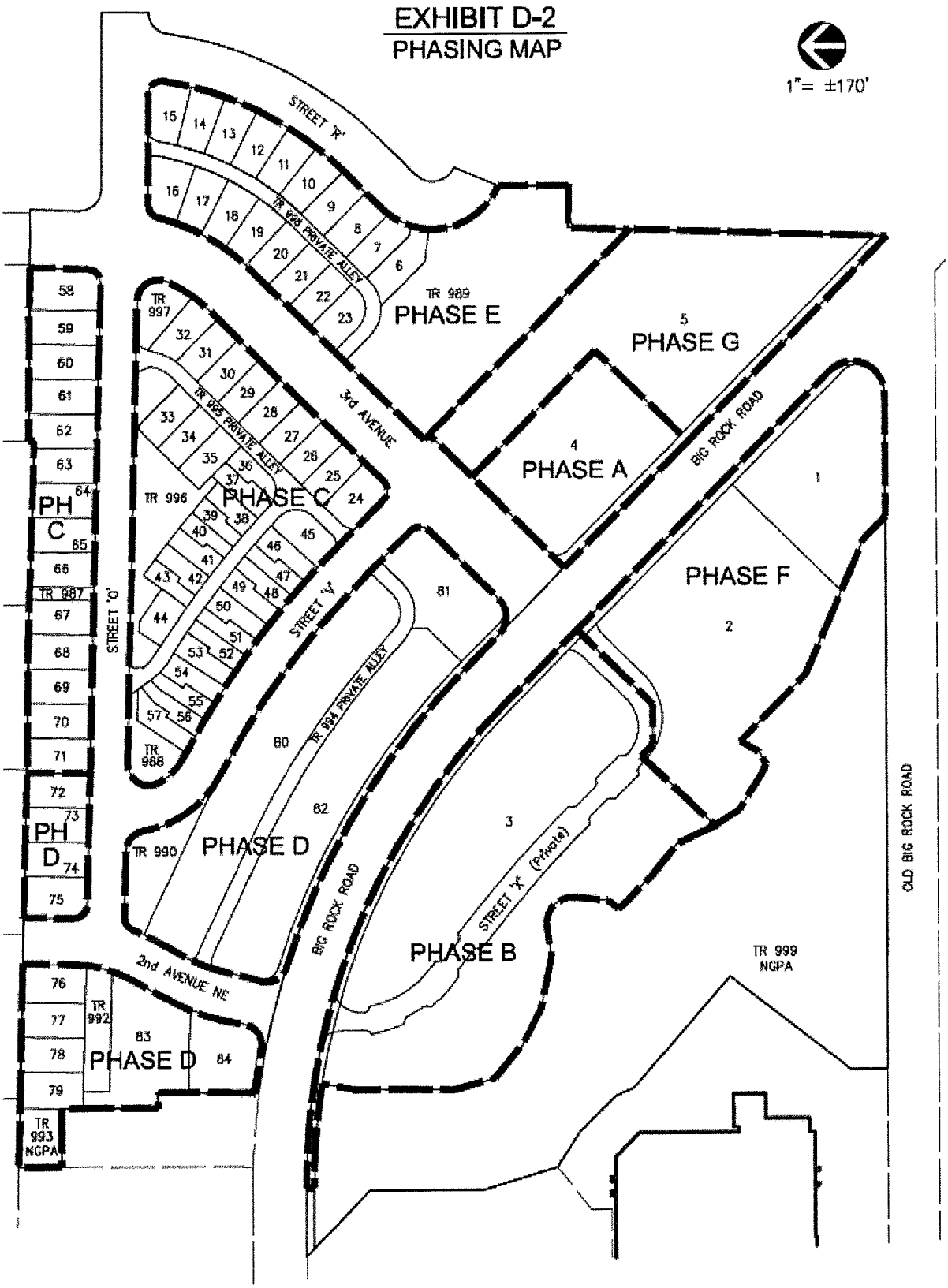

Exhibit D-2 to Development Agreement

EXHIBIT E

ID	Project Name	Project Limits	Project Type	Project Description	ROW Costs ($)	Roadway Costs ($)	Total Unfactored Project Cost ($)	Contingency Cost Factor (%)	Total Project Costs ($)	TIF Eligible?	Impact Fee Share (%)
13	NE Big Rock Road	Main Street NE to 3rd Avenue NE	Minor widening/ reconstruction	Reconstruct roadway to minor arterial standards to improve channelization and capacity to accommodate growth including curb, gutter, sidewalk, curb-bulbs, bike lanes, and on-street parking/turn lanes/medians within commercial or residential areas as required. Project will include storm drainage system improvements.	$366,375.00	$1,610,592.75	$1,976,967.75	0.3	$ 2,570,058.08	Yes	21%
16	3rd Avenue NE Extension	NE 143rd Place to NE Big Rock Road	New roadway	Construct new collector arterial segment to provide connection and capacity to serve growth including two travel lanes, curb, gutter, sidewalk, curb-bulbs, bike lanes and on-street parking/turn lanes/medians within commercial or residential areas as required. Project will include storm drainage system improvements.	$0 (2)	$1,739,240.10	$1,739,240.10 (1, 2)	0.3	$ 2,261,012.13	Yes	76%
36	2nd Avenue NE Extension	NE 143rd Place to NE Big Rock Road	New roadway	Construct new collector arterial segment to provide connection and capacity to accommodate growth including acquisition of right-of-way, road, bike lane, parking, curb, gutter, sidewalk, and storm drainage system. Alignment will need to consider wetlands and property ownership.	$707,100.00	$906,872.85	$1,613,972.85	0.3	$ 2,098,164.71	Yes	83%

(1) The value of the credit available will be reduced by the value of the 8,802 square feet of excess vacated right-of-way on 3rd Avenue NE (8,802 square feet times $15 SF).
(2) No ROW credit shall be given for ROW dedicated as part of the 3rd Avenue NE vacation up to the northern boundary of the DUV I project. Full ROW credit at $15 per square foot shall be given for any additional off-site right-of-way that may be required

Conceptual Park Design

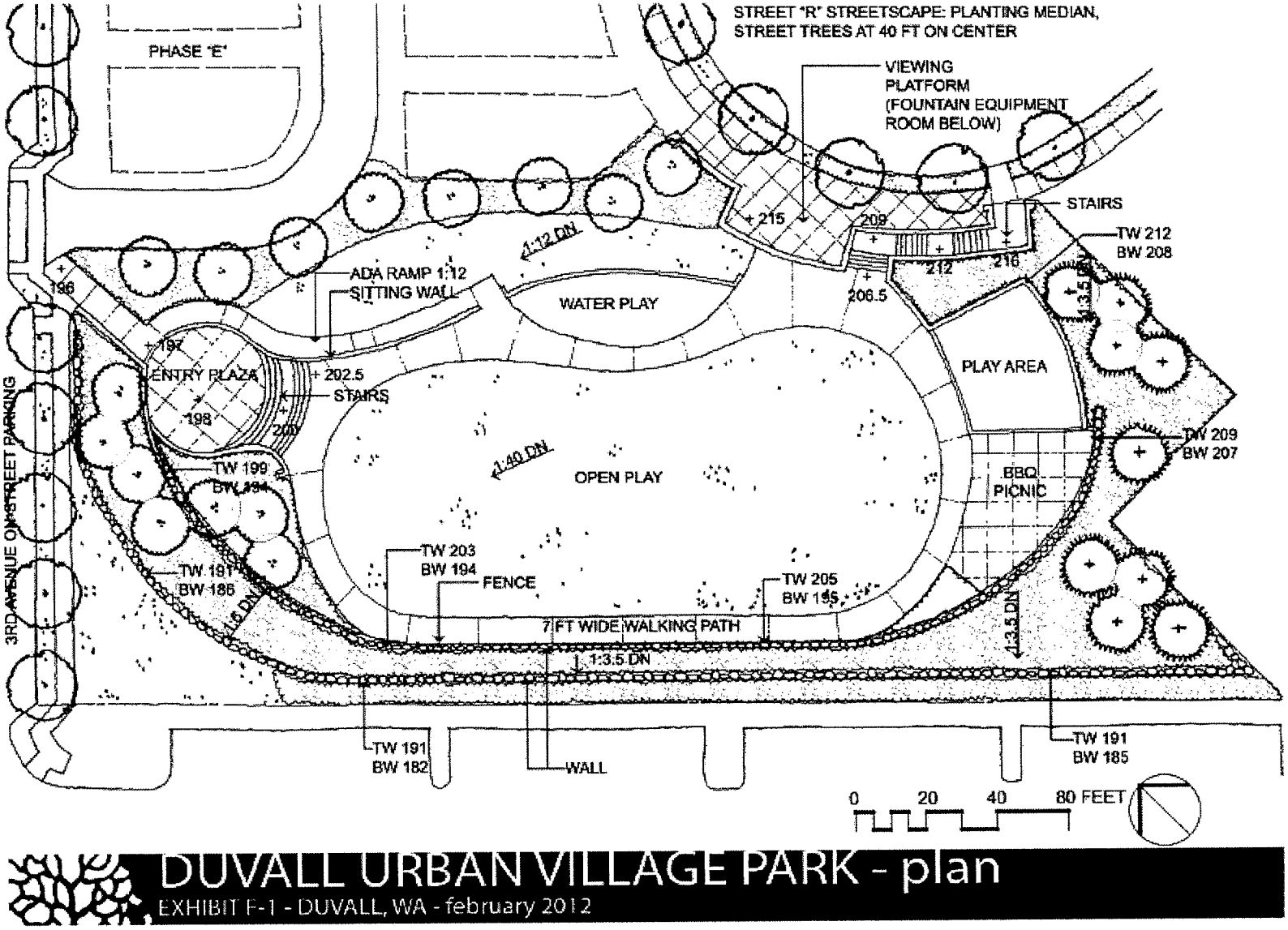

Exhibit F-1 to Development Agreement

EXHIBIT F-2
TRACT 989 PARK AMENITIES

The Tract 989 Park design and amenities shall be substantially similar to the design set out in **Exhibit F-1** and in this **Exhibit F-2**, provided that the amenities to be included in the final park design shall be subject to paragraphs 8.1, 8.1.1 and 8.1.2 of the Development Agreement.

PARK AMENITIES

- Open Play Area/Lawn/Circular Walkway with a minimum size of approximately 15,000 SF and not to exceed 5% slope (based upon the design in **Exhibit F-1** and subject to the City granting modifications required to achieve this square footage)
- Entry Plaza
- Pathways
- Viewing Platform
- Play Area(s) with Play Equipment (e.g. play structure, etc.)
- Water Play Area
- Bike Racks
- Seating (e.g. benches, sitting wall)
- Barbeque
- Fencing as needed
- Shaded Area or Shelter
- Landscaping
- Path lighting

OTHER CONSIDERATIONS

- The City will exercise flexibility and grant modifications from design standards for such items as location and height of retaining walls and allowing grade of 2:1 or 2.5:1 in appropriate areas as depicted on Exhibit F-2, and allow angle or head in parking adjacent to the park instead of parallel parking and other approvals if they will result in a public benefit.
- Features can be combined.
- The Park shall comply with preliminary plat requirements, including required parking, applicable code requirements (subject to City approval of deviations) and other applicable requirements such as ADA.

Exhibit 11

CITY OF DUVALL
WASHINGTON
RESOLUTION NO. 17-12

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DUVALL, WASHINGTON, APPROVING THE DUVALL URBAN VILLAGE DIVISION I DEVELOPMENT AGREEMENT AMENDMENT BETWEEN THE CITY OF DUVALL AND TOLL WA LP.

WHEREAS, The Duvall Urban Village Division I Preliminary Plat was approved on June 16, 2010; and

WHEREAS, The City of Duvall, Wonderland Holdings LLC entered into a Development Agreement on March 22, 2012 to govern the development of the adjoining properties owned by Wonderland Holdings LLC; and

WHEREAS, Toll WA LP acquired the property owned by Wonderland Holdings LLC in November 2016 and is now the sole owner of all property subject to the Development Agreement dated March 22, 2012; and

WHEREAS, all the property under the March 22, 2012 Development Agreement is now collectively referred to as Duvall Urban Village Division 1.

WHEREAS, On March 9, 2017 and April 25, 2017, Toll Brothers submitted a letter of intent to the City requesting modification to the March 22, 2012 Development agreement between Wonderland, Toll WA LP, and the City; and

WHEREAS, Toll WA LP proposes the following amendments to the development agreement: 1) All commercial development will be located on the south side of Big Rock Road 2) All residential development will be located on the north side of Big Rock Road 3) Allows the option for Toll WA LP to construct Old Big Rock Road Improvements or make in lieu payments 4) Acknowledges the new 3rd Avenue realignment 5) Acknowledges the one acre public park will be located off-site; and

WHEREAS, the Planning Commission and City Council held public hearings and took public testimony; and

WHEREAS, Development Agreements are authorized by RCW 36.70B.170 to establish the "development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement".

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DUVALL, WASHINGTON, DO RESOLVE AS FOLLOWS:

Section 1. The City of Duvall approves Duvall Urban Village 1 Development Agreement Amendment between the City of Duvall and Toll WA LP as depicted in the attached Exhibit "1".

Section 2. Severability. Should any section, paragraph, sentence, clause or phrase of this Resolution, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Resolution be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Resolution or its application to other persons or circumstances.

6th APPROVED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE DAY OF June, 2017.

CITY OF DUVALL

Mayor Will Ibershof

Approved as to form:

Rachel Turpin, City Attorney

ATTEST/AUTHENTICATED:

Jodi Wycoff, City Clerk

AFTER RECORDING MAIL TO:
City of Duvall – Clerk's Office
15535 Main Street NE
PO Box 1300
Duvall, WA 98019

FIRST AMENDMENT TO DUV I DEVLOPMENT AGREEMENT
CITY OF DUVALL AND TOLL WA LP

Grantor(s):	City of Duvall, a Municipal corporation; Toll WA LP, a Washington limited partnership
Grantee(s):	City of Duvall, a Municipal corporation; Toll WA LP, a Washington limited partnership
Abbr. Legal Descrip.:	Lot A City of Duvall BLA 12-005, King County recording #20140926900013; Lot B City of Duvall BLA 12-005, King County recording #20140926900013; and Lot E City of Duvall BLA 02-001, King County recording #20020814900002
Tax Account No.:	2426069067; 2426069083; 2426069065;
Related Documents:	20120921001291

FIRST AMENDMENT TO DUV I DEVELOPMENT AGREEMENT
CITY OF DUVALL AND TOLL WA LP

This First Amendment to DUV I Development Agreement ("First Amendment") dated the 6th day of June, 2017 is entered by and between the City of Duvall, a Washington municipal corporation (the "City") and Toll WA LP, a Washington limited partnership ("Toll"), a party to the original agreement and as the successor in interest to Wonderland Holdings, LLC, a Washington limited liability company ("Wonderland") in that real property subject to the Development Agreement between Wonderland, Toll, and the City dated March 22, 2012.

RECITALS

A. Wonderland, Toll and the City entered into a Development Agreement dated March 22, 2012 to govern the development of certain real property located in the City of Duvall ("DUV I Development Agreement"). The DUV I Development Agreement was recorded on September 21, 2012 under King County recording number 20120921001291. On November 4, 2016, Toll acquired the real property owned by Wonderland, including the Wonderland properties subject to the DUV I Development Agreement.

B. On December 22, 2008 a preliminary plat application (the "Preliminary Plat") was submitted to the City for the real property subject to the DUV I Development Agreement, and the DUV I Plat received preliminary plat approval on June 16, 2010 (the "Approved DUV I Preliminary Plat") .

C. The DUV I Development Agreement governs the development of the Approved DUV I Preliminary Plat, consistent with the Approved DUV I Preliminary Plat.

D. The Parties agree that circumstances surrounding development under the DUV I Development Agreement have changed, including changes in the market and Toll's acquisition of the Wonderland properties, which enable Toll to completely coordinate development of the DUV I Plat with adjoining Toll-owned lands generally known as the Walden project.

E. Among the changes described in Recital D, are that Toll chose not to exercise the Option provided in Section 8.1.4, such that Tract 989 will not be developed as a 1-acre park.

F. Among the changes described in Recital D, the parties acknowledge that all boundary line adjustments described in Recital B of the DUV I Development Agreement have been completed, including those actions necessary to create the 3rd Avenue NE re-alignment.

G. Among the changes described in Recital D, the parties acknowledge that minor road, sewer, water, storm drainage, open space and phasing revisions will be made via the processing of a minor plat modification.

H. To provide a more attractive and successful development plan, Toll has provided to the City proposed revised conceptual plans that would relocate all commercial development south of Big Rock Road, and residential development north of Big Rock Road, which plan still ensures that the minimum 50,000 square feet of commercial space negotiated in the original Development Agreement for the DUV I property remains a requirement for the project, and which plan, together with this First Amendment, make it possible for additional uses to be shifted across the real property subject to the DUV I Development Agreement.

I. The parties acknowledge that the changes made to the location of commercial property described in Recital G and Sections 1 and 2 of this Amendment result in assurance that commercial

requirements set forth in Section 4.1 of the DUV I Development Agreement will be met south of Big Rock Road, such that inclusion of Live/Work units adjoining the planned round about at the intersection of Big Rock Road and 3rd Avenue NE are no longer required to meet commercial requirements and may be deleted from the DUV I Development Agreement as well as later modified via the processing of a minor plat modification.

J. Due to those changes in circumstances and approach to the development of the affected property, the Parties desire to update and amend the DUV I Development Agreement to provide additional design flexibility, and assure timely infrastructure construction, all as provided herein.

K. All capitalized terms used and not otherwise defined in this First Amendment shall have the same meaning as in the DUV I Development Agreement.

Pursuant to the provisions of RCW 36.70B.170, et seq., and in consideration of the mutual promises, benefits and obligations of the Parties in the DUV I Development Agreement as amended herein, the City and Toll agree as follows:

1. Section 3.2 of the DUV I Development Agreement, entitled "Condominium/Multi-Family Lots" is amended as shown below

> 3.2 *Condominiums/Multi-family Lots.* Condominiums or other multi-family development proposed for the Lots within the MU-12 zoned portions of the affected property will require review through the site plan review process set out in DMC 14.62. In the event that Toll wishes to create additional single family lots on those lots for which condominium or other multi-family development is now contemplated, ~~they~~ it shall be required to submit and obtain approval of a subdivision application. Such development must maintain the overall project's MU-12 sixty per cent attached unit requirement and minimum density requirements. Any such applications filed during the term of this Development Agreement shall vest to and be considered under the laws and regulations in effect as of the Vesting Date, except as otherwise provided in paragraph 1.1 herein. When reviewing any such application, the City will not impose conditions different from those set out in the conditions of the Preliminary Plat approval, except and only to the extent necessary to address an impact(s) not addressed as part of the Preliminary Plat approval process, or except as authorized due to modifications to the Approved DUV I Preliminary Plat.

2. Section 4.1 the DUV I Development Agreement, entitled "Commercial and Mixed Use Development" is amended as shown below:

> 4.1 *Commercial and Mixed Use Development.* The Approved DUV I Preliminary Plat provides for the creation of commercial lots for the development of office, commercial, retail and/or mixed uses Toll will develop the commercial and live-work lots through the site plan review process. Toll will submit an application for at least one (1) mixed use building (defined as a building with two or more uses, including live-work units if the live-work units are subject to a recorded covenant on the face of the plat limiting the ground floor to office or other commercial uses) or other commercial building within five years after the Final Plat recording of the first phase of residential development, unless market conditions warrant an extension to ensure successful commercial development in which case the City Council is authorized to modify the timing for development of the mixed use and/or commercial building. Upon approval of all permits for the mixed use or commercial building, construction shall commence within the time period set out in the City's code after applicable permits for such a

building are issued. Wonderland shall construct a minimum of fifty thousand square feet (50,000 SF) of office or other commercial uses within the boundaries of the Approved DUV I Preliminary Plat. Provided that the minimum commercial square footage required in aggregate has been met (i.e., 50,000 square feet) on developed lots, then the minimum square footages on any remaining undeveloped commercial lots will be determined as the_minimum square footage required by Code.

3. Section 7.1 of the DUV I Development Agreement, entitled "Timing of Road Improvements" is amended as shown below

7.1. Timing of Road Improvements. The nature, scope and timing of construction of transportation improvements shall be in accordance with the conditions of Preliminary Plat approval, the Phasing Plan set out in Exhibit D-1 and as set out herein. The improvements to Big Rock Road, 3rd Avenue, Old Big Rock Road adjacent to lot 1 (as depicted on the Preliminary Plat drawings) and the roads internal to the Preliminary Plat shall be constructed prior to final plat approval for the phase in which such improvements are required by the Phasing Plan, or a security shall be provided to the City in accordance with the DMC 14.66.080.

The original terms of the DUV I Development Agreement provided for Wonderland to make a payment to the City so that the City could satisfy certain conditions relating to Old Big Rock Road improvements, as follows._Wonderland shall satisfy all conditions relating to all other Old Big Rock Road improvements by making a payment to the City as provided herein and it shall become the responsibility of the City to construct such improvements. Except as set forth below with respect to Phases B and F, Wonderland shall pay the City the sum of one hundred seventy five thousand dollars ($175,000.00) ("OBRR Payment") within ten (10) business days after the issuance of the certificate of occupancy for the one-hundred-twenty-fifth (125th) residential dwelling unit. Each single family detached home, attached home and each unit within a multi-family building shall be counted as one residential unit. If Wonderland fails to make the required payment when due, the City shall not issue any additional certificates of occupancy for residential units until such payment has been made. If Phases B and/or F are proposed for final plat prior to the issuance of a certificate of occupancy for the 125th residential unit, Wonderland shall make an OBRR Payment to the City in the amount of $75,000. Such payment shall be a condition of the City's issuance of final plat approval for Phases B and F if they are jointly submitted for final plat approval at the same time and if submitted separately shall be a condition of final plat approval for the first of those two phases. Such payment shall satisfy all requirements of DMC 14.66.080 for the final plat for both Phase B and Phase F. The remaining OBBR Payment of $100,000.00 shall be made to the City within ten (10) business days after the issuance of the certificate of occupancy for the 125th residential dwelling unit. If Wonderland fails to make the required payment to the City, the City shall not issue any additional certificates of occupancy for residential units until such payment has been made. The OBRR Payment shall be adjusted at the time the OBRR Payment is due based upon the percentage increase in the Consumer Price Index for All Urban Consumers Seattle-Tacoma-Bremerton – All Items ("CPI") for the period nearest to the date of this Agreement ("Base Period") and the CPI for the period nearest to the date the OBRR Payment is due ("Payment Period"). For example, if the CPI for the Base Period is 225 and the CPI for the Payment Period is 240, the percentage increase to be applied to the OBRR Payment then due is 6.7% (rounded to the nearest tenth of a per cent) calculated as follows:

CPI Base Period	= 225
CPI Payment Period	= 240
Index Point Change	= 15
% Change	= 6.66% [(15 ÷ 225) x (100) = 6.66] rounded to 6.7%

As successor in interest to Wonderland, Toll shall have sole discretion to either make the OBRR Payment described above, or to satisfy the conditions related to the Old Big Rock Road improvements via physical construction of those improvements.

4. The Parties explicitly acknowledge and understand that the amendments made in this Agreement do not relieve Toll of the separate obligation to process a modification to the approved preliminary plat for the Approved DUV I Preliminary Plat, and the Parties acknowledge and understand that the plat modification process may be used to implement changes beyond those described in the recitals to this First Amendment.

5. This First Amendment shall become effective after execution of this First Amendment by all Parties.

6. A complete copy of this First Amendment to DUV I Development Agreement shall be recorded with King County and a copy kept at Duvall City Hall and made available to anyone requesting review or a copy.

[SIGNATURE PAGE FOLLOWS]

Date: 6/6/17

CITY OF DUVALL

By_____
Will Ibershof, Mayor

Attested by:

_____
Jodi Wycoff, City Clerk

Approved as to form:

_____
Rachel Turpin, City Attorney

Date: 6/15/17

TOLL WA LP, a Washington limited partnership
By: Toll WA GP Corp, a Washington corporation
Its: General Partner

_____
By: Kelley Moldstad
Its: Division President

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I hereby certify that I know or have satisfactory evidence that Will Ibershof is the Mayor of the City of Duvall, a Washington municipal corporation, and is the person who appeared before me, and acknowledged that he signed this instrument on behalf of such City, on oath stated that he was authorized to execute the instrument and acknowledged it as the free and voluntary act of such City for the uses and purposes mentioned in this instrument.

DATED: June 6, 2017.

Notary Seal

JODI WYCOFF
COMMISSION EXPIRES
NOTARY
PUBLIC
2-09-19
STATE OF WASHINGTON

Jodi Wycoff
Jodi Wycoff (Print Name)
Notary Public
Residing at Monroe, WA
My appointment expires: 2/9/19

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I hereby certify that I know or have satisfactory evidence that Kelley Moldstad is the person who appeared before me, and acknowledged that he signed this instrument as the Division President of Toll WA GP Corp., a Washington corporation, the general partner of Toll WA LP, a Washington limited partnership and on oath stated that he was authorized to execute the instrument and acknowledged it as the free and voluntary act of the partnership for the uses and purposes mentioned in this instrument.

DATED: 6/15/17.

Notary Seal

Angelina A Klein (Print Name)
Notary Public
Residing at Seattle
My appointment expires: 1-19-18

Exhibit 12

BEFORE the LAND USE HEARING EXAMINER for the CITY of DUVALL

DECISION

FILE NUMBERS:	SU08-001, [1] BLA08-002, and BLA08-003
APPLICANTS:	CamWest Duvall LLC and Wonderland Holdings LLC
TYPE OF CASE:	Consolidated: 1) Preliminary long subdivision (*Duvall Urban Village Division I*); and 2) Two (2) Boundary Line Adjustments
STAFF RECOMMENDATION:	Approve subject to conditions
SUMMARY OF DECISION:	GRANT subject to revised conditions
DATE OF DECISION:	June 16, 2010

INTRODUCTION [2]

CamWest Duvall LLC (CamWest), 9720 NE 120th Place, Kirkland, Washington 98034, and Wonderland Holdings LLC (Wonderland), 600 University Street, Suite 2820, Seattle, Washington 98101, (collectively referred to as the Applicants), seek preliminary long subdivision approval of *Duvall Urban Village Division I*, a mixed-use subdivision of a 23.3 acre site. (Exhibits 2, 4a, and 4b [3]) The Applicants also seek concurrent approval of two Boundary Line Adjustments (BLAs) which adjust small portions of the perimeter of the subdivision site. (Exhibits 3a, 3b, and 4c)

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1 File documents uniformly state that this preliminary long subdivision application's file number is SU08-001. However, that file number was previously assigned by City Staff to The 14320 LLC's preliminary long subdivision (*The 14320 Site*) which was initially filed as a binding site plan application on September 10, 2008, was converted to a preliminary long subdivision on May 22, 2009, was heard by the Hearing Examiner on July 21, 2009, and was approved by the Hearing Examiner on August 7, 2009. (Official notice) The Examiner discovered and advised City Staff of the file number duplication subsequent to the close of the open record hearing. City Staff has asked the Examiner to retain the assigned file number and footnote the duplication.

2 Any statement in this section deemed to be either a Finding of Fact or a Conclusion of Law is hereby adopted as such.

3 Exhibit citations are provided for the reader's benefit and indicate: 1) The source of a quote or specific fact; and/or 2) The major document(s) upon which a stated fact is based. While the Examiner considers all relevant documents in the record, typically only major documents are cited. The Examiner's Decision is based upon all documents in the record.

The Applicants filed the preliminary long subdivision application and the BLA applications on December 22, 2008. (Exhibits 4a – 4c [4]) The Duvall Planning Department (Planning) deemed the applications to be complete on January 20, 2009. (Exhibit 5)

The subject property straddles NE Big Rock Road between the Safeway Plaza on the west and, generally, the unopened 3rd Avenue NE right-of-way on the east. The southern boundary of the site is Old Big Rock Road (aka NE 140th Street).

The Duvall Hearing Examiner (Examiner) viewed the subject property on June 8, 2010.

The Examiner held an open record hearing on June 8, 2010. Planning gave notice of the hearing as required by the Duvall Municipal Code (DMC). (Exhibit 11)

The following exhibits were entered into the hearing record during the hearing:

Exhibits 1 - 51:	As enumerated in Exhibit 51, the Departmental Staff Report
Exhibit 52:	Applicants' PowerPoint presentation (23 slides)
Exhibit 53:	Applicant Requested Modifications to Conditions of Approval
Exhibit 54:	Applicants' Hearing Memorandum
Exhibit 54.1:	Letter, TraffEx to Applicants, June 1, 2010
Exhibit 54.2:	Letter, Flury-Wyrick to CamWest, June 4, 2010
Exhibit 54.3:	Letter, Raedeke to Wonderland, June 4, 2010
Exhibit 55:	Technical Memorandum, MSA to City of Duvall, February 26, 2010
Exhibit 56:	E-mail string: Benson-Booy, April 29, 2010
Exhibit 57:	E-mail with attachment, Benson-Booy, January 21, 2010
Exhibit 58:	*Curriculum Vitae*: Larry Hobbs
Exhibit 59:	*Curriculum Vitae*: Mark Flury
Exhibit 60:	*Curriculum Vitae*: G. Emmett Pritchard
Exhibit 61:	E-mail letter from Roger and Kerri Lange, June 1, 2010
Exhibit 62:	Old Big Rock Road Alternate Pedestrian Alignment

The City has not met the code-imposed processing time limits. (Exhibit 51) Planning provided to the Applicants the written explanation required by DMC 14.08.020(H)(2). (Exhibit 46)

The action taken herein and the requirements, limitations and/or conditions imposed by this decision are, to the best of the Examiner's knowledge or belief, only such as are lawful and within the authority of the Examiner to take pursuant to applicable law and policy.

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[4] Many other documents in the record give application filing dates different from that contained in Exhibits 4a – 4c. The Examiner finds the December 22, 2008, "Received" date stamp on each of the actual application forms to be original data and, therefore, the most credible evidence available.

ISSUES

Do the applications meet the criteria for Preliminary long subdivision and BLA approval as established within the DMC?

Although this is a complex proposal with many "moving parts," only three topics remain in contention. In order of importance, they are: Whether the Applicants should be required to construct frontage improvements (a sidewalk) along approximately 620 feet of the north side of Old Big Rock Road; whether proposed Street "Y" should be stubbed to the north boundary of the development to allow for future northerly extension; and whether the proposal will adversely affect drainage conditions on properties to the south across Old Big Rock Road.

In addition, a number of significant changes to the Staff-recommended conditions of approval are necessary, primarily because of certain unique procedural situations which apply to this proposal.

This Decision will focus almost exclusively on those three topics and the needed changes to the conditions. Specific Findings of Fact and Conclusions of Law will be limited to those topics. The record is replete with documentation and analysis of all other aspects of these applications. Analysis and conclusions from documents in the record will be incorporated by reference where appropriate to conserve resources.

FINDINGS OF FACT

A. General

A.1. The Applicants propose to subdivide the subject property into seventy-five single family lots, five lots to be developed with 102 condominiums or other multi-family units, one lot to be developed with six live-work units, four commercial lots to be developed with approximately 92,692 square feet of commercial, retail, and office uses, and a lot for a one-acre community park which will be improved and dedicated to the City upon approval by the City Council. Common open space/recreation tracts and a large Native Growth Protection Area (NGPA) tract are also proposed to be created. (Exhibit 2)

The record contains numerous documents, some submitted by the Applicants, some prepared by City Staff, describing the proposal in detail and analyzing it against all applicable regulations and policies. (Exhibits 2 – 4, 7, 13 – 22, 22a, 23 – 25, 27 – 41, 44, 45, and 48 - 51) Since the record contains no challenge to the vast majority of that evidence, those exhibits are incorporated herein by reference as if set forth in full; provided, that to the extent Findings of Fact contained herein conflict with the content of any of the incorporated documents, the Findings of Fact control.

A.2. The subject property consists of a rough rectangle which is bisected from northwest to southeast by NE Big Rock Road, essentially dividing the subject property into two triangles. The portion south of NE Big Rock Road (the south portion) is bordered on the west by the Safeway Plaza shopping center

(which has frontage on SR 203, NE Big Rock Road, and Old Big Rock Road) and on the south by Old Big Rock Road. (Exhibits 2, 22.15 {Att. 4}, and 52 {Slide 2})

The portion north of NE Big Rock Road (the north portion) is bordered on the west by a tract containing a replacement wetland and storm water control facility associated with the Safeway Plaza but owned by the City, and on the north by six acreage lots in *Rio Vista Ranchettes* (which front on NE 143rd Street). The unopened right-of-way of 3rd Avenue NE (aka 278th Avenue NE using County road naming convention) forms the eastern boundary of most of the north portion; a small area of about 1.65 acres lies to the east of that right-of-way. A single-family residence on an acreage parcel and undeveloped land lies further to the east. (Exhibits 2, 3b {Sheet 3 of 3}, 22.15 {Att. 4}, and 52 {Slide 2})

A.3. The legal description of the subject property provided by the Applicants (Exhibit 13) presumes approval of two BLAs. Both involve the north portion of the subject property. The first, BLA08-002, would literally "tweak" the easterly 208 feet of the north property line west of the 3rd Avenue NE right-of-way, shifting it northward about 4.5 feet and straightening it out. (Exhibit 3a)

The second, BLA08-003, makes a more substantial adjustment to the boundaries of two parcels which abut the east side of the presently unopened 3rd Avenue NE right-of-way, both of which are owned by CamWest. That BLA will replace the two straight property lines which now separate the parcels with a compound, curvilinear line. Both existing parcels have direct frontage (452 feet for Parcel A and 172 feet for Parcel B) on the east side of the unopened 3rd Avenue NE right-of-way. If approved as proposed, Parcel A (the parcel that is within the current *Duvall Urban Village Division I* proposal) will have 624 feet of frontage on the existing right-of-way and Parcel B (which is outside of the current *Duvall Urban Village Division I* proposal) will have none: It will parallel the right-of-way edge at a distance of 3.5 feet for a linear distance of about 56 feet; the remainder of its western boundary is much further from the existing right-of-way. (Exhibit 3b)

A.4. The Applicants propose to develop *Duvall Urban Village Division I* in several phases. The current plans envision seven phases: Three commercial phases (Phases A, F, and G) and four residential/live-work phases (Phases B – E), one of which (Phase C) will contain the proposed public park. (Exhibit 2, Sheet PP7)

Section 14.18.060 DMC states "the commercial and residential portions of a mixed use project shall be constructed concurrently unless the developer establishes a phasing plan through a development agreement." Development agreements are a Type VI application: The Planning Commission reviews the proposed agreement and makes a recommendation to the City Council (Council) which exercises final decision making authority for the City. [DMC 14.08.010(C)(1) and (C)(2)] The terms and conditions of the required development agreement are thus outside the scope of this proceeding.

The Applicants and Planning intend to present a development agreement for Planning Commission and Council consideration subsequent to issuance of this Decision by the Examiner. (Exhibit 51 and testimony)

A.5. In July, 2007, the City and CamWest entered into a Pre-Annexation Agreement affecting some 56 acres located on the north side of NE Big Rock Road, lying east of the 3rd Avenue NE right-of-way and west of 275th Avenue NE. The northeast 1.65 acres of the subject property occupies a portion of the northwest corner of the area subject to the terms of the Pre-Annexation Agreement. (Exhibits 2, 3b, and 24)

The Pre-Annexation Agreement included provisions requiring the execution of a development agreement between CamWest and the City to which all development within the annexation area would be subject. (Exhibit 24, p. 3, § 3.4) The Pre-Annexation Agreement also includes a number of requirements regarding low-income housing, public park area, pedestrian connectivity, "low impact" development, and traffic impact mitigation. (Exhibit 24, pp. 3 - 7)

The City and CamWest followed up the Pre-Annexation Agreement by entering into a Development Agreement (CamWest Development Agreement) in December, 2007, subsequent to the August, 2007, annexation of the area into the City. The CamWest Development Agreement applies to the same 56 acres as did the Pre-Annexation Agreement. (Exhibit 25) Thus, the northeast 1.65 acres of the subject property lies within the area subject to the terms of the CamWest Development Agreement.

The CamWest Development Agreement vests development within the 56 acres to the land use regulations as they existed on December 14, 2007 (Exhibit 25, p. 3, § 4.a), requires submittal of a master plan and phasing plan for the entire 56 acres "with the development permit applications for the first phase of its development" (Exhibit 25, p. 4, § 6.a), requires CamWest to construct 3rd Avenue NE from NE 143rd Place south to NE Big Rock Road (the 3rd Avenue Extension) concurrent with development of the first phase of its project (Exhibit 25, p. 11, § 17.a.i), calls for the 3rd Avenue Extension to include westerly realignment of the 3rd Avenue NE right-of-way (Exhibit 25, p. 15, § 17.d), requires CamWest to utilize low impact development techniques (Exhibit 25, p. 18, § 21.a), and requires "All phases" of CamWest's development within the 56 acres to include pedestrian connections to adjacent properties (Exhibit 25, p. 21, § 28.a).

CamWest and Planning have processed *Duvall Urban Village Division I* with the expectation that the Council will amend the CamWest Development Agreement to remove the northeast 1.65 acres of the subject property from coverage under the Agreement. (Exhibit 51)

A.6. BLA08-003 relies upon City vacation of the present 3rd Avenue NE right-of-way and its replacement with the realigned and widened 3rd Avenue Extension right-of-way. Specifically the new right-of-way will be wider than the existing right-of-way (67 feet v. 60 feet), resulting in Parcel B having frontage on the east side of the replacement right-of-way, something which it would not have without the new right-

of-way. The proposed alignment will swing 3rd Avenue NE westerly as it passes through the subject property such that it will intersect with NE Big Rock Road at a right angle. (Exhibits 2 and 3b)

Right-of-way vacations are not considered land use applications. (See DMC 14.08.010(C): Right-of-way vacations are not listed within Table 1.) Right-of-way vacations are subject to the provisions of Chapter 35.79 RCW which vests the authority to act on such applications with the Council. Thus, consideration of the right-of-way vacation is outside the scope of this proceeding.

A.7. Both the *Duvall Urban Village Division I* preliminary plat and BLA08-003 assume Council approval of the 3rd Avenue Extension vacation and realignment as proposed. (Exhibit 2)

A.8. The Applicants have presented "Residential Architectural Concepts" for the residential units in Phases B – E. (Exhibit 30) The Applicants have no idea what commercial development will ultimately locate in Phases A, F, and G. [5] For planning purposes, they have assumed that about 93,000 square feet of commercial space would be developed in those phases. (Exhibit 51, pp. 9 and 29) Site plan review pursuant to DMC 14.08.010(C) and Chapter 14.62 DMC is required prior to actual development of the commercial areas. (Exhibit 51, p. 30)

A.9. Duvall's State Environmental Policy Act (SEPA) Responsible Official issued a Mitigated Determination of Nonsignificance (MDNS) for *Duvall Urban Village Division I* on March 3, 2010. The MDNS contains seven mitigation measures: Realignment of 3rd Avenue NE and signalization of the 3rd Avenue NE/NE Big Rock Road intersection; construction of "Sidewalk, bicycle, and pedestrian facilities … to city standards"; grading controls; water utility improvements; stormwater and impervious surfaces requirements; sensitive areas preservation; and completion of a Development Agreement including phasing plans. (Exhibit 45) The mitigation measures within the MDNS have been carried forward by reference as a recommended condition of approval. (Exhibit 51, p. 39, Recommended Condition 4)

A.10. The Applicants sought and obtained approval by staff of a total of 13 administrative engineering variances and/or administrative code deviations/departures:

A. Administrative Engineering Variances. The Applicants requested and obtained City Engineer approval of the following variances from the City's Development Design Standards (Standards [6]):

i. Meandering sidewalk along Street "O". (Exhibits 31 and 51 {p. 16})

ii. Private stormwater vaults in private roads, tracts, and easements. (Exhibits 32 and 51 {p. 22})

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5 For a time, the King County Library System (KCLS) planned to occupy Phase A with a branch library. (E.g., see Exhibit 16) KCLS no longer plans to locate its library in *Duvall Urban Village Division I*. (Testimony)

6 Section 1-1.02 of the Development Design Standards specifies that the shorthand name is simply "Standards".

iii. A private road. (Exhibits 33 and 51 {p. 18})

iv. Reduced intersection spacing. (Exhibits 34 and 51 {p. 17})

v. 3rd Avenue NE slope exceeding standard. (Exhibits 35 and 51 {p. 10})

vi. Temporary cut and fill slopes in excess of 3H:1V. (Exhibits 37 and 51 {p. 24}; see also Finding of Fact A.10.B.iii, below.)

B. Administrative Deviations/Departures. The Applicants requested and obtained Staff approval of the following deviations/departures from DMC provisions:

i. Reduced off-street parking in commercial areas. (Exhibits 36 and 51 {p. 20}) Planning is authorized by DMC 14.44.040(B) to administratively reduce required off-street parking if certain requirements are met.

ii. Reduce number of loading spaces required by DMC 14.44.090. (Exhibits 36 and 51 {pp. 20 and 21}) (The DMC contains no authority for administrative relief from DMC 14.44.090.)

iii. Temporary cut and fill slopes in excess of 3H:1V. (Exhibits 37 and 51 {p. 24}) Subsection 14.34.030(B)(1)(c) DMC expressly authorizes Planning and Public Works to grant exceptions to this limitation. (See also Finding of Fact A.10.A.vi, above.) Subsection 14.34.010(E) DMC authorizes Planning to grant departures from Chapter 14.34 DMC, Design Guidelines, requirements.

iv. Common open space: Slope in excess of code limitations; and minimum dimension narrower than code standard. (Exhibits 38 and 51 {p. 25}). Subsection 14.34.010(E) DMC authorizes Planning to grant departures from Chapter 14.34 DMC, Design Guidelines, requirements.

v. Grassy slopes in excess of 4H:1V. (Exhibits 39 and 51 {p. 26}). Section 14.38.030 DMC authorizes Planning to vary requirements contained in Chapter 14.38, Landscaping Standards.

vi. Garages exceeding 50% of front façade. (Exhibits 40 and 51 {p. 31}) Subsection 14.34.010(E) DMC authorizes Planning to grant departures from Chapter 14.34 DMC, Design Guidelines requirements.

vii. Reduced separation between like residential house models. (Exhibits 41 and 51 {pp. 31 and 32}) Subsection 14.34.010(E) DMC authorizes Planning to grant departures from Chapter 14.34 DMC, Design Guidelines, requirements.

A.11. Any Conclusion of Law deemed to be a Finding of Fact is hereby adopted as such.

B. Drainage Impact Off-site to the South

B.1. The owner of the property in the south quadrant of the NE Big Rock Road/Old Big Rock Road intersection (Pedeferri) seeks assurance that development of *Duvall Urban Village Division I* will not result in storm water runoff flowing onto his property. Runoff water from land on the north side of Big Rock Road east of the 3rd Avenue NE right-of-way flows beneath Big Rock Road in a culvert onto the Pedeferri property. It then flows southwesterly through the Pedeferri property towards SR 203. (Exhibit 17 {Fig. 18} and testimony)

Pedeferri stated that flows in that system have increased over the years, causing significant erosion on his property. Pedeferri does not want his runoff problems exacerbated by development of *Duvall Urban Village Division I*. (Testimony)

B.2. Drainage from the north portion of the subject property sheet flows overland to a roadside ditch along the north side of NE Big Rock Road, then westerly to enter Thayer Creek. Drainage from the south portion of the subject property sheet flows overland southwesterly into the Thayer Creek headwaters and wetlands system on the subject property, then northwesterly down Thayer Creek. (Exhibit 17, Fig. 18)

Although Exhibit 17, Fig. 18, indicates that Old Big Rock Road is the dividing line between the Thayer Creek drainage basin and the drainage basin to the south, subsequent work by the Applicants' consultants has identified a wetland area (of unknown size) immediately south of Old Big Rock Road which is connected to the Thayer Creek headwaters wetland on the north side of the road by a 12" culvert. (Exhibit 54.3, p. 2) It would appear from the evidence that the Thayer Creek headwaters area was bisected by the original construction of Old Big Rock Road. The water course identified by Pedeferri does not connect to the Thayer Creek headwaters wetlands. (Testimony)

B.3. The Applicants' preliminary drainage plan indicates that surface runoff from impervious surfaces within *Duvall Urban Village Division I*, except for some from roof-tops on the south portion which will directly recharge the on-site wetlands, will be collected, routed to one of five underground detention vaults, and then conveyed to a discharge location where Big Rock Road crosses Thayer Creek. (Exhibit 17, Fig. 20)

B.4. The Applicants' engineer assured Pedeferri and the Examiner that no runoff water would be diverted to or backed up onto the Pedeferri property. (Testimony)

C. Stub-Out of Street "Y" to the North

C.1. Conceptual plans developed in 2006 – 2008 for the subject property did not contemplate extending a street stub to the north property line near the west edge of the site. (Exhibit 26) Application plans as late as October, 2009, did not contemplate such a street stub. (Exhibit 16; see the area of Street "Y" and then-Proposed Lots 76 and 77)

C.2. Figure T-6 and Table T-6 of the 2006 Comprehensive Plan (2006 Plan) depict projects within the 20-year Transportation Capital Improvement Program. One of those projects is the 1st Avenue NE southerly extension. The 1st Avenue NE extension (from NE 145th Street to NE Big Rock Road), identified as Project No. 17 in Table T-6, notes that "alignment between NE 143rd Street and Big Rock Road will need to consider wetlands and property." Figure T-1, Roadway Classifications, in the 2006 Plan shows the 1st Avenue NE extension alignment routed slightly to the east at NE 143rd street, closer to the 2nd Avenue NE alignment, while Figure T-6 shows the roadway along the 1st Avenue NE alignment. Both alignments, however, are within a wetland buffer. [7] The road extension alignment is in the City's Transportation Capital Improvement Program and is eligible for Traffic Impact Fee credit. (Exhibits 42 {pp. 4 and 5} and 51 {p. 15})

C.3. City staff asked the Applicants to revise the street layout to extend Street "Y" to the north property boundary as a collector arterial with a 53 foot wide right-of-way. In October, 2009, the Applicants objected strenuously to this request, arguing that it violated RCW 82.02.020. (Exhibit 42, pp. 5, 6, 9, and 10)

C.4. The Applicants subsequently made a "business decision" to voluntarily agree (as allowed by RCW 82.02.020) to include the Street "Y" stub and extra right-of-way width in their development plan in exchange for a promise of Staff "agreement to support vesting of the current methodology of calculating credits to transportation impact fees in the development agreement for [*Duvall Urban Village Division I*] which must be approved by the City Council." (Exhibit 54, pp. 2 and 3, and testimony)

C.5. The proposed preliminary plat provides a 53 foot wide right-of-way for Street "Y" from Big Rock Road through the north portion of the subject property to stub-out at the north property boundary. The street stub is nearly centered on the common property line between tax parcels 7325800030 and 7325800040, two acreage lots in the *Rio Vista Ranchettes* subdivision. (Exhibit 2) This alignment is desired by City Staff due to the environmental considerations noted in Finding of Fact C.2, above. (Exhibit 51 and testimony)

C.6. Tax parcels 7325800030 and 7325800040 are owned by Roger and Kerri Lange (the Langes). The Langes purchased those two approximate two-acre lots in 2004 and 2005 for development purposes. They initially intended to build a mini-storage facility on the property, but discovered that such a use

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[7] The Draft 2009 Transportation Element identifies the NE 143rd Place to Big Rock Road portion of this project as TIP project No. M-9, 2nd Avenue NE Extension. (Exhibit 51, p. 15) Draft policy and/or regulatory documents cannot legally be considered in deciding preliminary subdivision cases. The Examiner has not considered the impact of the 2009 proposal, if ultimately adopted, on *Duvall Urban Village Division I*.

was not allowed by current zoning. In 2008 they sought to sell the property to a church, but the prospective purchaser backed out of the deal because of steeple height limits and grading concerns. (Exhibits 47.c and 61)

C.7. The Langes strenuously oppose existence of the Street "Y" stub on their south property line. They argue that it would be a precursor to requiring them to provide an arterial through their lots, a requirement which they believe would violate constitutional protections against "taking" of private property and would also violate appellate case law regarding "nexus" and "rough proportionality." (Exhibits 47.c and 61 and argument of counsel)

D. Frontage Improvements along Old Big Rock Road

D.1. The Old Big Rock Road right-of-way extends from SR 203 on the west to NE Big Rock Road on the east. (Exhibit 2) A two-lane, open ditch section, paved road exists within that right-of-way from NE Big Rock Road west to the Safeway Plaza which has two connections to Old Big Rock Road: One to the rear loading area of the Safeway store; the other to the main north-south drive lane in the Plaza parking lot, providing a connection between Old Big Rock Road and NE Big Rock Road. (Exhibits 2 and 52 {Slide 2}) Bollards block Old Big Rock Road just west of the second Safeway Plaza entrance. (Testimony)

Old Big Rock Road is situated on a fill embankment for most of the above-described section. The street consists of two approximate 11 foot wide travel lanes with minimal shoulders on each side. The total paved width varies between 24.25 and 25.25 feet. (Exhibits 22.14 and 52 {Slides 10 and 13})

Wetlands abut the street embankment on both the north (for a distance of about 400 feet) and the south (for a distance of about 300 feet). (Exhibits 18, 52 {Slides 16 – 22}, and 54.3)

D.2. *Duvall Urban Village Division I*, as presently proposed, makes no vehicular connection to Old Big Rock Road. (Exhibits 2 and 52 {Slide 5})

D.3. The traffic impact assessment prepared on behalf of the Applicants and accepted by the City does not project that any site-generated vehicular p.m. peak hour trips will use Old Big Rock Road. (Exhibits 22.5 and 54.1)

D.4. The Applicants have voluntarily offered to construct a sidewalk along Proposed Lot 1's (in Phase F) frontage on Old Big Rock Road. The west end of that sidewalk will connect to the south end of a soft-surface trail which the Applicants will construct through NGPA Tract 999. (Exhibits 2 and 52 {Slide 7})

D.5. Public Works wants the Applicants to construct pedestrian walkway improvements along the remainder of the site's frontage on Old Big Rock Road, a distance of some 620 feet. (Exhibit 51, pp. 10 – 14)

D.6. The City estimates that the additional Old Big Rock Road walkway improvements would cost approximately $67,500. (Exhibit 22.14) The Applicants believe that the requested improvements would cost approximately $332,250. (Exhibits 54.2 and 54.3)

D.7. The City Staff believes that adopted policies, code provisions, Standards provisions, and MDNS mitigation measures require construction of the walkway along the north side of Old Big Rock Road. (Exhibit 52, pp. 10 – 14 and testimony) City Staff also believes that pedestrians from *Duvall Urban Village Division I* will use Old Big Rock Road to reach the Safeway Plaza. (Exhibit 22.16 and testimony)

D.8. The Applicants believe that a requirement to construct a pedestrian walkway along Old Big Rock Road adjacent to NGPA Tract 999 lacks a "rational nexus" to project impacts, therefore lacks "rough proportionality," violates limitations in RCW 82.02.020, and is unconstitutional. The Applicants also dispute the notion that *Duvall Urban Village Division I* residents will use Old Big Rock Road to reach the Safeway Plaza. (Exhibits 54 and 54.1 and testimony)

D.9. If the Examiner finds that a "rational nexus" exists to justify mitigation, then the Applicants have offered an alternative to the City's walkway requirement: 1) To construct a soft surface walkway within Tract 999 connecting the proposed walkway with the end of the existing Safeway Plaza sidewalk at the southwest corner of the subject property; and 2) To provide a full pavement overlay of Old Big Rock Road. (Exhibit 62 and testimony)

D.10. The land south of Old Big Rock Road lies outside present City limits but within the City's approved Urban Growth Area. The area is slated for eventual commercial development. (Testimony)

E. Approval Conditions

E.1. City Staff recommends approval of all three applications subject to 80 conditions. (Exhibit 51, pp. 39 – 52)

E.2. The Applicants take exception to Recommended Conditions 31, 35, and 38; the Applicants propose an additional condition (Condition 81) in the event the Examiner concludes that Street "Y" should not stub-out to the north property line. (Exhibit 53 and testimony)

E.3. City Staff concurs with the Applicants' changes to Recommended Conditions 31 and 35, opposes the Applicants' changes to Recommended Condition 38, and concurs with the Applicants' proposed Condition 81 in the event the Examiner concludes that Street "Y" should not stub-out to the north property line. (Testimony) The City's position with respect to Recommended Condition 38 has been summarized in Section D, above.

LEGAL FRAMEWORK [8]

The Examiner is legally required to decide this case within the framework created by the following principles:

Authority
A preliminary long subdivision is a Type III application which is subject to an open record hearing before the Examiner. The Examiner makes a final decision on the application which is subject to the right of reconsideration and appeal to Superior Court. [DMC 2.30.070(A)(2) and 14.08.010(C), Tables 14.08.010.C.1 and .2]

BLAs are normally Type I applications which are handled administratively by Planning. [DMC 14.08.010(C)] However, when "multiple applications are submitted concurrently, the city shall process [them] as a consolidated application unless notified otherwise by the applicant." [DMC 14.08.010(B)(2)(a)] When consolidated, the applications are "processed collectively under the highest numbered procedure required for any part of the application". [*Id.*] Therefore, the BLAs in this consolidated application are treated as Type III applications.

> The examiner's decision may be to grant or deny the application or appeal, or the examiner may grant the application or appeal with such conditions, modifications, and restrictions as the examiner finds necessary to make the application or appeal compatible with the DMC, state laws and regulations, including Chapter 43.21C RCW, and the regulations, policies, objectives, and goals of the Duvall comprehensive plan, the unified development regulations, and other official laws, policies and objectives of the city of Duvall.

[DMC 2.30.070(B)]

Review Criteria
The primary review criteria for preliminary long subdivisions are set forth at DMC 14.66.040:

> A. Each proposed subdivision or short subdivision shall be reviewed to ensure that:
> 1. The proposal conforms to the goals, policies and plans set forth in the Duvall comprehensive plan;
> 2. The proposal conforms to the site and design requirements set forth in this title. No final subdivision or short subdivision shall be approved unless the requirements are met;
> 3. The proposed street system and pedestrian system conform to the Duvall comprehensive plan, DMC Chapter 14.34, Design Guidelines, and the public works development design standards, and is laid out in such a manner as to provide for the safe, orderly and efficient circulation of vehicular and pedestrian traffic;

[8] Any statement in this section deemed to be either a Finding of Fact or a Conclusion of Law is hereby adopted as such.

4. The proposed subdivision or short subdivision will be adequately served with city-approved water and sewer, and other utilities appropriate to the nature of the subdivision or short subdivision;

5. The layout of lots, and their size and dimensions, takes into account topography and vegetation on the site in order that buildings may be reasonably sited, and that the least disruption of the site, topography and vegetation will result from development of the lots;

6. Identified hazards and limitations to development have been considered in the design of streets and lot layout to assure street and building sites are on geologically stable soil considering the stress and loads to which the soil may be subjected.

B. Lack of compliance with the criteria set forth in subsection A of this section and DMC Section 14.66.050, Subdivision standards, shall be grounds for denial of a proposed subdivision or short subdivision, or for the issuance of conditions necessary to more fully satisfy the criteria.

In addition, DMC 2.30.210 contains additional requirements for preliminary long subdivisions:

When the examiner makes a decision regarding an application for a proposed preliminary plat, the decision shall include additional findings as to whether:

A. Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and

B. The public use and interest will be served by the platting of such subdivision and dedication.

A "consistency determination" is also required for every project permit application.

During project permit application review, [Duvall] shall determine whether the items listed in this section are defined in the development regulations applicable to the proposed project and if the proposed project meets the development regulations. In the absence of applicable development regulations, [Duvall] shall determine whether the items listed in this section are defined in [Duvall's] adopted comprehensive plan and if the proposed project meets the comprehensive plan policies. This determination of consistency shall include, but is not limited to, the following:

a. The type of land use permitted at the site, including uses that may be allowed under certain circumstances, if the criteria for their approval have been satisfied;

b. The level of development, such as units per acre, floor area ratio, lot coverage, etc;

c. Availability and adequacy of infrastructure and public facilities identified in the comprehensive plan, if the plan or development regulations provide for funding of these facilities as required by Chapter 36.70A RCW; and

d. Character of the development, such as development standards.

[DMC 14.08.040(A)(2)]

The review criteria for BLAs are set forth at DMC 14.66.120(B):

1. The proposed adjustment shall meet the exemption requirements provided in RCW 58.17.040(6);
2. The boundary line adjustment shall not result in the creation of any additional tract, lot, parcel, site or division;
3. The property being transferred within the boundary line adjustment shall be combined with the benefiting parcel and shall not be a separate parcel, which could be mistaken as a separate and distinct, conveyable tract without proper research;
4. The lots, tracts, or parcels resulting after the boundary line adjustment shall meet all dimensional requirements specified for the applicable zone as outlined in this title;
5. All lots modified by the boundary line adjustment procedures shall have legal access meeting the standards of the city of Duvall;
6. The boundary line adjustment shall not violate an applicable requirement or condition of a previous land use action, subdivision, short subdivision or binding site plan;
7. All boundary line adjustments shall be recorded surveys consistent with the requirements of Chapter 58.09 RCW and Chapter 332-130 WAC. All lot lines being adjusted shall be surveyed, and newly established lot corners shall be staked.

Vested Rights
Subdivision and short subdivision applications are governed by a statutory vesting rule: such applications "shall be considered under the subdivision or short subdivision ordinance, and zoning or other land use control ordinances, in effect on the land at the time a fully completed application … has been submitted …." [RCW 58.17.033]

Standard of Review
The standard of review is preponderance of the evidence. The applicant has the burden of proof.

Scope of Consideration
The Examiner has considered: all of the evidence and testimony; applicable adopted laws, ordinances, plans, and policies; and the pleadings, positions, and arguments of the parties of record.

CONCLUSIONS OF LAW

A. General

A.1. The state Supreme Court in *Citizens v. Mount Vernon* [133 Wn.2d 861, 947 P.2d 1208 (1997), *reconsideration denied*] has ruled that "[RCW 36.70B.030(1)] suggests … a comprehensive plan can be used to make a specific land use decision. Our cases hold otherwise." [at 873]

> Since a comprehensive plan is a guide and not a document designed for making specific land use decisions, conflicts surrounding the appropriate use are resolved in favor of the more specific regulations, usually zoning regulations. A specific zoning ordinance will prevail over an inconsistent comprehensive plan. If a comprehensive plan prohibits a particular use but the zoning code permits it, the use would be permitted. These rules require that conflicts between a general comprehensive plan and a specific zoning code be resolved in the zoning code's favor.

[*Mount Vernon* at 873-74, citations omitted]

A.2. "An administrative tribunal, such as the hearing examiner in this case, has only the authority granted it by statute or ordinance." [*HJS Development, Inc. v. Pierce Cy*, 148 Wn.2d 451, 471 (2003)] The Examiner has only that authority "conferred either expressly or by necessary implication." [*Chaussee v. Snohomish County*, 38 Wn. App. 630, 636, 689 P.2d 1084 (1984)]

Neither a Hearing Examiner nor a City Council have authority to rule on the constitutionality of a duly enacted ordinance. [*Exendine v. City of Sammamish*, 127 Wn. App. 574, 113 P.3d 494 (2005), rev. denied 156 Wn.2d 1018 (2006)]

Likewise, the Examiner has no authority to determine whether a duly enacted City regulation complies with statutory or case law. The Examiner is required to base his land use decisions upon duly adopted laws and ordinances, and may not consider equitable defenses. [*Chaussee* at 638] Whether those regulations conflict with statutory or case law is for a court of competent jurisdiction to decide. [9]

A.3. "The word 'shall' is mandatory and the word 'may' is discretionary. The word 'should' is mandatory unless waived by the director due to special circumstances." [DMC 14.04.060(D)]

A.4. Where authority to make a decision administratively is conferred by the DMC on staff, as opposed to merely the authority to make a recommendation to a higher decision maker, a higher decision maker has no inherent authority to second guess that administrative decision absent clear authority to do so. For example, the code sections listed in Finding of Fact A.10, above, grant to either Planning or Public Works (or both) the authority to grant certain variances/deviations/departures from certain

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[9] If a regulation is vague or unclear, then the Examiner would most certainly weigh statutory and case law in seeking to understand and apply the regulation. If two regulations conflict, then the Examiner would most certainly apply case law regarding statutory construction to seek to resolve the conflict. If a regulation grants discretion to the decision maker, then the Examiner would most certainly apply the "rational nexus" and "rough proportionality" tests from case law, among others, in exercising that discretion.

specific DMC and Standards provisions. Nothing in the language of those sections suggests that Staff action is but a recommendation to the Examiner or that the Examiner has any authority to second guess the administrative action. The Examiner has no authority to review, affirm, or reject those administrative actions in the context of this consolidated proceeding. [10]

A.5. The Staff Report (Exhibit 51) contains an exhaustive analysis of the three applications which make up this consolidated application. Since the record contains no challenge to the vast majority of that analysis, the conclusions within Exhibit 51 are incorporated herein by reference as if set forth in full; provided, that to the extent Conclusions of Law contained herein conflict with the content of any of the incorporated analysis, the Conclusions of Law control.

A.6. The uncontested preponderance of the evidence demonstrates that both BLAs comply with all approval criteria with but one exception. [11] BLA08-002 can stand on its own as an independent application. Therefore, it can be approved without contingencies.

BLA08-003, on the other hand, is dependent upon vacation and rededication of 3rd Avenue NE right-of-way. If right-of-way vacation and realignment occur as proposed, each lot will have access to 3rd Avenue NE and will meet the access requirement of DMC 14.66.120(B)(6). However, until that occurs, Proposed Lot B (the lot which is not within *Duvall Urban Village Division I*) would be landlocked. Therefore, approval of BLA08-003 must be made contingent on the vacation/rededication process.

A.7. As noted above, the administrative variances/deviations/departures requested in Exhibits 31 – 41 and approved in Exhibit 51 are not within the Examiner's jurisdiction in this proceeding. Therefore, the Examiner accepts them as givens for the purpose of this Decision with one exception.

City staff appears to lack the authority to have granted one of those administrative variances/deviations/departures. This situation will be addressed further in Conclusion of Law E.6, below.

A.8. Any Finding of Fact deemed to be a Conclusion of Law is hereby adopted as such.

B. Drainage Impact Off-site to the South

B.1. The evidence indicates that *Duvall Urban Village Division I* will not direct any of its stormwater runoff towards the south. The record contains no evidence that the proposed development will discharge stormwater onto properties to the south. The evidence also indicates that the Applicants can comply with all applicable City stormwater control requirements.

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10 If there is an appeal process in the DMC for those administrative actions, it must be used overtly, not by implication.

11 Planning confirmed in testimony that the statement on page 9 of Exhibit 51 that "one parcel [is]to be created by a [BLA]" was erroneous: No new parcels will be created by either BLA.

B.2. Given the above, no basis exists in the record to impose any additional or more stringent conditions regarding stormwater control.

C. Stub-Out of Street "Y" to the North

C.1. City Staff rely primarily on DMC 14.66.050(L)(5) as the basis for requiring Street "Y" to stub to the north property line:

> Proposed streets should extend to the boundary lines of the proposed site plan or subdivision in order to provide for the future development of adjacent tracts unless prevented by natural or man-made conditions or unless such extension is determined to be unnecessary by the Public Works Director.

[Emphasis added] In accordance with DMC 14.04.060(C), quoted in Conclusion of Law A.3, above, "should" is mandatory. The code clearly places the authority to waive the mandatory requirement to extend streets to external property lines in the office of the Public Works Director, not in the Examiner. The Public Works Director has determined that the stub-out is necessary. (Exhibit 51, pp. 14 and 15) The Examiner must respect and apply that determination.

C.2. Stubbing-out Street "Y" to the north property line will not constitute a "taking" of any portion of the Lange's abutting property: The stubbed-out right-of-way will lie entirely within the subject property and will not intrude onto or into the Lange's property.

Whether extension of Street "Y" at some future time through the Lange's property would constitute a "taking" is not ripe for adjudication, even if the question were within the Examiner's purview to adjudicate, as no one in this proceeding is conditioning development of the Lange property on such an extension.

C.3. Proposed Condition 81 (See Exhibit 53.) is unnecessary in its offered form. (See Conclusion of Law E.7 for further discussion of Proposed Condition 81.)

D. Frontage Improvements along Old Big Rock Road

D.1. City Staff relies primarily on three DMC/Standards provisions as the basis for requiring a pedestrian walkway along the entire length of the north side of Old Big Rock Road:

> When a subdivision is abutting an existing street(s) with a right-of-way of lesser width than specified by City ordinances or abuts a roadway(s) that is not built to City street standards, or abuts a roadway(s) that is in substandard condition, the applicant may be required as a condition of approval, to deed additional right-of-way width, and/or to improve the existing and additional right-of-way to the design specifications of the Public Works Director.

[DMC 14.66.050(L)(2), emphasis added]

> When necessary for public convenience or safety, the developer shall improve and dedicate to the public accessways …to provide for networks of public paths creating access to schools, parks, shopping centers, transit stops or other community services. The accessway shall be of such design, width and location as reasonably may be required to facilitate public use.

[DMC 14.66.050(R), emphasis added]

> Any development abutting and impacting rights-of-way shall improve the frontage of those rights-of-way in accordance with these Standards as part of a development permit. The extent of improvements shall be based on these Standards and on an assessment of the impacts of the proposed land development by the City Engineer.

[Standards §1-1.21.B, emphasis added]

D.2. Subsection 14.66.050(L)(2) DMC is discretionary ("may"), but vests exercise of that discretion in the Public Works Director, not in the Examiner.

Subsection 14.66.050(R) DMC includes both mandatory and discretionary elements. The requirement to provide "networks of public paths" to, among other destinations, "shopping centers" is mandatory ("shall"). Discretion is involved in determining the extent of the required paths in any given case. The DMC does not vest that discretion in any specific position, so it would fall to the Examiner as this is a preliminary subdivision requirement and the Examiner has decision making authority over preliminary subdivisions.

Standards §1-1.21.B parallels DMC 14.66.050(R) in its structure: The requirement is mandatory, but the extent of the requirement involves the exercise of discretion. Unlike DMC 14.66.050(R), Standards §1-1.21.B explicitly vests the authority to exercise that discretion in the City Engineer, not in the Examiner.

D.3. Two of the three key regulatory provisions vest decision making authority in someone other than the Examiner: The Public Works Director and the City Engineer. They, not the Examiner, are vested with the authority to set the extent and nature of frontage improvements. [12] Both have determined that a walkway is required along the subject property's entire Old Big Rock Road frontage. The Examiner must respect and apply that determination.

D.4. Applicants-Recommended Replacement Condition 38 will not be used.

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[12] The Examiner reached this identical conclusion in the *Baisa-Khulan Short Plat* case, SU07-007, Decision issued March 7, 2008. The analogous code structure of Chapter 14.34 DMC (staff, not Examiner, authority to relax standards) was acknowledged in the Duvall Hardware site plan review case, SPR05-001, Decision issued February 27, 2006.

E. Approval Conditions

E.1. Recommended Condition 5. This condition would have the Examiner mandate to the Council the content of a development agreement over which the Examiner legally has no jurisdiction. The Examiner declines to intrude into the Council's authority.

Staff's intent here, to put everyone on notice of topics which it believes need to be included in the required development agreement, is quite reasonable. However, having the Examiner tell the Council what it must put in a development agreement is equally unreasonable.

Because the Applicants propose to phase the development, and because the development includes commercial development, a development agreement is necessary. The extent of the Examiner legitimate interest is that the required agreement be negotiated and executed prior to submittal of construction drawings. The condition will be revised accordingly.

E.2. Recommended Condition 6. Similar to Recommended Condition 5, the Examiner has limited legitimate interest in the content of a revised CamWest/City Development Agreement. The Examiner's sole interests are that the existing Agreement be revised to remove the overlapping property and that the amendment be completed prior to submittal of construction drawings. The condition will be revised accordingly. Allowing the overlap to exist until final plat recordation (as proposed by the Staff) would merely confuse matters as competing requirements would then apply to the northeast corner of the subject property.

E.3. Recommended Condition 7. The second half of this condition purports to specify the zoning pattern which will result from realignment of the 3rd Avenue NE right-of-way. Rezones are Type IV proceedings in which the decision is made by the Council after recommendation from the Planning Commission, not by the Examiner. A Decision on a preliminary long subdivision application cannot tie the hands of the Type IV decision makers. The second half of the condition will be removed.

E.4. Recommended Condition 11. The requirement that "lighting fixtures shall be the same or similar in character throughout the residential area" needs a minor, but important, clarification: The condition is intended to address external site lighting, not internal or even external-on-residences lighting. (Testimony) The modifiers "external site" will be added to remove any potential lack of clarity.

E.5. Recommended Conditions 19 and 20. These conditions address two separate mid-block pedestrian crossings. Recommended Condition 20 expressly allows flexibility which is missing from Recommended Condition 19. Planning testified that the flexibility should be included in both conditions. The necessary changes will be incorporated to accomplish that objective and bring parallel construction to the two conditions.

E.6. Recommended Condition 24. The Examiner declines to include the loading spaces "Administrative Deviation" in the Decision: The code does not authorize staff to approve such a deviation. The only vehicle known to the Examiner by which such a "deviation" could be initially considered by the

Examiner would be through a variance application under Chapter 14.70 DMC. The present consolidated application does not include any such application nor did the hearing notices indicate that the Examiner would be considering such an application. While the Examiner cannot rule on the request, it would be wrong to include its approval as a condition, implying that the Examiner accepted the Staff's action. The condition will simply be omitted.

E.7. Recommended Condition 31. This condition, like Applicants-Proposed Condition 81, addresses Street "Y." As a starting point, the language addition proposed by the Applicants in Exhibit 53 is reasonable and will be included. However, restructuring the condition slightly will avoid the need to repeat the same new wording twice as now proposed by the Applicants.

Further, Applicants-Proposed Condition 81 is unnecessary as the Examiner has concluded that he lacks authority to determine whether Street "Y" must stub-out to the north property line. However, if prior to development of *Duvall Urban Village Division I* the City approves a development plan for the abutting property to the north which does not include a street stub on the Street "Y" alignment, then the developer of *Duvall Urban Village Division I* should not be required to provide the stub. (That only makes sense as it would be the same City officials making the decision on both properties: The most recent decision logically has to be considered as the controlling decision.) Recommended Condition 31 will be further modified to take that possibility into consideration.

E.8. Recommended Condition 35. The minor change contained in Exhibit 53 will be incorporated into this condition.

E.9. "Limitation on Preliminary Approval" statement. The Staff Report concludes with a paragraph explaining the approval limitations associated with preliminary subdivisions. The 2010 Washington State legislature amended the state law on which the cited DMC provision is based: The amendment extends the time in which a subdivision may be developed from five to seven years after preliminary approval. (The amendment includes a sunset clause reverting the language back on December 31, 2014.) The Examiner will add a footnote to apprise the reader of this change in state law.

E.10. A few minor, non-substantive structure, grammar, and/or punctuation revisions to Recommended Conditions 4 – 7, 9 – 23, 25 – 37, 38, 40, 42, 45 - 47, 49, 50, 53, 55 - 58, 61, 64, 66, 69, 70, and 76 - 80 will improve parallel construction, clarity, and flow within the conditions. Such changes will be made.

DECISION

Based upon the preceding Findings of Fact and Conclusions of Law, the testimony and evidence submitted at the open record hearing, and the Examiner's site view, the Examiner **APPROVES:**

A. BLA 08-002.

B. BLA08-003 **CONTINGENT UPON** approval by the City Council of the realignment of 3rd Avenue NE adjacent to the property subject to the BLA and dedication/deeding of the new right-of-way alignment so as to provide legal access to said right-of-way for both adjusted lots.

C. The requested *Duvall Urban Village Division I* subdivision **CONTINGENT UPON** consummation of BLA08-002 and BLA08-003 (necessary to create the boundary of the property being subdivided) and **SUBJECT TO THE ATTACHED CONDITIONS**.

Decision issued June 16, 2010.

\s\ John E. Galt (Signed original in official file)
John E. Galt
Land Use Hearing Examiner

HEARING PARTICIPANTS [13]

Bruce Knowlton
Mark Flury
David Johnston (sworn counsel)
Marsha Martin (sworn counsel)
Emmett Pritchard
Bruce Disend (sworn counsel)
Walter Pedeferri
Michael Brooks
Ray Burhen
Larry Hobbs
Lara Thomas
Boyd Benson

NOTICE of RIGHT of RECONSIDERATION

This Decision is final subject to the right of any party of record to file a written motion for reconsideration within 10 calendar days of the date this Decision was mailed to the parties. See DMC 2.30.240 for additional information and requirements regarding reconsideration.

NOTICE of RIGHT of APPEAL

This Decision is final subject to the right of a party of record with standing, as provided in RCW 36.70C.060, to file a land use petition in Superior Court in accordance with the procedures of DMC 2.30.230

[13] The official Parties of Record register is maintained by the City's Hearing Clerk.

and 14.08.060(E). Any appeal must be filed within 21 days following the issuance of this Decision. See DMC 2.30.230 and 14.08.060(E) for additional information and requirements regarding judicial appeals.

The following statement is provided pursuant to RCW 36.70B.130: "Affected property owners may request a change in valuation for property tax purposes notwithstanding any program of revaluation."

CONDITIONS OF APPROVAL
Duvall Urban Village Division I
SU08-001

This preliminary long subdivision is subject to compliance with all applicable provisions, requirements, and standards of the Duvall Municipal Code, standards adopted pursuant thereto, the Fire District #45, Public Works and Engineering, and Planning General Conditions as set forth in Exhibits 1a – 1c, and the following special conditions:

General

1. Exhibits 2 and 3 (a and b) are the preliminary plat (and associated master development plan) and boundary line adjustments, respectively, subject to conditions of approval.

2. Development shall occur as portrayed on the preliminary plat and as generally depicted on the conceptual master development plan.

3. The developer shall submit construction drawings consistent with the 2006 Duvall Comprehensive Plan, Duvall Municipal Code, Development Design Standards, and Fire District #45 requirements.

4. The developer shall comply with the Mitigated Determination of Nonsignificance dated March 3, 2010. (Exhibit 45)

5. A Development Agreement covering all the property within this preliminary subdivision shall be approved by the City Council pursuant to DMC 14.18.060 prior to submittal of the construction drawings. Subjects to be covered by said Agreement are beyond the scope of this Decision.

6. The existing CamWest development agreement (See Exhibit 25.) shall be revised by the City Council pursuant to DMC 14.18.060 prior to submittal of the construction drawings for the area east of the existing 3rd Avenue NE right-of-way to eliminate from its coverage all that property within this preliminary subdivision which lies to the east of the realigned 3rd Avenue NE corridor. Subjects to be covered by said revision are beyond the scope of this Decision.

7. Dedication of the new right-of-way location for 3rd Avenue NE shall be provided at the time of vacation of the existing 3rd Avenue NE right-of-way. The developer shall officially request right-of-way vacation/dedication of 3rd Avenue NE.

Planning

General

8. The developer shall be allowed a maximum of 206 residential units and must provide a minimum of 143 residential units.

9. The combined commercial square footage for Lots 1, 2, 4, 5, and 81 as proposed is approximately 92,692 square feet. The combined commercial square footage for Lots 1, 2, 4, 5, and 81 shall be a minimum of 37,282 square feet.

10. The developer shall establish an Owner's Association. The developer shall submit the Covenants, Conditions, and Restrictions (CC&Rs) and Articles of Incorporation for the Owner's Association to the Planning Department for review and approval prior to recording the final plat to the extent that it addresses those conditions specifically required to be included in the CC&Rs as conditions of plat approval.

11. The residential CC&Rs shall include the following requirements that shall apply to all residential lots: Landscaping shall be consistent, external site lighting fixtures shall be the same or similar in character throughout the residential area, fences shall be compatible in height and color, and other residential improvements shall be consistent within the project. The developer shall provide preliminary design concepts for review and comment prior to building permit application for single-family homes. Building design shall be consistent with DMC 14.34, Design Guidelines.

12. If the Tract 989 area does not meet open space requirements or the City Council does not approve the area as a park, the developer may request the area be treated as a separate lot/tract for which the developer may propose alternative uses, subject to compliance with City process and other applicable requirements.

Sensitive Areas

13. Prior to construction drawing approval, the developer shall submit a final wetland mitigation plan in accordance with the recommendations in the November 13, 2009, letter from the City's sensitive area peer review consultant, ESA Adolfson. (Exhibit 19)

14. In order for the trail within the sensitive area buffer to count towards the common open space requirement, the area shall also contain a small viewing area and/or seating area and interpretive signage, pursuant to DMC 14.64.240(D). The plans for the viewing/seating area and interpretive signage shall be submitted as part of the site plan review for Lot 3 and Tract 999. Access to the trail shall be provided from Lot 3 and the commercial Lots 1 and 2 proximate to the southwest extension of 3rd Avenue NE-Street "X".

Landscaping

15. The developer shall submit a final landscape plan consistent with DMC 14.38. A total of 3.22 acres of landscaped area is required outside of rights-of-way and sensitive area buffers. Temporary stormwater ponds shall be screened with 15 feet of Type V landscaping in accordance with DMC Table 14.38.090.

Impervious Surfaces

16. Covenants shall be included on the face of the final plat(s) indicating any reduced maximum allowable impervious surface for all residential lots and to put future residential purchasers on notice that future additions to residential structures and/or the addition of accessory structures may be limited or disallowed by the City due to impervious coverage limitations for the project and the amount of available detention volume within the stormwater vaults. These restrictions shall also be set out in the CC&Rs for the Owner's Association.

Bus Stop

17. Upon submittal of construction drawings, the developer shall contact Metro to discuss a potential location for a bus stop on NE Big Rock Road. The developer has no obligation to provide a bus stop or related facility. Any loss, due to provision of a bus stop or other facility voluntarily agreed to by the developer, of on-street parking spaces that the developer has currently proposed to count toward the required off-street parking spaces in the conceptual master plan shall be provided elsewhere.

Site Plan Entitlement

18. The developer shall apply for site plan entitlement for the multi-family residential lots (Lots 3 and 81-84), the commercial lots (Lots 1, 2, 4, and 5), and community park (Tract 989) before submittal of building permit applications on those lots.

19. At the time of site plan application for Lots 80 and 82, a 15-foot mid-block pedestrian pathway/access easement shall be provided approximately mid-point of these lots to provide pedestrian access through these lots from Street "V" to NE Big Rock Road, in accordance with DMC Figure 14.34.10 and Table 14.38.090, which require a 5 foot trail and 5 feet of landscaping on each side. The developer can request a reduction of up to 2 feet in width of the walkway in accordance with Chapter 14.34 DMC. No setback is required from edge of easement to adjacent development. The final site design shall be determined at the time of site plan review and design review of these residential lots.

20. At the time of site plan application for Lot 3, the developer shall modify the conceptual site plan for this lot in order to provide:

    a. A 15-foot wide mid-block pedestrian pathway/access easement at approximately mid-point of the lot to provide pedestrian access from NE Big Rock Road to Street "X" in accordance with DMC Figure 14.34.10 and Table 14.38.090, which require a 5 foot trail and 5 feet of landscaping on each side.. The developer can request a reduction of up to 2 feet in width of the walkway in accordance with Chapter 14.34 DMC. No setback is required from edge of easement to adjacent development. The final site design shall be determined at the time of site plan review and design review of these residential lots.

    b. Access to the midpoint of the trail in Tract 999.

21. At the time of site plan application for the commercial lots, the developer shall:

    a. Provide on-street parking stalls that are directly adjacent to the commercial use without crossing a street in order for these stalls to count toward the off-street parking requirement.

    b. Consider proximity to the park on Tract 989 north of Lots 4 and 5 in designing and locating the plaza space for these lots to provide strong visual and physical connections.

    c. Apply for an administrative deviation from DMC 14.34.052(H) if the developer chooses to provide/calculate the plazas aggregately for adjacent commercial buildings as shown on the proposed conceptual master plan,

    d. Provide clear pedestrian connections within and to/from the commercial portions of the project to integrate the commercial development with the community park, common open space, residential development, and future development to the east.

    e. Consider the visual impact of roof treatments, rooflines, and rooftop equipment for commercial buildings on Lots 4 and 5 due to the surrounding topography at the community park to the north and future college buildings to the east.

22. At the time of site plan application for Tract 989, the developer shall provide ten (10) on-street parking stalls on 3rd Avenue NE that are directly adjacent to the park without crossing the street. This parking requirement may also be met through the provision of parking stalls in Lots 4 and 5 (in addition to those required for the proposed commercial development), if developed prior to or concurrently with the park.

Deviation Requests

23. Administrative Deviation – Off Street Parking for Commercial Uses:

    The City grants the requested administrative deviation to the commercial parking requirement as allowed under DMC 14.44.040(B), based on the mixed-use nature of the development. This deviation will compute the required off-street parking spaces at 1 space per 300 square feet for the entire commercial square footage. The City also grants an administrative deviation to allow up to 15 percent of the required off-street parking for commercial uses to be provided on the adjacent street, provided that the on-street parking stalls shall be directly adjacent to the commercial use without crossing a street.

24. Administrative Deviations – Common Open Space Slope and Dimensions:

    In order to accommodate existing topography and to provide strategically located and readily accessible common open space areas which meet the design standards of DMC 14.34.050(A)(5)(b)(ii), the City grants the requested administrative deviation from the slope and dimension requirements for common open space. (DMC 14.34.050(A)(5)(b)(iii) and DMC 14.64.240(F) require that common open spaces be at least 25 feet wide; DMC 14.64.240(G) states that open space shall not have more than five percent grade, unless approved by the director.) At least 50 percent of the common open space area, however,

shall have a grade of five percent or less. These areas shall be graded flatter than the existing topography and shall incorporate amenities such as an open lawn area, play structure, and a pedestrian/bicycle rest area. No common open space shall exceed 15 percent grade.

25. Administrative Deviation – Grassy Slopes:

In order to allow terraces for the proposed amphitheater, the City grants the requested administrative deviation to DMC 14.38.140(C) to allow grassy slopes in excess of a slope of 4H:1V. Since the City does not have the equipment to maintain/mow grass on slopes in excess of 3H:1V, the City will grant this deviation up to a maximum slope of 3H:1V within the amphitheater in order to provide for this unique park amenity. The granting of this deviation does not imply approval of the proposed park concept. The developer shall submit a feasible site design to City Council as part of the development agreement. The developer shall also apply for site plan approval of the community park in Tract 989 upon final plat approval/site plan approval of residential development north of NE Big Rock Road.

26. Administrative Deviation – Garage faces to exceed 50 percent of façade:

In order to provide the opportunity for side-by-side two-car garages in single-family homes on some small lots, the City grants the requested administrative deviation from DMC 14.34.050(A)(6)(a)(iv) to allow 75 percent of the lots within Lots 57-80 to have garages that occupy up to 75 percent of the ground level façade, if the Director determines that the visual mass of the garage is reduced through different building materials, additional modulation, and roof pitches.

27. Administrative Deviation – Less than 400 feet of separation between like models:

The City grants the requested administrative deviation from DMC 14.34.060(A)(2)(a)(ii) to allow any two of the same model and elevation of a home to be separated by a minimum of two homes, provided that the same model and elevation is not directly across the street, and different elevations of models incorporate different materials, window placement, porches, reversed floor plans, and different colors.

Public Works and Engineering

Roads

28. NE Big Rock Road shall be designed and constructed as a Minor Arterial in accordance with Public Works Development Design Standards (Standards). The 79- to 83-foot wide right-of-way shall include vertical curb and gutter, 12-foot wide sidewalks within commercial areas or 5-foot wide sidewalks and 5-foot wide landscape strips within residential areas, two 11-foot wide travel lanes, 12-foot wide median with turn pockets, 5-foot bike lanes, and 7-foot wide parking lanes. The project shall include installation of a traffic signal and associated channelization at the 3rd Avenue NE intersection in accordance with the March 3, 2010, MDNS. Median, road, and channelization transitions will be required east and west of the project to provide smooth traffic transitions to the project.

29. A new 3rd Avenue NE alignment shall be constructed as a Collector Arterial west of the existing 3rd Avenue NE right-of-way. The 67- to 79-foot wide right-of-way shall include vertical curb and gutter, 10-foot wide sidewalks within commercial areas or 5-foot wide sidewalks and 5-foot wide landscape strips within residential areas, two 11-foot wide travel lanes, 12-foot wide turn lane at the NE Big Rock Road approach, 5-foot bike lanes, and 7-foot wide parking lanes. The road slope will be inclined at up to 12 percent to accommodate site topography and constraints in accordance with the Administrative Engineering Variance Request dated April 14, 2010. Access and channelization restrictions may be associated with the dedicated left turn lane at the NE Big Rock Road intersection depending on turn lane storage length.

30. Street "Y" shall be constructed as a collector arterial and extend from NE Big Rock Road to the north property line and the developer shall receive transportation impact fee credits for the Street "Y right-of-way and road improvements. The 53-foot wide right-of-way shall include vertical curb and gutter, 5-foot wide sidewalks and 5-foot wide landscape strips, two 11-foot wide travel lanes, and 5-foot bike lanes. The developer's proposed road section does not include on-street parking. If prior to construction plan approval for Street "Y" the City Council removes Project 17 from the Capital Improvement Program or if the City approves a development plan for the property to the north which does not include a street stub to the south aligning with Street "Y", Street "Y" shall terminate at its intersection with Street "O, " Street "Y" shall be constructed as a residential subcollector, Street "Y" shall not be eligible for Transportation Impact Fee credits, and the developer may add one additional residential lot north of Street "O."

31. Street "O" shall be constructed as a Residential Subcollector west of the 3rd Avenue NE alignment. The portion of the street east of 3rd Avenue NE may be constructed as a minimum ½ road improvement and shall be classified as a Neighborhood Collector based on the future access requirements as depicted in the proposed site plan for the CamWest development to the east of the project. The 53-foot wide right-of-way shall include vertical curb and gutter, 5-foot wide sidewalks and 5-foot wide landscape strips, two 10-foot wide travel lanes, and 6-foot wide parking lanes. Curb extensions shall restrict parking within 30 feet of a street intersection. The 30 foot restriction shall be measured from a projection of the lane edge or curb face. Curb extensions shall restrict parking within 10 feet of an alley intersection. The

10 foot restriction shall be measured from a projection of the alley pavement edge or curb face. A meandering sidewalk within a private tract owned and maintained by the Owner's Association may be located on the south side of the roadway west of 3rd Avenue NE to allow its incorporation into the common open space located in Tracts 988, 990, 996, and 997, if a public access easement is provided in accordance with the Administrative Engineering Variance Request dated March 11, 2010.

32. Street "V" shall be constructed as a Residential Subaccess Street. The 47-foot wide right-of-way shall include vertical curb and gutter, 5-foot wide sidewalks and 5-foot wide landscape strips, two 10-foot wide travel lanes, and parking on one side only as proposed. Curb extensions shall restrict parking within 30 feet of a street intersection. The 30 foot restriction shall be measured from a projection of the lane edge or curb face. Curb extensions shall restrict parking within 10 feet of an alley intersection. The 10 foot restriction shall be measured from a projection of the alley pavement edge or curb face.

33. Street "R" shall be constructed as a Residential Subcollector. The roadway may be constructed as a minimum ½ road improvement with a temporary cul-de-sac at the end of the roadway with a minimum 45-foot radius to accommodate future development to the east. The 55-foot wide right-of-way shall include vertical curb and gutter, 5-foot wide sidewalks and 5-foot wide landscape strips, two 10-foot wide travel lanes, and 6-foot wide parking lanes on both sides. Portions of the temporary cul-de-sac outside of the right-of-way shall be within an easement and temporary drainage and channelization measures shall be installed as part of construction. Curb extensions shall restrict parking within 30 feet of a street intersection. The 30 foot restriction shall be measured from a projection of the lane edge or curb face. Curb extensions shall restrict parking within 10 feet of an alley intersection. The 10 foot' restriction shall be measured from a projection of the alley pavement edge or curb face.

34. Street "X" shall be constructed as a Private Residential Subaccess Street. The roadway improvements and associated limited common access elements will be privately owned and maintained by the Owner's Association in accordance with the Administrative Engineering Variance Request dated March 11, 2010. The roadway shall include vertical curb and gutter, 5-foot wide sidewalks and 5-foot wide landscape strips, two 10-foot wide travel lanes, and 6-foot wide parking lanes on one or both sides. The roadway includes limited common element access drives. The access drives associated with Street "X" shall be reviewed as part of the site plan review process. Curb extensions shall restrict parking within 30 feet of a street intersection. The 30 foot restriction shall be measured from a projection of the lane edge or curb face. Curb extensions shall restrict parking within 10 feet of an alley intersection. The 10 foot restriction shall be measured from a projection of the alley pavement edge or curb face.

35. Tract 992 shall be classified as a privately owned and maintained Private Access Tract serving a maximum of 4 units. The minimum tract width shall be 30 feet with a 20-foot travelway, and 0.5 dedicated guest parking stalls shall be provided per unit (2 stalls total based on 4 units) in dedicated pull-outs or other public parking locations distributed consistently within the tract in accordance with Standards §3-2.06.E. No parking will be allowed within the 20-foot wide travelway.

36. Alleys shall be privately owned and maintained by the Owner's Association and shall provide a minimum of 16-feet of travelway. No parking will be allowed within alleys unless at dedicated parking areas outside of the travelway.

37. Install NE 140th Street (Old Big Rock Road) frontage improvements in accordance with City standards. Reduced frontage improvements adjacent to wetland buffers, including a minimum 20-foot wide travelway with full-width overlay and a minimum 4-foot wide concrete sidewalk with curb, gutter, and railing (as needed) within the existing roadway, will be allowed.

38. Commercial parking shall be provided as required by the DMC as modified by the approved variances. Any required parking lost due to channelization or other plan revisions shall be provided elsewhere on site.

39. The project includes relocation of the existing residential driveway located east of the site. The proposed driveway relocation shall be completed as part of this development and the grading and clearing limits adjusted accordingly. Access and grading constraints may require that the driveway access extend from the south end of the Street "R" temporary cul-de-sac.

40. Entering/exiting turning restrictions may be required at Lots 1, 2, 3, 4, and 5 and possibly elsewhere based on final median, turn lane, queuing, and sight distance restrictions.

41. An updated TIA shall be submitted, as necessary during construction drawing review, in connection with the site plan review approval issued by the Hearing Examiner for the commercial and multi-family residential lots and during construction review for the construction of the 3rd Avenue NE improvements. The updated TIA shall provide specific information as needed for these reviews which may include, but is not limited to, queuing information for roads and parking lots, channelization including storage lengths, evaluation of improvements for the 3rd Avenue NE/NE Big Rock Road intersection, and signalization of the intersection.

42. Transportation Impact Fee (TIF) credit up to, but not exceeding, TIF associated with development is available for roadways included in the TIP. The TIF credit may not exceed TIF associated with development and shall be based on the City's TIF cost and calculations method. TIF credit for dedicated 3rd Avenue NE right-of-way will not be available once the existing 3rd Avenue NE right-of-way is vacated. TIF credit is available for the following roadway improvements:

    a. NE Big Rock Road.

    b. 3rd Avenue NE.

    c. Street "Y"/2nd Avenue NE Corridor (credit only available if improvements extend from NE Big Rock Road to the north property line to provide the required corridor).

Clearing and Grading

43. Internal temporary lot slopes may be steeper than 3H:1V (2H:1V maximum) based on an approved grading and TESC plan developed as part of the construction drawing review in accordance with the Administrative Engineering Variance Request dated March 11, 2010. All other slopes, including temporary slopes adjacent to neighboring properties and all permanent slopes, shall be less than or equal to 3H:1V.

Variances

44. Between the intersections with Street "V" and 3rd Avenue NE, the developer has requested an administrative engineering variance to allow a meandering sidewalk along the south side of Street "O". This administrative variance request for meandering sidewalks is granted.

45. The developer has requested an administrative engineering variance from Standards §3-5.02 to allow temporary cut and fill slopes in excess of a 3H:1V slope. The preliminary grading shown on the preliminary plat drawings for the project includes temporary cuts and fills with slopes of 2H:1V. The City grants this administrative engineering variance for internal temporary lot slopes only in order to reduce erosion control issues with less earth disturbance and to reduce the truck trips entering and leaving the site. All other slopes, including those within slope easements on neighboring properties, shall be no steeper than 3H:1V. Adequate erosion control techniques for the temporary grading will be incorporated in accordance with DMC 14.38.140 and will include increased TESC (Temporary Erosion and Sediment Control) measures.

46. The developer has requested an administrative engineering variance to allow private stormwater vaults in private tracts. Portions of the Lot 3 vault are located beneath Private Street "X" because of topography, drainage path constraints, and the alignment of the Street "X"/Street "Y" intersection and NE Big Rock Road. A portion of the Tract 992 Vault is located beneath the access tract because of topography and drainage path constraints. These vaults shall be owned and maintained by the Owner's Association and encumbered by an access easement and maintenance covenant to the benefit of the City of Duvall. The City grants this variance request.

47. The developer has requested an administrative engineering variance to allow for the use of Street "X" as a private street. The City has determined that the developer has met the variance criteria and the administrative variance is granted.

48. The developer has requested an administrative engineering variance to allow reduced intersection spacing along 3rd Avenue NE between NE Big Rock Road and Street "V". 3rd Avenue NE is a collector arterial with a minimum intersection spacing of 300 feet according to Standards §3-2.10. The developer has demonstrated that the proposed 211-foot intersection spacing at this location provides sufficient stopping sight distance, vehicle storage length, and turning movement accommodations. The City has determined that the developer has met the variance criteria and the Administrative Variance Request for Intersection Spacing at Street "V," submitted April 8, 2010, is granted.

49. The developer has requested an administrative engineering variance to allow up to a 12 percent longitudinal slope for 3rd Avenue NE for a distance of 260 feet. Based on the projected average daily traffic, the maximum allowable road grade for the 3rd Avenue NE collector arterial is 10 percent. However, Table 3-2.02, Note 3, of the Standards allows the maximum road grade to be exceeded for short distances (300 feet of less) when no practical alternative exists. Due to the existing topography of the site, the need for a landing at NE Big Rock Road, and a moderate grade at the western frontage of the commercial Lots 4 and 5, the City grants this administrative engineering variance to allow the road grade to transition to 12 percent for a short distance north of the commercial parking areas.

Water

50. Water mains served by the city water system shall extend across the full frontage of the property and shall be as set out in Mitigation Measure 4 in the SEPA determination dated March 3, 2010. The improvements shall include approved provisions for off-site water system expansion and improvement of deficiencies along the project frontage to mitigate modifications and impacts associated with the proposed development.

51. A preliminary evaluation has been completed to assess the available water pressure and flow for the project with respect to City requirements, fire requirements, and the most recent Comprehensive Water System Plan. Final evaluations shall be completed during construction drawing review if required for fire flow assessment by the City or Fire Department. Any improvements to provide the required water pressure and flow shall be completed by the developer as part of construction.

52. Water system improvements shall be completed to support the development. The existing 450-zone 10-inch diameter water main between NE Big Rock Road and NE 144th Place east of 3rd Avenue NE shall be rerouted as part of the project in accordance with the March 3, 2010, MDNS. The new water main shall include a 12-inch diameter section of main along 3rd Avenue NE from NE Big Rock Road to NE 144th Place. The new 12-inch diameter main shall originate upstream (east) of the existing PRV near the southeast corner of the site and the PRV lid revised to accommodate proposed site improvements. The new water main shall be connected to existing mains and services and fitted with appropriate valves and connections for future extensions. Additional water system improvements and/or extensions will be required if insufficient fire flow is available as provided in the SEPA determination.

53. The water system for the development shall be constructed of minimum 8-inch diameter ductile iron pipe and shall include air-vac, blow-off, and other appurtenances as required by the Public Works Department. A 12-inch diameter main shall be required on 3rd Avenue NE, and may be required on Street "Y", the Street "O"/Street "V" loop, and elsewhere if required for fire flow. The water system shall provide internal looping and circulation.

54. Fire hydrant locations shall be revised to provide a minimum of one (1) hydrant per intersection and additional residential and commercial coverage as required by the Standards. The number of water service and fire sprinkler taps shall be minimized by branching services as possible. Homes requiring

fire sprinklers shall be identified during construction drawing review and include additional required taps or branching.

Sewer

55. The sewer system shall be designed in accordance with the Standards, extend to the limits of the project, and shall include improvement of deficiencies along the project frontage and to the next downstream manhole to mitigate modifications and impacts associated with the proposed development.

56. The developer shall submit a sewer inspection video prior to performance and maintenance bond reduction or release.

57. Branched sewer side service shall be limited to a maximum of two homes. Conveyances serving more than two homes shall be constructed as a sewer main bounded at each end by sewer manholes.

Storm Drainage

58. The storm drainage system shall be designed in accordance with the Standards and the 2005 King County Surface Water Design Manual (KCSWDM). The storm system shall include approved provisions to provide for off-site stormwater system expansion and improvement of deficiencies along the project frontage to mitigate modifications and impacts associated with the proposed development.

59. A final Technical Information Report (TIR) shall be submitted during construction drawing review. The final TIR shall consider existing and future comments and address any downstream drainage issues or required improvements. The final TIR shall include any proposed provisions for reductions in maximum allowed impervious surface area.

60. Detention/water quality vaults shall be located within individual tracts or easements with associated building setbacks as required by the KCSWDM, the Standards, and the DMC. Vault B (Lot 3) may be located partially beneath private Street "X" and Vault D (Tract 992) may be located partially beneath private Access Tract 992 because of site and drainage constraints in accordance with the Administrative Engineering Variance Request dated March 11, 2010.

61. Removable vault panels (required for vaults with greater than 1,250 square feet of floor area) must be located outside of the travel lanes. Also, ventilation pipes located in the corners of the vault must be designed to accommodate H-20 traffic loading or preferably be located outside of the travel lanes.

62. Certification of as-built detention/water quality systems for each facility shall be provided and shall identify lots and other impervious areas served by each facility. Storm drainage for each lot shall be assigned to a specific stormwater facility.

63. Any temporary storm drainage ponds shall be designed and screened in accordance with the DMC and the Standards. Temporary ponds shall be removed and mitigated upon construction of permanent stormwater facilities.

64. The ownership, operation, and maintenance of stormwater facilities shall be the sole responsibility of the developer for the first two years of operation following final plat approval or until the stormwater facility maintenance bond is released, whichever is longer.

65. The ownership, operation, and maintenance of stormwater facilities shall be the sole responsibility of the Owner's Association, Commercial entity, or other private entity following approval and maintenance bond release. The developer shall submit language acceptable to the city during construction drawing review dictating how the Owner's Association, Commercial entity, or other private entity will take over ownership, operations, and maintenance of the private facilities, which language shall be included on the face and recorded as part of the final plat.

66. The City shall be granted an access easement for stormwater system inspection. Copies of the inspection and maintenance reports shall be submitted to the City annually on or before August 31st of each year to satisfy City and NPDES requirements. A stormwater system access and reporting agreement shall be developed and recorded prior to construction drawing approval.

67. The stormwater facilities shall successfully operate and shall remain free of defects in workmanship, materials, and design during the maintenance and performance bond periods. The developer shall clean the drainage system prior to the City's final inspection before the bonds are released. The City, at its sole discretion, has the right to demand prompt maintenance at the end of the bond periods to correct defects.

Fire

Hydrants

68. New hydrants shall be installed by the developer at locations to meet the Standards.

Access

69. Any private road serving more than one residence shall be built to meet the Standards, shall be paved, and shall be at least 30 feet across. Exception: the access road may be as narrow as 20 feet across if one of the following conditions is met:

    a. No portion of a served residence is more than 150 feet from a public road (at least 26 feet paved), measured along an approved pathway (reflecting how a fire hose would be extended).

    b. Any served residence that does not meet the 150 foot requirement above shall have an approved automatic fire sprinkler system.

    Based on this requirement, it appears that the residence on Lot 79 will have to be protected by an approved automatic fire sprinkler system.

70. Any residence accessed only by an alley shall have an approved automatic fire sprinkler system. Exception: No portion of a served residence is more than 150 feet from a public road (at least 26 feet

paved), measured along an approved pathway (reflecting how a fire hose would be extended). Based on this requirement, it appears that residences on Lots 34-43 will have to be protected by an approved automatic fire sprinkler system.

71. Any roads with an emergency vehicle drivable width (capable of supporting 25 tons) of less than 30 feet shall be posted "No Parking" on one side. Any roads with an emergency vehicle drivable width (capable of supporting 25 tons) of less than 26 feet shall be posted "No Parking" on both sides.

72. The developer shall provide a turnaround as defined in the Standards at the south end of Street "R."

73. Cul-de-sacs with less than 90-foot paved diameter (curb to curb) shall be signed "No Parking".

74. Required Fire Access Roads shall be constructed to a minimum of 20 feet wide with 13 feet 6 inches height clearance. They shall have a load capacity of 25 tons and be marked as a "Fire Lane" per City of Duvall standards. All turn radii shall be adequate for access by a ladder truck.

Townhomes

75. If buildings fall under the townhouse definition (IRC Rf202 defines Townhouse as "a single-family dwelling unit constructed in a group of three or more attached units in which each unit extends from foundation to roof and with open space on at least two sides".) and together are greater than 5,000 square feet, an approved automatic sprinkler shall be required. Most, if not all, of the multi-family residential units will require approved supervised automatic sprinklers.

Commercial Buildings

76. An approved supervised automatic sprinkler system is required in all new commercial buildings greater than 5,000 square feet. If a fire department connection is required, all openings will be provided with a Knox FDC Plug.

77. An approved Monitored Detection System is required pursuant to DMC 10.01 in all new buildings.

78. The developer shall provide and install an approved Knox key box in location(s) to be approved by the Fire Department.

Fire Protection During Construction

79. When fire protection, including fire apparatus access roads and water supplies for fire protection, is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction. (2006 International Fire Code 501.4)

Final plat approval must be acquired within five years of preliminary approval, after which time the preliminary subdivision approval is void. [14] The Examiner may grant an extension for one year if the applicant has attempted in good faith to submit the final subdivision within the five-year time period; provided, however, the applicant must file a written request with the Examiner requesting the extension at least thirty (30) days before expiration of the five-year period. [DMC 14.66.060(D)]

[14] Chapter 79 , 2010 Laws, Washington State Legislature, amends RCW 58.17.140, effective June 10, 2010, to extend the time period within which a preliminary subdivision must be recorded from five to seven years.

A PORTION OF THE NW 1/2, SEC 24, TWP 26N, RGE 6E, W.M.

Exhibit 13

DUV DIV I

MINOR MODIFICATION TO PRELIMINARY PLAT

MU-12 TABLE - 14.18.080.A

MAXIMUM DENSITY – 8 UNITS PER GROSS USABLE ACRE FOR THE NONCOMMERCIAL PORTION OF THE PROPERTY; 60% OF UNITS SHALL BE ATTACHED
MAXIMUM DENSITY – 12 UNITS PER GROSS USABLE ACRE FOR THE NONCOMMERCIAL PORTION OF THE PROPERTY; 60% OF THE UNITS SHALL BE ATTACHED
MINIMUM LOT AREA IN SQUARE FEET – 2,500 SQUARE FEET COMMERCIAL; 0 FOR MULTIFAMILY UNITS AND DETACHED SINGLE-FAMILY UNITS
MINIMUM STREET SETBACK – 10 FEET FOR RESIDENTIAL PORTION OF PROPERTY (NOTES 1,5); 0–20 FEET FOR COMMERCIAL PORTION OF PROPERTY (SEE DMC CHAPTER 14.34, DESIGN GUIDELINES)
MINIMUM INTERIOR SETBACK – 0/5 FEET IF ATTACHED 5/5 FEET IF DETACHED; SEE DMC CHAPTER 14.38 FOR LANDSCAPE PERIMETER REQUIREMENTS
MINIMUM SETBACK BETWEEN RESIDENTIAL AND COMMERCIAL PORTION OF SITE – 10 FEET
MU12 TO R4–R6 TRANSITION BUILDING SETBACK – 25 FEET (NOTES 2, 5)
MINIMUM LOT WIDTH – 20 FEET FOR ATTACHED UNITS AND 30 FEET FOR DETACHED UNITS
MAXIMUM IMPERVIOUS SURFACE – 75% FOR RESIDENTIAL AREA; 85% FOR COMMERCIAL AREA
MAXIMUM IMPERVIOUS COVERAGE–BINDING SITE PLAN* 75% FOR RESIDENTIAL AREA; 85% FOR COMMERCIAL AREA
MAXIMUM BUILDING COVERAGE – 60% FOR RESIDENTIAL AREA
MAXIMUM HEIGHT – 35 FEET FOR RESIDENTIAL (NOTES 3, 4)

NOTES

1. PORCHES ON NONHABITABLE ENTRY FEATURES MAY PROJECT UP TO TO FEET INTO THE REQUIRED FRONT YARD SETBACK. THIS PROVISION PROVIDES INCENTIVES FOR PORCHES WITHOUT TAKING UP THE BUILDING ENVELOPE SPACE FOR THE DWELLING UNIT.
2. SEE DMC SECTION 14.18.050.
3. THREE FLOORS ALLOWED.
4. SEE DMC CHAPTER 14.64.
5. PROJECT USING THE BINDING SITE PLAN PROCESS FOR RESIDENTIAL UNITS SHALL MEET THE SAME SETBACKS.

* SUBTRACT RIGHT–OF–WAY. EXAMPLE: 100,000 SQUARE FEET –20,000 SQUARE FEET OF ROW = 80,000 SQUARE FEET x 75% = 60,000 SQUARE FEET OF IMPERVIOUS COVERAGE ALLOWED.

B:. SEE ADDITIONAL DEVELOPMENT STANDARDS IN ACCORDANCE WITH DMC CHAPTER 14.64.

(ORD. 1073 § EXH. A (PART), 2008: ORD. 1056 § 1 EXH. A (PART), 2007)

R-12 TABLE - 14.14.060.A

MINIMUM LOT AREA AND SITE REQUIREMENTS
MINIMUM DENSITY – 8 DWELLING UNITS PER GROSS USEABLE ACRE (NOTE 1); A MINIMUM OF 20% OF UNITS SHALL BE ATTACHED
MAXIMUM DENSITY – 12 DWELLING UNITS PER GROSS USEABLE ACRE (NOTE 1); A MINIMUM OF 20% OF UNITS SHALL BE ATTACHED
MINIMUM LOT AREA IN SQUARE FEET – 0 FOR MULTIFAMILY UNITS; 2,500 SQUARE FOOT AVERAGE FOR DETACHED UNITS
MINIMUM STREET SETBACK – 10 FEET FROM BACK OF SIDEWALK (NOTE 2)
MINIMUM INTERIOR SETBACK – 0/5 FEET FOR ATTACHED DWELLING UNITS; 5/5 FEET FOR SINGLE–FAMILY DETACHED DWELLING UNITS (NOTE 8)
REAR YARD SETBACK – 15 FEET (NOTE 3, 8)
R12 TO R4 TRANSITION BUILDING SETBACK – 25 FEET (NOTE 4, 8)
ALLEY AND TRACT SETBACK – 5 FEET (NOTE 5)
MINIMUM LOT WIDTH – 20 FEET FOR ATTACHED UNITS; 30 FEET FOR DETACHED UNITS
MAXIMUM BUILDING COVERAGE – 60%
MAXIMUM IMPERVIOUS SURFACE – 75%
MAXIMUM IMPERVIOUS COVERAGE, BINDING SITE PLAN* – 75%
MAXIMUM HEIGHT – 35 FEET (NOTES 6, 7)

1. SEE DMC SECTION 14.42.090, DENSITY CREDITS.
2. PORCHES OR STOOPS MAY PROJECT UP TO TWO FEET INTO THE REQUIRED FRONT YARD SETBACK.
3. REAR YARD SETBACK DOES NOT APPLY TO ALLEY LOADED LOTS.
4. SEE DMC SECTION 14.14.050.
5. THE SETBACK IS INTENDED FOR SIXTEEN (16) TO TWENTY (20) ALLEYS AND TRACTS.
6. THREE FLOORS ALLOWED.
7. SEE DMC CHAPTER 14.64 FOR BUILDING HEIGHT CALCULATIONS.
8. PROJECTS USING THE BINDING SITE PLAN PROCESS FOR RESIDENTIAL UNITS SHALL MEET THE SAME SETBACKS.

* SUBTRACT RIGHT–OF–WAY. EXAMPLE: 100,000 SQUARE FEET–20,000 SQUARE FEET OF ROW = 80,000 SQUARE FEET x 75% = 60,000 SQUARE FEET OF IMPERVIOUS COVERAGE ALLOWED.

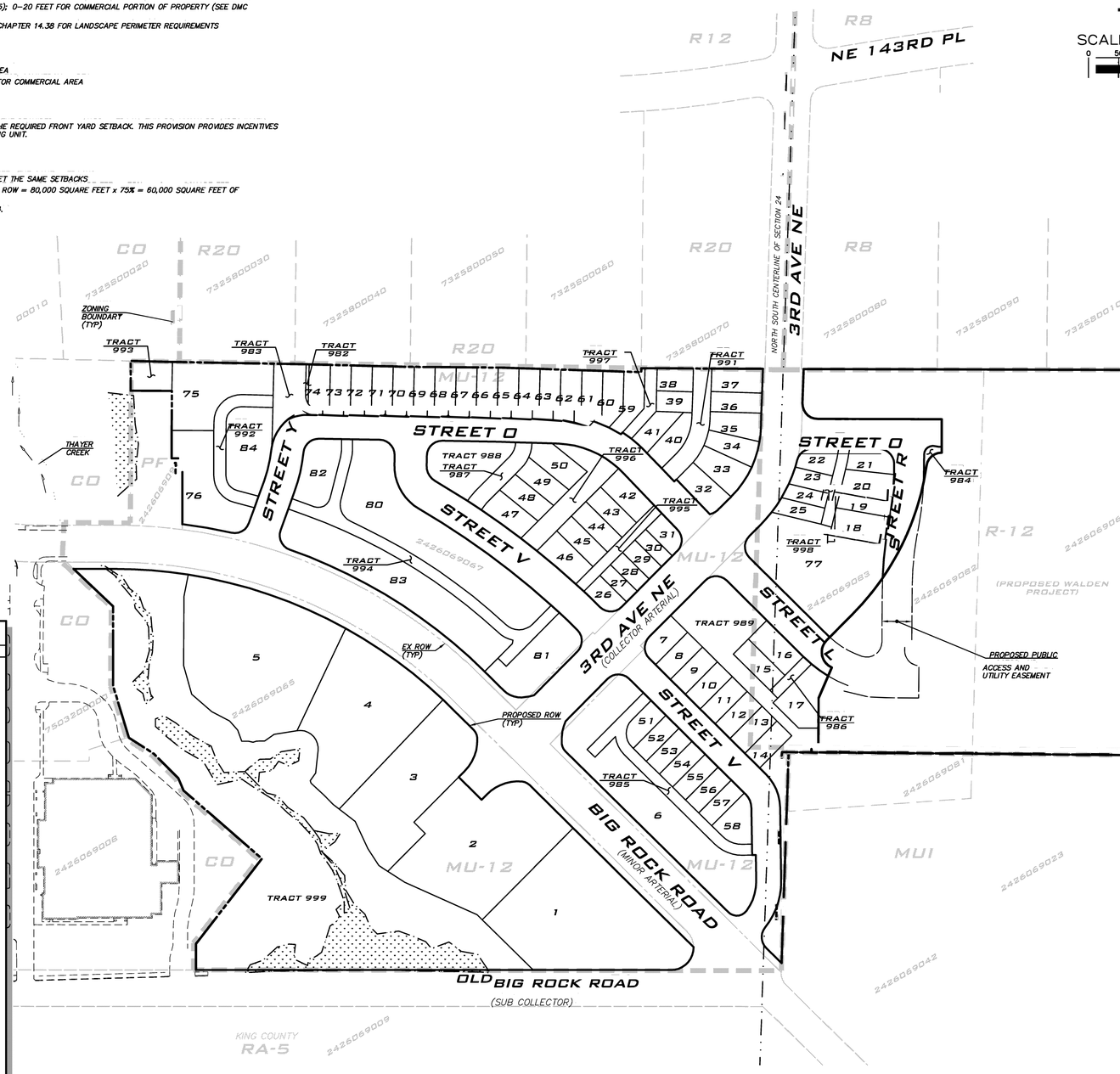
B. SEE ADDITIONAL DEVELOPMENT STANDARDS IN ACCORDANCE WITH DMC CHAPTER 14.64.

(ORD. 1073 § 1 EXH. A (PART), 2008: ORD. 1056 § 1 EX. A (PART), 2007)

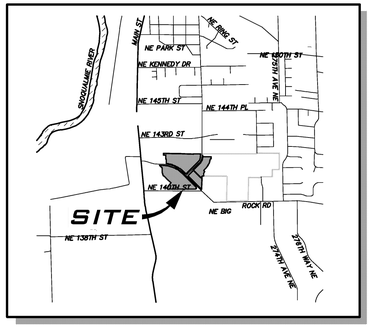
LEGEND

EXISTING FEATURES

ADJACENT PLAT/PARCEL LINE
ADJACENT RIGHT–OF–WAY
CENTERLINE
EASEMENT
SURFACE FEATURES
BUILDING FOOTPRINT
TOP OF 40% SLOPE
STEEP SLOPE BUFFER
EDGE OF WETLAND
WETLAND BUFFER
10' CONTOURS
2' CONTOURS
SD STORM DRAIN PIPE
SS SEWER MAIN
FM SEWER FORCE MAIN
W WATER MAIN
OH P AERIAL POWER LINE
P BURIED POWER LINE
G GAS MAIN
C BURIED CABLE
TV BURIED TV
OTV AERIAL TV
T BURIED TELEPHONE LINE
OHT AERIAL TELEPHONE LINE
P/T BURIED POWER/TELEPHONE
OH P T AERIAL POWER/TELEPHONE
OHU AERIAL UTILITIES
FO BURIED FIBER OPTIC CABLE
X WIRE FENCE
O CHAINLINK FENCE
BOARD FENCE
DITCH OR SWALE
RAILROAD
GUARD RAIL
RETAINING WALL
ROCKERY
CATCH BASIN, TYPE I
CATCH BASIN, TYPE II
SD PIPE FLOW
YARD DRAIN
STORM CLEANOUT
STORM DRAIN STUB
STORM CULVERT END
SEWER MANHOLE
SEWER CLEANOUT
SS PIPE FLOW
SEWER STUB
SEPTIC LID
FIRE HYDRANT
WATER METER
GATE VALVE
WATER MANHOLE
AIR/VAC RELEASE VALVE
BLOW OFF
IRRIGATION METER
IRRIGATION VALVE
WATER WELL
HOSE BIB
POWER POLE
GUY ANCHOR
STREET LIGHT
POLE LIGHT
POWER VAULT
TRANSFORMER
POWER METER
JUNCTION BOX
GAS METER
GAS VALVE
FIBER OPTICS MANHOLE
TV RISER
TELECOMM VAULT
TELECOMM RISER
TELECOMM JUNCTION BOX
TRAFFIC SIGNAL
MAIL BOX
SIGN
BOLLARD
SOIL LOG TEST PIT
CONIFEROUS TREE
DECIDUOUS TREE
CONIFEROUS TREE TO BE SAVED
DECIDUOUS TREE TO BE SAVED
ASPHALT
CONCRETE
GRAVEL
WETLAND
≥40% SLOPE



SCALE: 1" =100'
0 50 100 200



VICINITY MAP

SCALE: 1" = 2000'

PROJECT TEAM

OWNER/DEVELOPER/APPLICANT
TOLL WA LP
9720 NE 120TH PL, SUITE 100
KIRKLAND, WA 98034
(425) 825–1955 x125
CONTACT: CHARLES HARE

ENGINEER
THE BLUELINE GROUP
25 CENTRAL WAY, SUITE 400
KIRKLAND, WA 98033
(425) 216–4051
CONTACT: BRETT K. PUDISTS, PE

ORIGINAL SURVEYOR
MEAD GILMAN AND ASSOCIATES
17825 130TH AVENUE NE, SUITE 104
WOODINVILLE, WA 98072
(425) 486–1252
CONTACT: SHANE BARNES, PLS

SUPPLEMENTAL SURVEYOR
ESE CONSULTING
9720 NE 120th PLACE, SUITE 100
KIRKLAND, WA 98034
(425) 825–5367
JOHN CAYTON, PLS

ENVIRONMENTAL/ NATURAL RESOURCES
RAEDEKE ASSOCIATES
2111 N NORTHGATE WAY, SUITE 219
SEATTLE, WA 98133
(206) 525–8122
CONTACT: EMMETT PRITCHARD, BS

TRAFFIC CONSULTANTS
TRAFFEX
LARRY HOBBS, P.E.
11410 NE 124TH ST, #5950
KIRKLAND, WA 98034
(425) 522–4118

TENW
11400 SE 8TH ST, SUITE 200
BELLEVUE, WA 98004
(425) 250–5002
CONTACT: CHRIS BICKET, PE

LANDSCAPE ARCHITECT
DTJ DESIGN
3101 IRIS AVE., STE 130
BOULDER, CO 80301
(303) 443–7533
CONTACT: GREG WHITE, RLA, ASLA

SHEET INDEX

1 CV-01 COVER SHEET
2 GN-01 PRELIMINARY PLAT DATA
3 GN-02 PRELIMINARY PLAT DATA
4 EC-01 EXISTING CONDITIONS
5 PP-01 PRELIMINARY PLAT
6 RD-01 ROAD SECTIONS
7 RD-02 ROAD SECTIONS & DETAILS

SURVEY NOTE

ORIGINAL TOPOGRAPHIC & BOUNDARY SURVEY PREPARED BY MEAD GILMAN & ASSOCIATES, AND SUPPLEMENTED BY ESE CONSULTING, INC.

UNDERGROUND UTILITY NOTE

UNDERGROUND UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY ONE CALL AT 8–1–1 (WASHINGTON811.COM) AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

BLUELINE
25 CENTRAL WAY, SUITE 400, KIRKLAND, WA 98033
P: 425.216.4051 F: 425.216.4052
WWW.THEBLUELINEGROUP.COM

SCALE: AS NOTED
PROJECT MANAGER: BRETT K. PUDISTS, PE
PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: AARON LANCE
ISSUE DATE: 5/26/2017

NO	DATE	BY	REVISIONS

COVER SHEET
DUV DIV I
MINOR MODIFICATION TO PRELIMINARY PLAT
CITY OF DUVALL WASHINGTON

BRETT K. PUDISTS STATE OF WASHINGTON 37925 REGISTERED PROFESSIONAL ENGINEER

5/26/17

JOB NUMBER: 16-123
SHEET NAME: CV-01
SHT 1 OF 7

24x36
May 26, 2017 – 2:52pm – User alance
Z:\Projects\16123\GIS\Plats\Minor Mod\16123cv.dwg

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PRELIMINARY PLAT DATA

TAX LOT NUMBERS
2426069067, 2426069065, 2426069083

APPROXIMATE SITE ADDRESS: INTERSECTION OF BIG ROCK AND 268TH AVE NE
EXISTING ZONING: MU12 / R12
PROPOSED ZONING: MU12 / R12

GROSS SITE AREA	SF	Ac
GROSS SITE	963,475	22.1184
3RD AVE ROW VACATION (PROPOSED)	1,411	0.0324
AREA AFTER VACATION	964,886	22.1508
AREA PER ZONE	**SF**	**Ac**
R-12	97,571	2.2399
MU-12 N. OF BRR	491,507	11.2834
MU-12 S. OF BRR	375,808	8.6274
TOTAL	964,886	22.1507
RESIDENTIAL LOT AREA	**SF**	**Ac**
LOTS 6-77 AND 80-84	355,587	8.1632
OPEN SPACE TRACTS	**SF**	**Ac**
TRACTS 988, 989, 996, 997	43,516	0.9990
COMMERCIAL LOT AREA	**SF**	**Ac**
LOTS 1-5	201,267	4.6205
CRITICAL AREA TRACTS	**SF**	**Ac**
TRACTS 993 AND 999	159,270	3.6563
ROADS	**SF**	**Ac**
ROW DEDICATION	156,859	3.6010
PRIVATE ACCESS TRACTS	42,323	0.9716
TOTAL	199,182	4.5726
NET DEVELOPABLE AREA (RESIDENTIAL)	**SF**	**Ac**
RESIDENTIAL LOT AREA & OPEN SPACE TRACTS AND TRACTS 982-984)	404,842	9.2939

RESIDENTIAL LOTS PROPOSED: 77
COMMERCIAL LOTS PROPOSED: 5

	SF	Ac
AVERAGE LOT SIZE:	6,792	0.1559
SMALLEST LOT SIZE:	1,552	0.0356

TRACT DESIGNATIONS

982	OPEN SPACE OR FUTURE DEVELOPMENT	301 SF	0.01 AC
983	ROW DEDICATION OR FUTURE DEVELOPMENT	5,157 SF	0.12 AC
984	ROW DEDICATION OR FUTURE DEVELOPMENT	535 SF	0.01 AC
985	PRIVATE ACCESS & UTILITY	7,856 SF	0.18 AC
986	PRIVATE ACCESS & UTILITY	1,414 SF	0.03 AC
987	PRIVATE ACCESS & UTILITY	3,624 SF	0.08 AC
988	OPEN SPACE	9,348 SF	0.21 AC
989	*OPEN SPACE	23,578 SF	0.54 AC
991	PRIVATE ACCESS & UTILITY	5,799 SF	0.13 AC
992	PRIVATE ACCESS & UTILITY	5,549 SF	0.13 AC
993	NGPA	3,298 SF	0.08 AC
994	PRIVATE ACCESS & UTILITY	12,795 SF	0.29 AC
995	PRIVATE ACCESS & UTILITY	3,279 SF	0.08 AC
996	PRIVATE ACCESS & UTILITY	7,942 SF	0.18 AC
997	OPEN SPACE	2,394 SF	0.05 AC
998	PRIVATE ACCESS & UTILITY	2,339 SF	0.05 AC
999	NGPA	155,971 SF	3.58 AC

* ENCUMBERED WITH PUBLIC STORM DRAIN EASEMENT OVER VAULT.

SERVICES

WATER:	CITY OF DUVALL
SANITARY SEWER:	CITY OF DUVALL
PUBLIC SCHOOLS:	RIVERVIEW SCHOOL DISTRICT
FIRE PROTECTION:	KING COUNTY FIRE DISTRICT #45
POLICE PROTECTION:	CITY OF DUVALL
ELECTRICITY:	PUGET SOUND ENERGY SERVICES
TELEPHONE:	VERIZON
NATURAL GAS:	PUGET SOUND ENERGY SERVICES

LEGAL DESCRIPTION

LOT E CITY OF DUVALL BOUNDARY LINE ADJUSTMENT NO. BLA 02-001, RECORDED UNDER RECORDING NO. 20020814900002, IN KING COUNTY, WASHINGTON; AND

LOT A, CITY OF DUVALL BOUNDARY LINE ADJUSTMENT NO. BLA 12-005, RECORDED UNDER RECORDING NO. 20140926000013, IN KING COUNTY, WASHINGTON.

BASIS OF BEARINGS

N42°46'50"W BETWEEN THE NORTH QUARTER CORNER AND EAST QUARTER CORNER OF SECTION 24-26-6 PER REFERENCE 1.

REFERENCES

1. CITY OF DUVALL BLA 12-005, REC. NO. 20140926900013, RECORDS OF KING COUNTY, WASHINGTON.
2. CITY OF DUVALL BLA 02-001. REC. NO. 20020814900002, RECORDS OF KING COUNTY, WASHINGTON.
3. CITY OF DUVALL BLA 02-001. REC. NO. 20060816900009, RECORDS OF KING COUNTY, WASHINGTON.
4. CITY OF DUVALL BLA 02-001. REC. NO. 9802059014, RECORDS OF KING COUNTY, WASHINGTON.

SURVEYOR'S NOTES

1. TITLE INFORMATION IS FROM CHICAGO TITLE COMPANY'S UPDATED REVISED REVISION COMMITMENT NUMBER 0061974-06 DATED APRIL 4, 2016, WHICH IS AN UPDATE OF SECOND COMMITMENT NUMBER 0061974-06 DATED APRIL 1, 2016.
2. PROPERTY AREA = LOT A 357,819± SQUARE FEET (8.21 ± ACRES)
   LOT A(2) 95,154± SQUARE FEET (2.18 ± ACRES)
   LOT E 375,799± SQUARE FEET (8.63 ± ACRES)
3. THIS PROPERTY HAS LEGAL ACCESS TO NE BIG ROCK ROAD, NE 140TH STREET, AND 3RD ANEVUE SHOWN HEREON AS PUBLIC RIGHT-OF-WAY. PHYSICAL ACCESS MAY BE LIMITED BY IMPROVEMENTS, OR LACK THEREOF, AS SHOWN ON THE SURVEY.
4. ZONING: MU-12.
5. FLOOD ZONE DESIGNATION = X, AREA DETERMINED TO BE OUTSIDE OF 500-YEAR FLOOD PLAIN, ACCORDING TO FLOOD INSURANCE RATE MAP, ("FIRM") NO. 53033C0401F COMMUNITY NO. 530282,(530071) PANEL NO. 0401, SUFFIX F, EFFECTIVE MAY 16, 1995, KING COUNTY, WASHINGTON, AS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ("FEMA").
6. ESE SURVEY CREWS LOCATED ONLY THOSE UTILITIES WITH EVIDENCE OF THEIR INSTALLATION VISIBLE AT GROUND SURFACE ARE SHOWN HEREON. UNDERGROUND UTILITY LOCATIONS (IF SHOWN) ARE APPROXIMATE ONLY. UNDERGROUND CONNECTIONS ARE SHOWN AS STRAIGHT LINES BETWEEN SURFACE UTILITY LOCATIONS BUT MAY CONTAIN BENDS OR CURVES NOT SHOWN. SOME UNDERGROUND LOCATIONS SHOWN HEREON MAY HAVE BEEN TAKEN FROM PUBLIC RECORDS. CORE DESIGN, INC. ASSUMES NO LIABILITY FOR THE ACCURACY OF PUBLIC RECORDS.
7. ESE CONSULTANTS, INC. SURVEY CREWS DETECTED NO OBSERVABLE EVIDENCE OF ANY CEMETERIES, RUBBISH FILLS, SLOUGHS, SPRINGS, FILLED-IN WELLS, CISTERNS, OR SEEP HOLES ON THE PROPERTY.
8. THERE ARE NO RAILROAD TRACKS ON THE SITE OR ON PARCELS CONTIGUOUS TO THE SITE.
9. PLANTED LANDSCAPED AREAS INCLUDE LAWN, SMALL SHRUBS, AND ORNAMENTAL PLANTS.
10. THIS IS A FIELD TRAVERSE SURVEY BALANCED BY METHOD OF LEASE SQUARES ADJUSTMENT. A LIECA FIVE SECOND ELECTRONIC TOTAL STATION WAS USED TO MEASURE THE ANGULAR AND DISTANCE RELATIONSHIPS BETWEEN THE CONTROLLING MONUMENTATION AS SHOWN. CLOSURE RATIOS OF THE TRAVERSE MET OR EXCEEDED THOSE SPECIFIED IN WAC 332-130-090. DISTANCE MEASURING EQUIPMENT HAS BEEN MAINTAINED IN ADJUSTMENT ACCORDING TO MANUFACTURERS' GUIDELINES.
11. THIS SURVEY WAS PREPARED FOR THE EXCLUSIVE USE OF THOSE PARTIES LISTED IN THE SURVEYOR'S CERTIFICATE. RIGHTS TO RELY ON OR USE THIS SURVEY DO NOT EXTEND TO ANY UNNAMED PARTY WITHOUT EXPRESS RECERTIFICATION BY CORE DESIGN, INC. AND/OR THE PROFESSIONAL LAND SURVEYOR WHOSE SEAL APPEARS HEREON.
12. THERE ARE NO DESIGNATED PARKING STALLS ON SITE.

GENERAL NOTES

1. THIS SITE IS SUBJECT TO AN EASEMENT GRANTED TO THE CITY OF DUVALL TO MAKE NECESSARY SLOPES FOR CUTS OR FILLS UPON PROPERTY HEREIN AS DISCLOSED IN INSTRUMENT NUMBER 9802030426, DATED FEBRUARY 3, 1998. THE LOCATION CANNOT BE DETERMINED FROM THE RECORD DOCUMENT.
2. THIS SITE IS SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH CITY OF DUVALL BOUNDARY LINE ADJUSTMENT 98-001, RECORDING NUMBER 9802059014.
3. THIS SITE IS SUBJECT TO AN EASEMENT GRANTED TO THE CITY OF DUVALL FOR THE PURPOSE OF CONSTRUCTING, INSPECTING, REPAIRING, MODIFYING, REPLACING, REMOVING, OR UPDATING WATERLINE UTILITIES AS DISCLOSED IN INSTRUMENT NUMBER 20011022001668, DATED OCTOBER 22, 2001, AND IS SHOWN HEREON.
4. THIS SITE IS SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH CITY OF DUVALL BOUNDARY LINE ADJUSTMENT 02-001, RECORDING NUMBER 20020814900002.
5. THIS SITE IS SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH CITY OF DUVALL BOUNDARY LINE ADJUSTMENT 06-002, RECORDING NUMBER 20060816900009.
7. THIS SITE IS SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH CITY OF DUVALL BOUNDARY LINE ADJUSTMENT 08-002, RECORDING NUMBER 20120305900003.
8. THIS SITE IS SUBJECT TO AN EASEMENT GRANTED TO PUGET SOUND ENERGY FOR THE PURPOSE OF CONSTRUCTING, INSPECTING, REPAIRING, MODIFYING, REPLACING, REMOVING, OR UPDATING UTILITIES FOR THE DISTRIBUTION AND SALE OF GAS AND ELECTRICITY AS DISCLOSED IN INSTRUMENT NUMBER 20120726001021, DATED JULY 26, 2012, AND IS SHOWN HEREON.
9. THIS SITE IS SUBJECT TO A DEVELOPMENT AGREEMENT BETWEEN WONDERLAND HOLDINGS LLC, A WASHINGTON LIMITED LIABILITY COMPANY, TOLL WA LP, A WASHINGTON LIMITED PARTNERSHIP, AND THE CITY OF DUVALL, A MUNICIPAL CORPORATION AS DISCLOSED IN INSTRUMENT NUMBER 20120921001291, DATED SEPTEMBER 21, 2012.
10. THIS SITE IS SUBJECT TO A CITY OF DUVALL ORDINANCE NO. 1119 AUTHORIZING THE VACATION OF THE SOUTHERLY PORTION OF 3RD AVENUE NE, ALSO KNOWN AS 268TH AVENUE NE AS DISCLOSED IN INSTRUMENT NUMBER 20120921001292, DATED SEPTEMBER 21, 2012.
11. THIS SITE IS SUBJECT TO AND EASEMENT GRANTED TO FRONTIER COMMUNICATIONS NORTHWEST INC, A WASHINGTON CORPORATION FOR THE PURPOSE OF CONSTRUCTING, INSPECTING, REPAIRING, MODIFYING, REPLACING, REMOVING, OR UPDATING COMMUNICATION UTILITY SYSTEMS AS DISCLOSED IN INSTRUMENT NUMBER 20120925000970, DATED SEPTEMBER 25, 2012, AND IS SHOWN HEREON.
12. THIS SITE IS SUBJECT TO AND EASEMENT GRANTED TO THE STATE OF WASHINGTON, STATE BOARD FOR COMMUNITY AND TECHNICAL COLLEGES FOR INGRESS AND EGRESS AS DISCLOSED IN INSTRUMENT NUMBER 20131202001168, DATED DECEMBER 2, 2013, AND IS SHOWN HEREON.
13. THIS SITE IS SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS, RECITALS, RESERVATIONS, EASEMENTS, EASEMENT PROVISIONS, DEDICATIONS, BUILDING SETBACK LINES, NOTES, STATEMENTS, AND OTHER MATTERS, IF ANY, BUT OMITTING ANY COVENANTS OR RESTRICTIONS, IF ANY, INCLUDING BUT NOT LIMITED TO THOSE BASED UPON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, FAMILIAL STATUS, MARITAL STATUS, DISABILITY, HANDICAP, NATIONAL ORIGIN, ANCESTRY, OR SOURCE OF INCOME, AS SET FORTH IN APPLICABLE STATE OR FEDERAL LAWS, EXCEPT TO THE EXTENT THAT SAID COVENANT OR RESTRICTION IS PERMITTED BY APPLICABLE LAW, AS SET FORTH CITY OF DUVALL BOUNDARY LINE ADJUSTMENT 12-005, RECORDING NUMBER 20140926900013.

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GOVERNING DOCUMENTS

1. HEARING EXAMINER'S DECISION FOR DUVALL URBAN VILLAGE DIVISION 1 DATED JUNE 16,2010 (HEX DECISION)
2. DEVELOPMENT AGREEMENT BETWEEN THE CITY OF DUVALL, WONDERLAND HOLDINGS, LLC AND TOLL WA LP RECORDING NUMBER 20120921001291 (THE DEVELOPMENT AGREEMENT)

RESIDENTIAL DATA

RESIDENTIAL UNITS
REFERENCE FOR MIN AND MAX RESIDENTIAL UNIT COUNT: HEX DECISION CONDITION OF APPROVAL #8.

REQUIRED RESIDENTIAL UNITS (HEX COA 8)	143 MIN	206 MAX
PROPOSED RESIDENTIAL UNITS	144	

R-12 SUMMARY

% ATTACHED REQUIRED	20%	3 UNITS
% ATTACHED PROVIDED	76.9%	10 UNITS
MIN LOT AREA REQUIRED-MF	0 SF	
MIN AVG LOT AREA REQUIRED -DETACHED	2,500 SF	
*MIN AVG LOT AREA PROVIDED - DETACHED		4,010 SF
**MIN AVG LOT AREA PROVIDED - ATTACHED		2,526 SF

* AVG OF DETACHED (LOTS 15,16,17)
** AVG OF ATTACHED SF
NOTE: LOT 77-OPENSPACE/AMENITY EXCLUDED FROM MIN AVG LOT SIZE CALCULATION

MU12 (NORTH OF BRR) SUMMARY

ATTACHED REQUIRED	60%	79 UNITS
ATTACHED PROVIDED	91.6%	120 UNITS
MIN LOT AREA REQUIRED-RESIDENTIAL	0 SF	

RESIDENTIAL PARKING CALCULATIONS
NUMBER OF UNITS PROPOSED = 144
NUMBER OF STALLS REQUIRED (2 PER UNIT) = 288
NUMBER OF GARAGE STALLS PROVIDED = 288*
*EACH UNIT TO HAVE 2 GARAGE STALLS.

NOTE: 166 ADDITIONAL ON STREET STALLS (155 ROW AND 11 PRIVATE ACCESS TRACT) ARE AVAILABLE FOR RESIDENTIAL AND COMMERCIAL USES WITHIN THE DEVELOPMENT.

PRIVATE YARD CALCULATIONS

PRIVATE YARD (DMC 14.34.050A.5.a)

I. A PRIVATE YARD SHALL BE LOCATED ON EACH INDIVIDUAL LOT OR INDIVIDUAL UNIT.
II. EACH DETACHED OR ATTACHED SINGLE-FAMILY UNIT SHALL HAVE A MINIMUM OF TWO HUNDRED FIFTY (250) SQUARE FEET OF CONTIGUOUS USABLE YARD WITH NO DIMENSION LESS THAN FIFTEEN (15) FEET IN WIDTH. THIS MAY INCLUDED PRIVATE BALCONIES, REAR OR SIDE YARDS, LANDSCAPED FRONT YARDS, AND COVERED FRONT PORCH AREAS. BALCONIES MUST BE AT LEAST THIRTY-FIVE (35) SQUARE FEET WITH NO DIMENSION LESS THAN FOUR FEET TO PROVIDE A SPACE USEABLE FOR HUMAN ACTIVITY.
III. THE PRIVATE YARD REQUIREMENT CAN BE REDUCED BY UP TO FIFTY (50) PERCENT ONLY IF THAT AREA IS INCORPORATED IN THE REQUIRED COMMON SPACE. IF THIS ALLOWANCE IS USED, THE MINIMUM DIMENSION OF THE PRIVATE YARD AREA MAY BE REDUCED TO NO LESS THAN TEN (10) FEET IN WIDTH.
IV. RECIPROCAL USE EASEMENTS MAY BE INCLUDED IN THE CALCULATION OF PRIVATE YARD.
V. MULTIFAMILY RESIDENTIAL BUILDINGS MUST PROVIDE AT LEAST TWO HUNDRED FIFTY (250) SQUARE FEET OF OPEN SPACE PER UNIT. CARRIAGE UNITS SHALL PROVIDE AT LEAST ONE HUNDRED (100) SQUARE FEET OF OPEN SPACE PER UNIT. THIS OPEN SPACE MAY BE APPLIED TO A COMMON AREA, COURTYARD, OR PLAZA AS DETERMINED BY THE PLANNING DIRECTOR AND SHALL INCLUDE AMENITIES SUCH AS PLAY STRUCTURES, SPORT COURTS, OR BENCHES.

OPEN SPACE CALCULATIONS

PRIVATE YARD SPACE < 15'

- THE MINIMUM REQUIRED PRIVATE YARD OF 250 SF WITH A 15' MINIMUM DIMENSION WOULD BE 15' x 16.7'. REDUCING THE DIMENSION TO 10' RESULTS IN A REDUCTION OF 83.5 SF (5' x 16.7') PER REDUCED PRIVATE YARD.
- THE NUMBER OF UNITS WITH REDUCED PRIVATE YARD SPACE = 56. THUS ADDITIONAL COMMON OPEN SPACE EQUAL TO 4,676 SF (56 x 83.5 SF) IS REQUIRED.

COMMON OPEN SPACE CALCULATIONS

COMMON SPACE (DMC 14.34.0050A.5.b)
TEN PERCENT OF THE NET DEVELOPABLE AREA (RESIDENTIAL) OF ALL NEW DEVELOPMENT SHALL BE SET ASIDE FOR THE PROVISION OF COMMON OPEN SPACE.

REQUIRED COMMON OPEN SPACE =	48,484 SF	1.11304 AC	(10% x 484,842 SF)
ADD FOR PRIVATE YARDS < 15' =	4,676 SF	0.10735 AC	
TOTAL REQUIRED OPEN SPACE =	53,160 SF	1.22039 AC	

COMMON OPEN SPACE PROVIDED:

	TOTAL OPEN SPACE		OPEN SPACE AT 5% OR LESS GRADE	
TRACT 988	9,348 SF	0.21460 AC	5,917 SF	0.13584 AC
TRACT 989	23,578 SF	0.54127 AC	8,814 SF	0.20234 AC
TRACT 996	7,942 SF	0.18231 AC	3,723 SF	0.08547 AC
TRACT 997	2,394 SF	0.05496 AC	0 SF	0.00000 AC
PORTION OF LOT 77	25,654 SF	0.58893 AC	12,428 SF	0.28531 AC
PORTION OF LOT 84	1,527 SF	0.03506 AC	1,527 SF	0.03506 AC
TOTAL:	70,442 SF	1.61713 AC	32,409 SF	0.74401 AC

* SEE CONCEPTUAL MASTER DEVELOPMENT PLAN FOR LOCATION OF COMMON OPEN SPACE AREAS

COMMERCIAL DATA

REFERENCE FOR REQUIRED COMMERCIAL AREA: HEX DECISION CONDITION OF APPROVAL #9 AND SECTION 4.1 OF THE DEVELOPMENT AGREEMENT.

REFERENCE FOR PARKING REQUIREMENT DEVIATION: HEX DECISION CONDITION OF APPROVAL #23.

BUILDING USE	PARKING REQUIREMENT (1 STALL PER __SF)	GROSS FLOOR AREA	90% FACTOR (SEE NOTE 1)	REQUIRED PARKING STALLS
COMMERCIAL (A - D)	300 SF	38,400 SF	34,560 SF	115
RESTAURANT (E - F)	200 SF	8,000 SF	7,200 SF	36
REC / COMM (G)	300 SF	23,400 SF	21,060 SF	70
GROSS COMMERCIAL SF DEPICTED		**69,800 SF**		
GROSS COMMERCIAL AREA REQUIRED (D.A. 4.1)		**50,000 SF**		

PARKING DATA

SUB-TOTAL PARKING STALLS REQUIRED	**221**
ON-SITE PARKING STALLS DEPICTED	209
OFF-SITE PARKING ALONG BIG ROCK ROAD FRONTAGE (SOUTH SIDE)	21
TOTAL PARKING STALLS DEPICTED	**230**

NOTES:
1. A 90% EFFICIENCY FACTOR HAS BEEN APPLIED TO THE COMMERCIAL BUILDINGS PER LETTER FROM CITY OF DUVALL DATED 2/23/2009.
2. IN ADDITION TO THE STALLS PROVIDED ON THE COMMERCIAL LOTS, THE SITE CONTAINS 166 ON STREET STALLS (155 ROW AND 11 PRIVATE ACCESS TRACTS) WHICH ARE AVAILABLE FOR RESIDENTIAL AND COMMERCIAL USES.
3. 35 (17%) OF COMMERICAL OFF-STREET STALLS ARE DESIGNED AS COMPACT STALLS.

PARKING - ADA AND LOADING STALLS

BUILDING USE	GROSS FLOOR AREA	ADA STALLS REQUIRED	ADA STALLS DEPICTED	LOADING SPACES REQUIRED	LOADING SPACES DEPICTED
COMMERCIAL (A - D)	38,400 SF	6	6	2	2
RESTAURANT (E - F)	8,000 SF	2	2	0	1
REC / COMM (G)	23,400 SF	3	3	2	1

COMMERCIAL PLAZA AREA CALCULATIONS

DMC 14.34.052H PEDESTRIAN-ORIENTED SPACES
1. NON-RESIDENTIAL BUILDINGS AND DEVELOMENTS SHALL PROVIDE PEDESTRIAN-ORIENTED SPACE (PUBLIC PLAZA OR COURTYARD), AT A MINIMUM OF 1 PERCENT OF THE TOTAL LOT AREA +1 PERCENT OF THE NON-RESIDENTIAL FOOTPRINT.

TOTAL COMMERCIAL AREA: 201,267 SF
TOTAL COMMERCIAL FLOOR AREA: 38,400 SF

PLAZA AREA REQUIRED: 2,397 SF
PLAZA AREA PROVIDED: 6,155 SF

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PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: AARON LANCE
ISSUE DATE: 5/31/2017

NO	DATE	BY	REVISIONS

PRELIMINARY PLAT DATA
DUV DIV I
MINOR MODIFICATION
TO PRELIMINARY PLAT
CITY OF DUVALL WASHINGTON

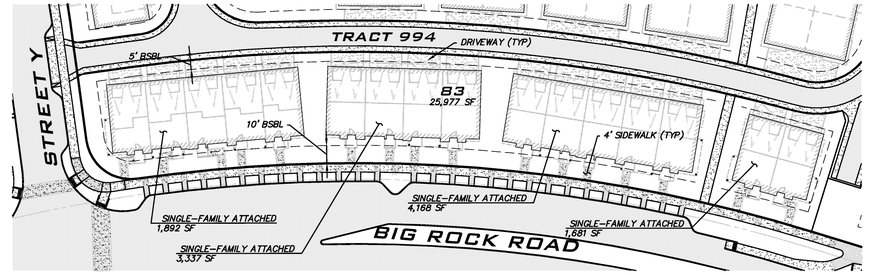
BRETT K. PUDISTS
STATE OF WASHINGTON
37925
REGISTERED PROFESSIONAL ENGINEER
5/26/17

JOB NUMBER: 16-123
SHEET NAME: GN-01
SHT 2 OF 7

RESIDENTIAL IMPERVIOUS SURFACE CALCULATIONS

RESIDENTIAL LOT NUMBER	LOT AREA (SF)	ALLOWABLE IMPERVIOUS SURFACE 75% (SF)	ALLOWABLE BUILDING COVERAGE 60% (SF)
6	32,887.05	24,665	19,732
7	2,828.37	2,121	1,697
8	2,587.50	1,941	1,553
9	2,587.50	1,941	1,553
10	2,587.50	1,941	1,553
11	2,587.50	1,941	1,553
12	2,587.50	1,941	1,553
13	2,587.50	1,941	1,553
14	2,587.25	1,940	1,552
15	2,975.00	2,231	1,785
16	3,686.51	2,765	2,212
17	5,288.67	3,967	3,173
18	3,367.00	2,525	2,020
19	3,044.88	2,284	1,827
20	2,776.21	2,082	1,666
21	2,774.19	2,081	1,665
22	2,351.96	1,764	1,411
23	1,913.21	1,435	1,148
24	1,747.91	1,311	1,049
25	2,108.01	1,581	1,265
26	2,158.54	1,619	1,295
27	1,553.73	1,165	932
28	1,742.63	1,307	1,046
29	1,792.60	1,344	1,076
30	1,552.41	1,164	931
31	2,152.60	1,614	1,292
32	3,511.84	2,634	2,107
33	3,990.83	2,993	2,394
34	3,039.84	2,280	1,824
35	3,270.15	2,453	1,962
36	2,772.44	2,079	1,663
37	3,263.26	2,447	1,958
38	2,253.05	1,690	1,352
39	2,026.60	1,520	1,216
40	3,093.96	2,320	1,856
41	2,581.40	1,936	1,549
42	3,509.39	2,632	2,106
43	2,856.00	2,142	1,714
44	2,856.00	2,142	1,714
45	2,856.00	2,142	1,714
46	3,594.48	2,696	2,157
47	3,408.28	2,556	2,045
48	2,931.40	2,199	1,759
49	2,960.83	2,221	1,776
50	3,711.67	2,784	2,227
51	2,426.67	1,820	1,456
52	2,311.25	1,733	1,387
53	2,311.39	1,734	1,387
54	2,304.81	1,729	1,383
55	2,304.94	1,729	1,383
56	2,302.84	1,727	1,382
57	2,300.73	1,726	1,380
58	3,495.55	2,622	2,097
59	3,219.74	2,415	1,932
60	2,944.46	2,208	1,767
61	2,774.59	2,081	1,665
62	2,626.53	1,970	1,576
63	2,587.89	1,941	1,553
64	2,587.90	1,941	1,553
65	2,586.68	1,940	1,552
66	2,582.15	1,937	1,549
67	2,572.25	1,929	1,543
68	2,562.79	1,922	1,538
69	2,553.34	1,915	1,532
70	2,550.11	1,913	1,530
71	2,559.25	1,919	1,536
72	2,568.73	1,927	1,541
73	2,578.20	1,934	1,547
74	2,557.19	1,918	1,534
75	13,311.79	9,984	7,987
76	12,111.68	9,084	7,267
77	27,832.97	20,875	16,700
80	32,220.44	24,165	19,332
81	10,398.77	7,799	6,239
82	6,439.66	4,830	3,864
83	25,977.25	19,483	15,586
84	9,823.01	7,367	5,894
Total: 77	355,586.70	266,690.03	213,352.02

COMMERCIAL LOT NUMBER	LOT AREA (SF)	ALLOWABLE IMPERVIOUS SURFACE 85% (SF)
1	46,777.85	39,761
2	39,908.32	33,922
3	28,492.54	24,219
4	36,179.11	30,752
5	49,909.26	42,423
Total: 5	201,267.08	171,077.02



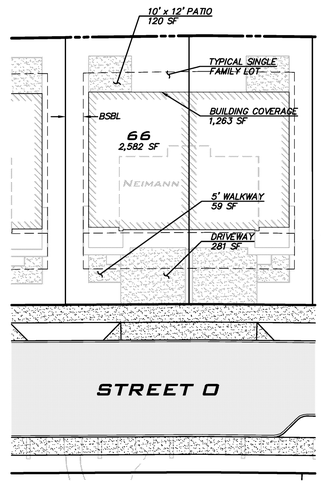
LOT COVERAGE CALCULATIONS

PROPOSED BUILDING COVERAGE:	13,355 SF (51%)
MAXIMUM ALLOWED BUILDING COVERAGE:	15,586 SF (60%)
*PROPOSED IMPERVIOUS:	16,599 SF (64%)
MAXIMUM ALLOWED IMPERVIOUS:	19,483 SF (75%)

*INCLUDES:
13,355 SF BUILDINGS
2,539 SF DRIVEWAYS
705 SF SIDEWALKS

TYPICAL SINGLE-FAMILY ATTACHED LOT COVERAGE DETAIL

SCALE: 1"=40'

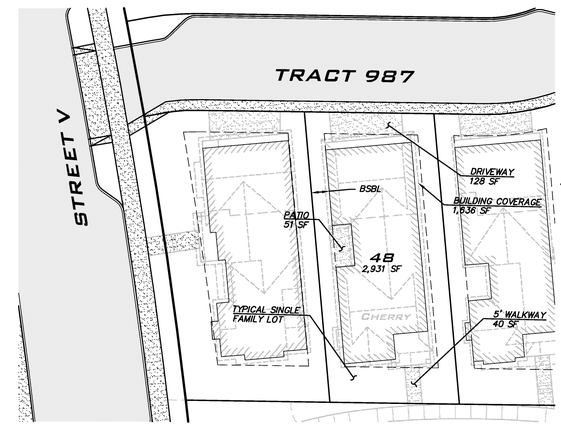


LOT COVERAGE CALCULATIONS

PROPOSED BUILDING COVERAGE:	1,263 SF (49%)
MAXIMUM ALLOWED BUILDING COVERAGE:	1,549 SF (60%)
PROPOSED IMPERVIOUS:	1,723 SF (67%)
MAXIMUM ALLOWED IMPERVIOUS:	1,936 SF (75%)

TYPICAL SINGLE FAMILY LOT COVERAGE DETAIL

SCALE: 1"=20'

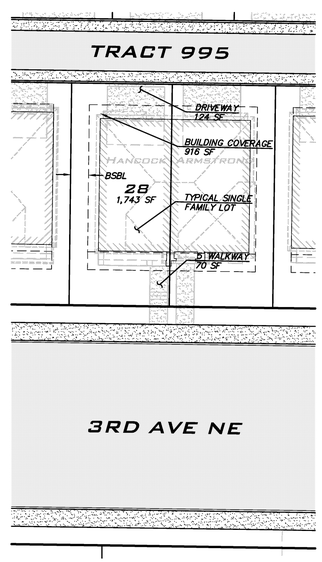


LOT COVERAGE CALCULATIONS

PROPOSED BUILDING COVERAGE:	1,636 SF (56%)
MAXIMUM ALLOWED BUILDING COVERAGE:	1,759 SF (60%)
PROPOSED IMPERVIOUS:	1,855 SF (63%)
MAXIMUM ALLOWED IMPERVIOUS:	2,198 SF (75%)

TYPICAL SINGLE FAMILY LOT COVERAGE DETAIL

SCALE: 1"=20'

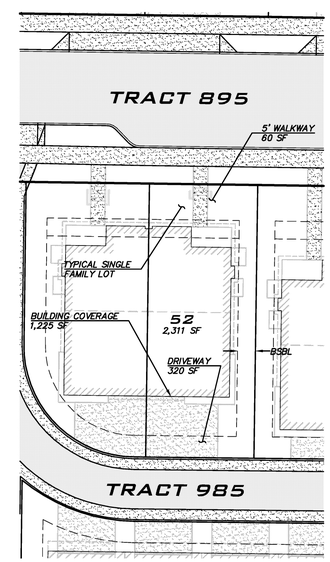


LOT COVERAGE CALCULATIONS

PROPOSED BUILDING COVERAGE:	918 SF (53%)
MAXIMUM ALLOWED BUILDING COVERAGE:	1046 SF (60%)
PROPOSED IMPERVIOUS:	1,110 SF (64%)
MAXIMUM ALLOWED IMPERVIOUS:	1,307 SF (75%)

TYPICAL SINGLE FAMILY LOT COVERAGE DETAIL

SCALE: 1"=20'



LOT COVERAGE CALCULATIONS

PROPOSED BUILDING COVERAGE:	1,225 SF (53%)
MAXIMUM ALLOWED BUILDING COVERAGE:	1,386 SF (60%)
PROPOSED IMPERVIOUS:	1,605 SF (69.5%)
MAXIMUM ALLOWED IMPERVIOUS:	1,733 SF (75%)

TYPICAL SINGLE FAMILY LOT COVERAGE DETAIL

SCALE: 1"=20'

BUILDING NOTES

1. FOOTPRINTS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE.
2. BUILDING COVERAGE = HORIZONTAL SURFACE AREA OF ROOF PER DMC 14.06.035.

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PROJECT MANAGER: BRETT K. PUDISTS, PE
PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: AARON LANCE
ISSUE DATE: 5/26/2017

NO	DATE	BY	REVISIONS

PRELIMINARY PLAT DATA
DUV DIV I
MINOR MODIFICATION
TO PRELIMINARY PLAT
CITY OF DUVALL WASHINGTON

BRETT K. PUDISTS STATE OF WASHINGTON 37925 REGISTERED PROFESSIONAL ENGINEER
5/26/17

JOB NUMBER: 16-123
SHEET NAME: GN-02
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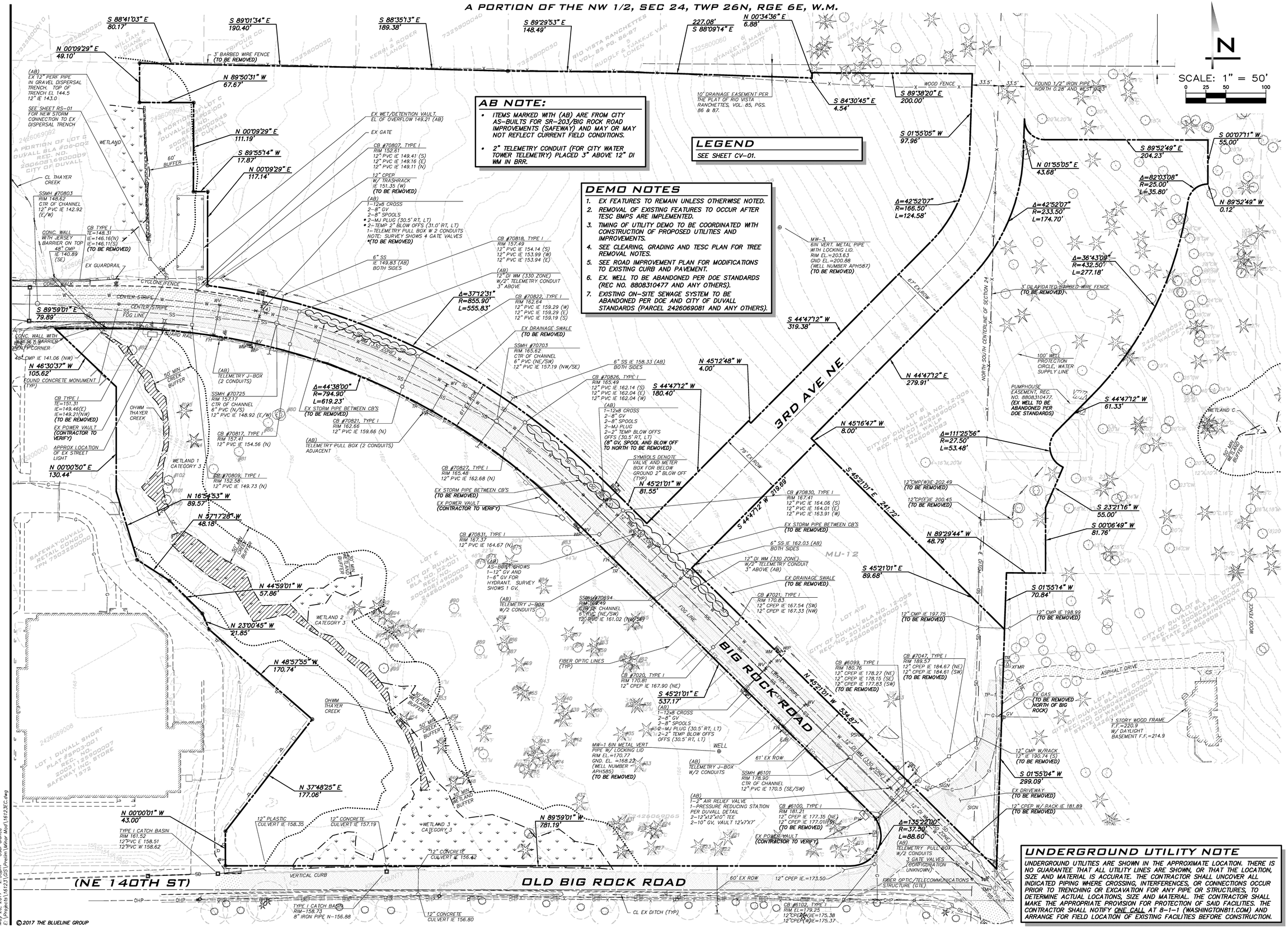

AB NOTE:

- ITEMS MARKED WITH (AB) ARE FROM CITY AS-BUILTS FOR SR-203/BIG ROCK ROAD IMPROVEMENTS (SAFEWAY) AND MAY OR MAY NOT REFLECT CURRENT FIELD CONDITIONS.
- 2" TELEMETRY CONDUIT (FOR CITY WATER TOWER TELEMETRY) PLACED 3" ABOVE 12" DI WM IN BRR.

LEGEND

SEE SHEET CV-01.

DEMO NOTES

1. EX FEATURES TO REMAIN UNLESS OTHERWISE NOTED.
2. REMOVAL OF EXISTING FEATURES TO OCCUR AFTER TESC BMPS ARE IMPLEMENTED.
3. TIMING OF UTILITY DEMO TO BE COORDINATED WITH CONSTRUCTION OF PROPOSED UTILITIES AND IMPROVEMENTS.
4. SEE CLEARING, GRADING AND TESC PLAN FOR TREE REMOVAL NOTES.
5. SEE ROAD IMPROVEMENT PLAN FOR MODIFICATIONS TO EXISTING CURB AND PAVEMENT.
6. EX. WELL TO BE ABANDONED PER DOE STANDARDS (REC NO. 8808310477 AND ANY OTHERS).
7. EXISTING ON-SITE SEWAGE SYSTEM TO BE ABANDONED PER DOE AND CITY OF DUVALL STANDARDS (PARCEL 2426069081 AND ANY OTHERS).

UNDERGROUND UTILITY NOTE

UNDERGROUND UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY ONE CALL AT 8-1-1 (WASHINGTON811.COM) AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

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PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: AARON LANCE
ISSUE DATE: 5/26/2017

NO	DATE	BY

REVISIONS

EXISTING CONDITIONS
DUV DIV I
MINOR MODIFICATION
TO PRELIMINARY PLAT
CITY OF DUVALL WASHINGTON

BRETT K. PUDISTS STATE OF WASHINGTON 37925 REGISTERED PROFESSIONAL ENGINEER
5/26/17

JOB NUMBER: 16-123
SHEET NAME: EC-01
SHT 4 OF 7

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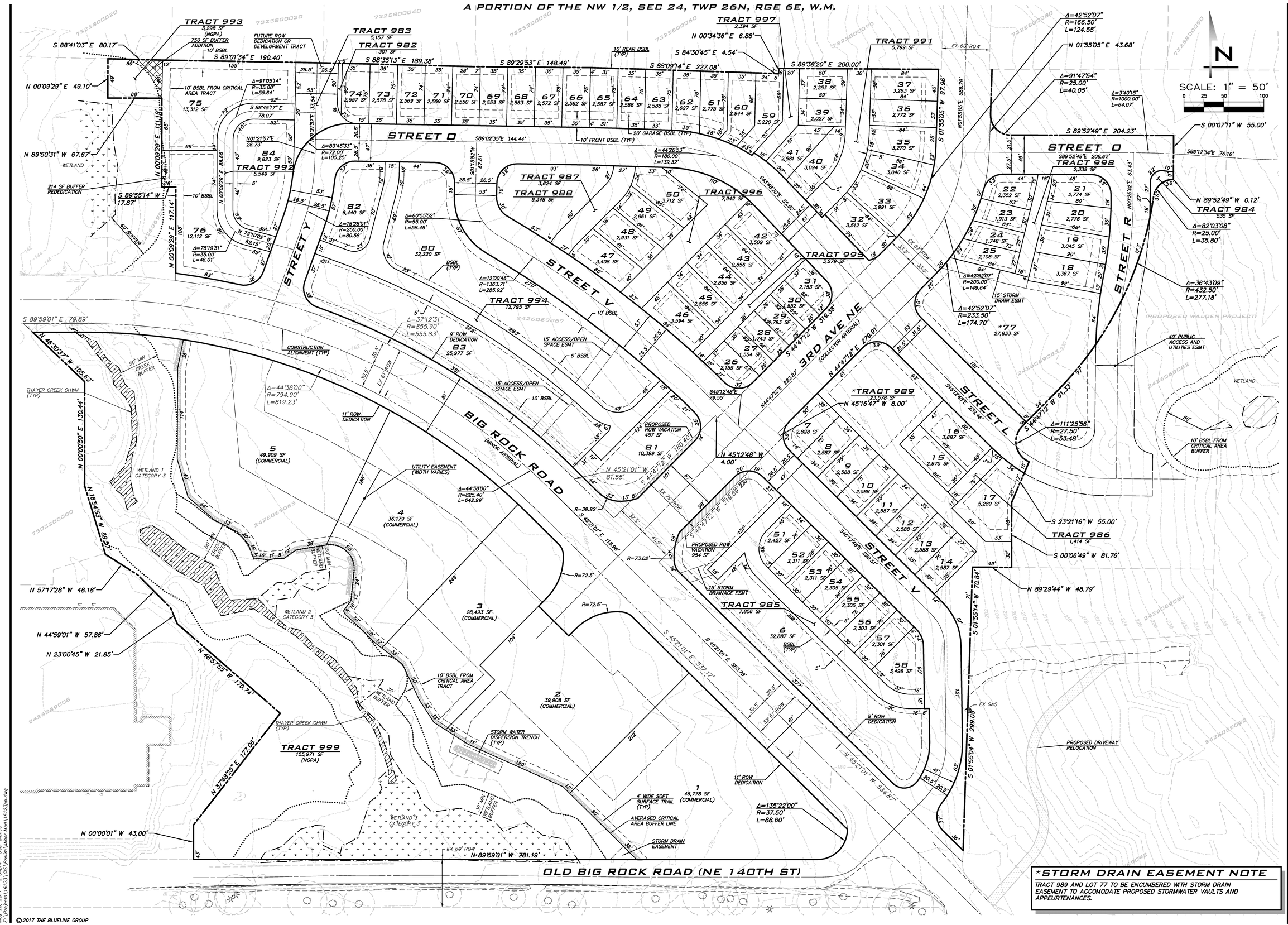

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BRETT K. PUDISTS
STATE OF WASHINGTON
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REGISTERED PROFESSIONAL ENGINEER
5/26/17

JOB NUMBER: 16-123
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SHT 5 OF 7

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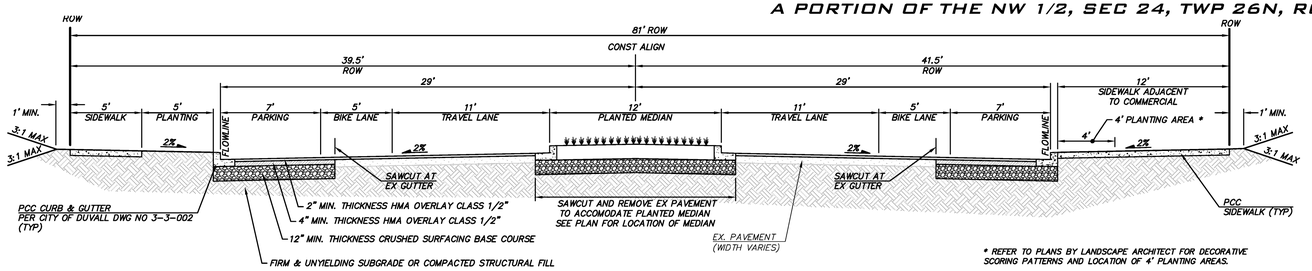
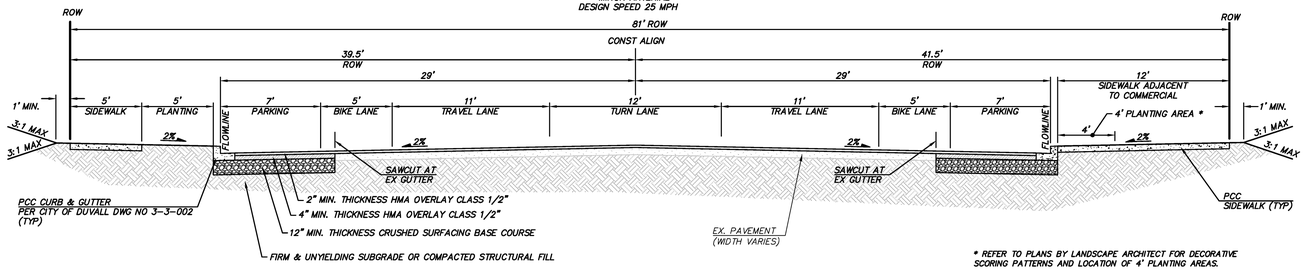


BIG ROCK ROAD - WITH PARKING & MEDIAN

NOT TO SCALE

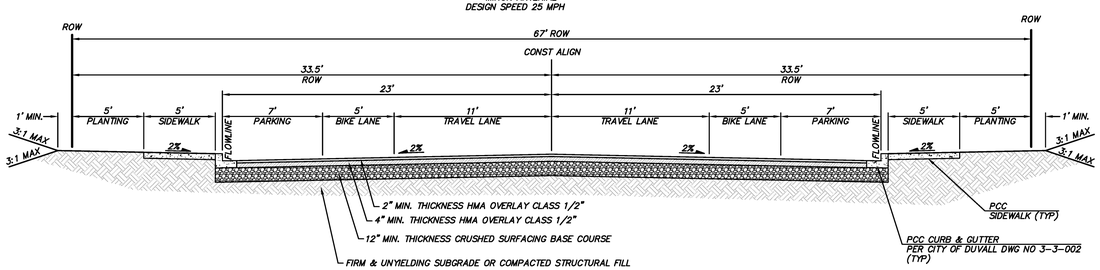
MINOR ARTERIAL
DESIGN SPEED 25 MPH



BIG ROCK ROAD - WITH PARKING & TURN LANE

NOT TO SCALE

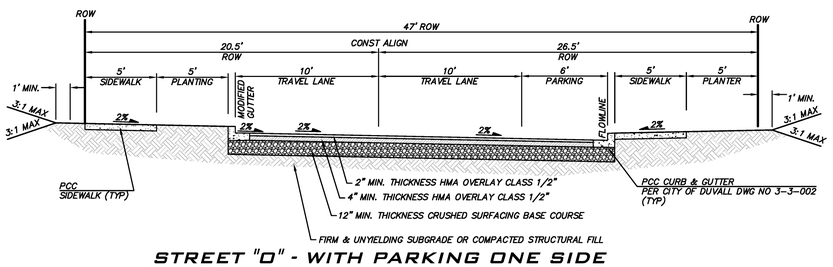
MINOR ARTERIAL
DESIGN SPEED 25 MPH



3RD AVENUE - WITH PARKING

NOT TO SCALE

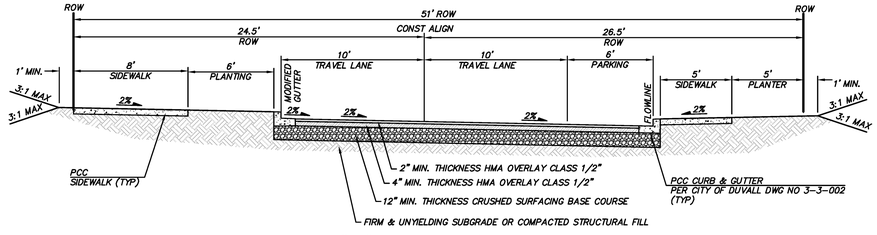
COLLECTOR ARTERIAL
DESIGN SPEED 25 MPH



STREET "O" - WITH PARKING ONE SIDE

NOT TO SCALE

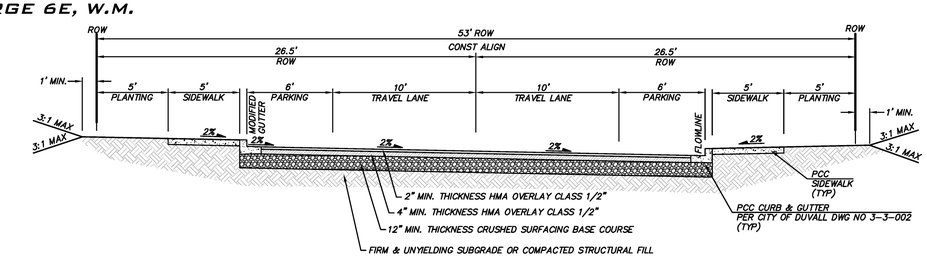
SUBCOLLECTOR
DESIGN SPEED 25 MPH



STREET "O" - WITH 8' WIDE WALK

NOT TO SCALE

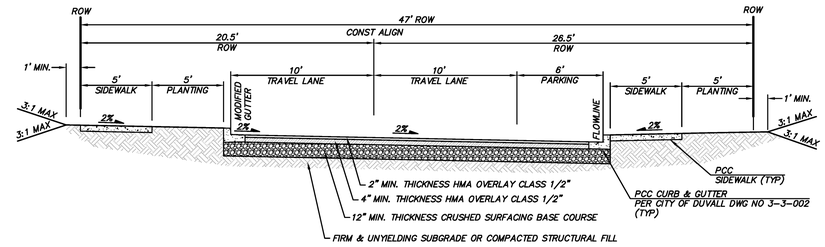
SUBCOLLECTOR
DESIGN SPEED 25 MPH



STREET "V" - WITH PARKING

NOT TO SCALE

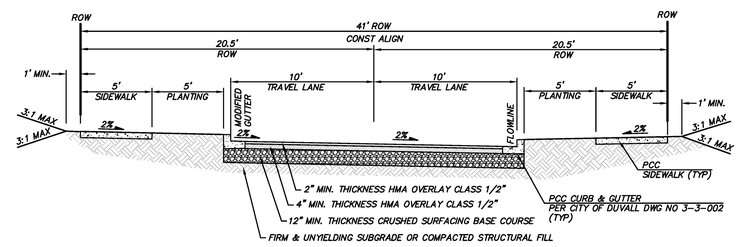
SUBACCESS
DESIGN SPEED 25 MPH



STREET "V" - WITH PARKING ONE SIDE

NOT TO SCALE

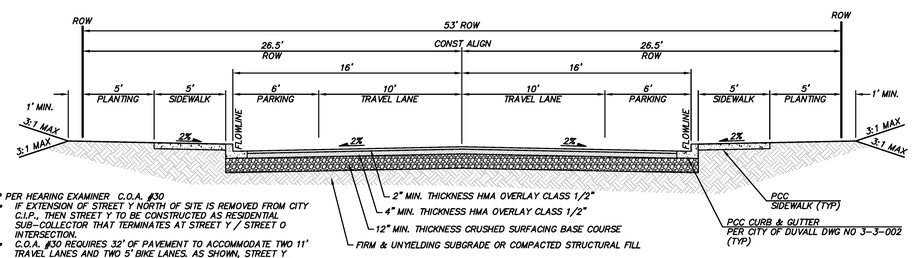
SUBACCESS
DESIGN SPEED 25 MPH



STREET "V" - NO PARKING

NOT TO SCALE

SUBACCESS
DESIGN SPEED 25 MPH



* PER HEARING EXAMINER C.O.A. #30
- IF EXTENSION OF STREET Y NORTH OF SITE IS REMOVED FROM CITY C.I.P., THEN STREET Y TO BE CONSTRUCTED AS RESIDENTIAL SUB-COLLECTOR THAT TERMINATES AT STREET Y / STREET O INTERSECTION.
- C.O.A. #30 REQUIRES 32' OF PAVEMENT TO ACCOMMODATE TWO 11' TRAVEL LANES AND TWO 5' BIKE LANES. AS SHOWN, STREET Y PROVIDES 32' OF PAVEMENT TO ACCOMMODATE TWO 10' TRAVEL LANES AND TWO 6' PARKING. AREAS WITHOUT PARKING HAVE 22' OF PAVEMENT TO ACCOMMODATE TWO 11' TRAVEL LANES.

STREET "Y" - WITH PARKING

NOT TO SCALE

* COLLECTOR ARTERIAL
DESIGN SPEED 25 MPH

HARDSCAPE NOTES

- SIDEWALKS AND PLANTER STRIPS SHOWN ON CIVIL PLANS ARE PER CITY STANDARD DETAILS.
- LANDSCAPE PLANS INCLUDE ADDITIONAL DETAIL RELATED TO DECORATIVE PAVING TYPES AND LOCATIONS IN SELECT AREAS. THIS IS ESPECIALLY RELEVANT ALONG BIG ROCK ROAD, AT OPEN SPACE TRACTS, AT CONCRETE CROSSWALKS AND INTERSECTIONS AND ALONG PROMENADE WALK SHOWN ON LANDSCAPE PLANS.
- CONTRACTOR TO REFER TO LANDSCAPE PLANS PRIOR TO INSTALLING HARDSCAPE AND NOTIFY LANDSCAPE ARCHITECT IF DISCREPANCIES ARISE.

TYPICAL ROAD SECTION NOTES

1. ADDITIONAL SUBGRADE TREATMENTS MAY BE REQUIRED DEPENDING ON SOIL CONDITIONS. SEE CITY OF DUVALL SEC. 3-4.02 & 3-4.03 AND GEOTECHNICAL RECOMMENDATIONS.
2. CONCRETE CURB, GUTTER & SIDEWALKS SHALL HAVE A MINIMUM BASE CONSISTING OF 6-INCHES OF 5/8-INCH CRUSHED ROCK PLACED UPON A FIRM AND UNYIELDING SUBGRADE.
3. SIDEWALK SUBJECT TO VEHICULAR TRAFFIC TO BE 6" THICKNESS PCC (5" THICK IF NOT SUBJECT TO VEHICLE LOADING).
4. DEPTH OF PAVEMENT AND ROADWAY BASE MATERIALS IS MIN COMPACTED DEPTH.

UNDERGROUND UTILITY NOTE

UNDERGROUND UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY ONE CALL AT 8-1-1 (WASHINGTON811.COM) AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

BLUELINE
26 CENTRAL WAY, SUITE 400, KIRKLAND, WA 98033
P: 425.216.4051 F: 425.216.4052
WWW.THEBLUELINEGROUP.COM

SCALE: AS NOTED
PROJECT MANAGER: BRETT K. PUDISTS, PE
PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: AARON LANCE
ISSUE DATE: 5/26/2017

NO	DATE	BY

REVISIONS

ROAD SECTIONS

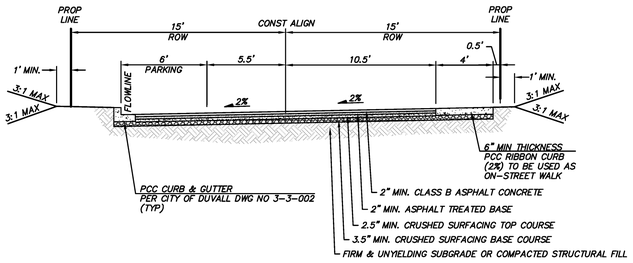
DUV DIV I
MINOR MODIFICATION
TO PRELIMINARY PLAT
CITY OF DUVALL WASHINGTON

BRETT K. PUDISTS
STATE OF WASHINGTON
37925
REGISTERED PROFESSIONAL ENGINEER
5/26/17

JOB NUMBER: 16-123
SHEET NAME: RD-01
SHT 6 OF 7

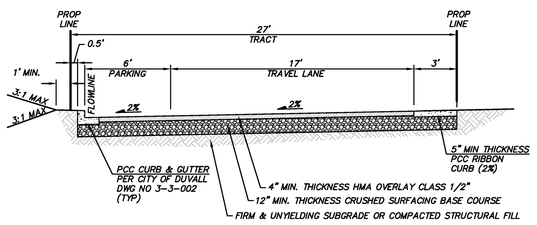
24x36
May 26, 2017 - 2:55pm - User alance
E:\Projects\16123\GIS\Prelim\Minor Mod\16123rd.dwg

©2017 THE BLUELINE GROUP



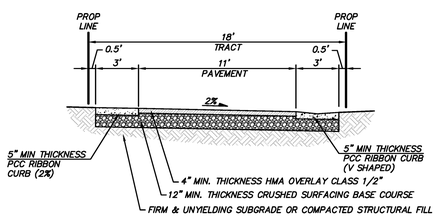
TRACT 991

NOT TO SCALE
PUBLIC ACCESS TRACT
DESIGN SPEED 20 MPH



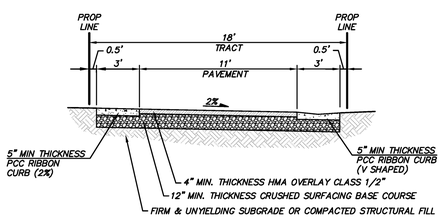
TRACT 987

NOT TO SCALE
PRIVATE ALLEY
DESIGN SPEED 20 MPH



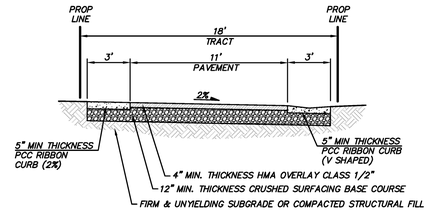
TRACT 994

NOT TO SCALE
PRIVATE ALLEY
DESIGN SPEED 20 MPH



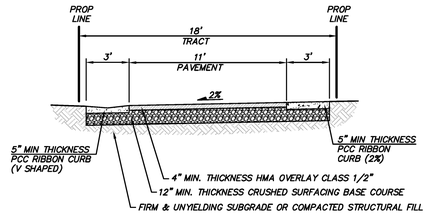
TRACT 998

NOT TO SCALE
PRIVATE ACCESS TRACT
DESIGN SPEED 20 MPH



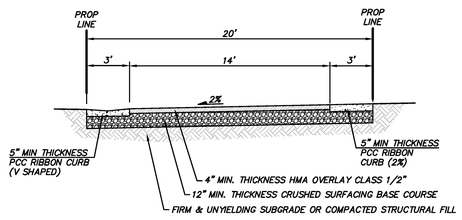
TRACT 985

NOT TO SCALE
PRIVATE ALLEY
DESIGN SPEED 20 MPH



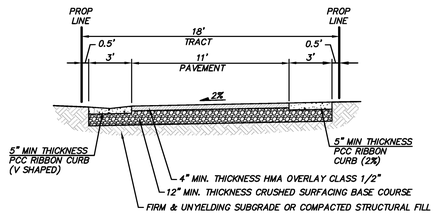
TRACT 986

NOT TO SCALE
PRIVATE ACCESS TRACT
DESIGN SPEED 20 MPH



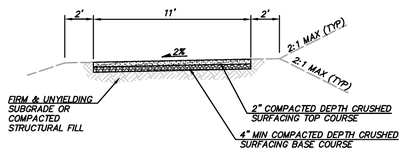
TRACT 992

NOT TO SCALE
PRIVATE ACCESS TRACT
DESIGN SPEED 20 MPH



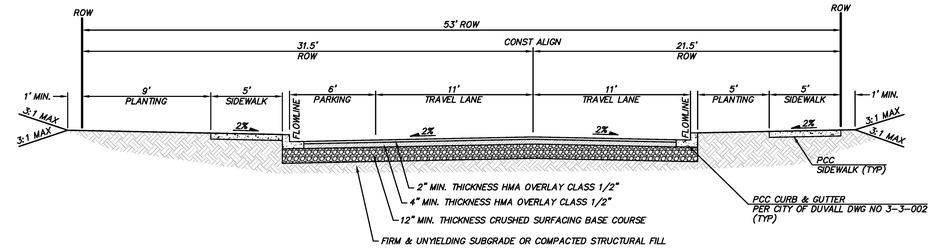
TRACT 995

NOT TO SCALE
PRIVATE ALLEY
DESIGN SPEED 20 MPH



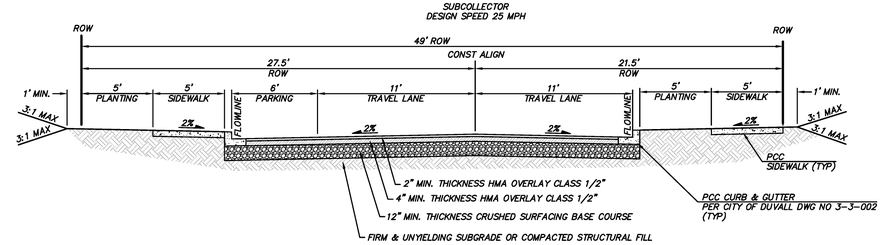
11' RELOCATED DRIVEWAY

NOT TO SCALE



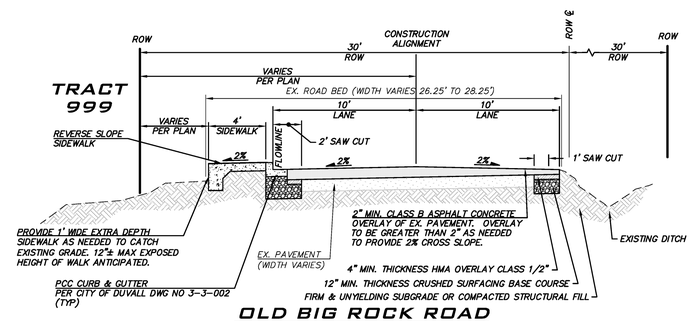
STREET "L" - PARKING ON ONE SIDE

NOT TO SCALE
SUBCOLLECTOR
DESIGN SPEED 25 MPH



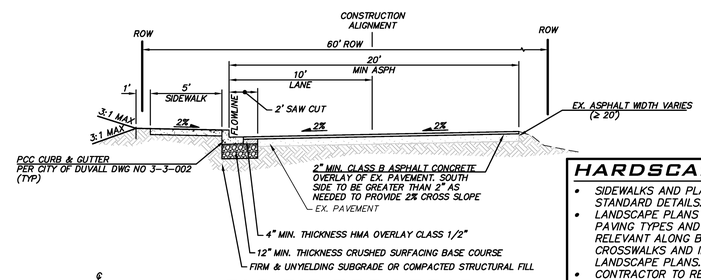
STREET "R" - PARKING ON ONE SIDE

NOT TO SCALE
SUBCOLLECTOR
DESIGN SPEED 25 MPH



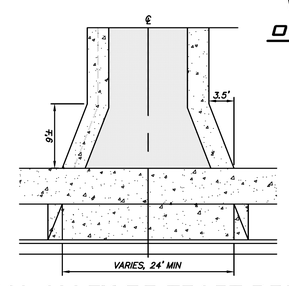
OLD BIG ROCK ROAD

NOT TO SCALE
SUBCOLLECTOR STA ±10+48 TO ±15+50
DESIGN SPEED 25 MPH



OLD BIG ROCK ROAD

NOT TO SCALE
SUBCOLLECTOR STA ±15+55 TO ±17+88
DESIGN SPEED 25 MPH



TYPICAL ALLEY OR TRACT DRIVEWAY APRON DETAIL

SCALE: 1" = 10'

HARDSCAPE NOTES

- SIDEWALKS AND PLANTER STRIPS SHOWN ON CIVIL PLANS ARE PER CITY STANDARD DETAILS.
- LANDSCAPE PLANS INCLUDE ADDITIONAL DETAIL RELATED TO DECORATIVE PAVING TYPES AND LOCATIONS IN SELECT AREAS. THIS IS ESPECIALLY RELEVANT ALONG BIG ROCK ROAD, AT OPEN SPACE TRACTS, AT CONCRETE CROSSWALKS AND INTERSECTIONS AND ALONG PROMENADE WALK SHOWN ON LANDSCAPE PLANS.
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TYPICAL ROAD SECTION NOTES

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2. CONCRETE CURB, GUTTER & SIDEWALKS SHALL HAVE A MINIMUM BASE CONSISTING OF 6-INCHES OF 5/8-INCH CRUSHED ROCK PLACED UPON A FIRM AND UNYIELDING SUBGRADE.
3. SIDEWALK SUBJECT TO VEHICULAR TRAFFIC TO BE 6" THICKNESS PCC (5" THICK IF NOT SUBJECT TO VEHICLE LOADING).
4. DEPTH OF PAVEMENT AND ROADWAY BASE MATERIALS IS MIN COMPACTED DEPTH.

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BLUELINE
26 CENTRAL WAY, SUITE 420, KIRKLAND, WA 98033
P: 425.216.4051 F: 425.216.4052
WWW.THEBLUELINEGROUP.COM

SCALE: AS NOTED
PROJECT MANAGER: BRETT K. PUDISTS, PE
PROJECT ENGINEER: BRETT K. PUDISTS, PE
DESIGNER: AARON LANCE
ISSUE DATE: 5/26/2017

REVISIONS			
NO	DATE	BY	

ROAD SECTIONS & DETAILS

DUV DIV I
MINOR MODIFICATION
TO PRELIMINARY PLAT
CITY OF DUVALL WASHINGTON

BRETT K. PUDISTS
STATE OF WASHINGTON
37925
REGISTERED PROFESSIONAL ENGINEER
5/26/17

JOB NUMBER: 16-123
SHEET NAME: RD-02
SHT 7 OF 7

24x36
May 26, 2017 – 2:55pm – User alance
E:\Projects\16123\GIS\Prelim\Minor Mod\16123rd.dwg

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Exhibit 14

RECEIVED
DEC 12 2017
CITY OF DUVALL

December 6, 2017

Attn: Lara Thomas, Boyd Benson

Subject: Duvall Urban Village SPR17-007

As you know, I own the 5 acres on the corner of SR 203 (Main St. NE) and 143rd Street, also known as 14244 Woodinville/Duvall Road NE. My main concern regarding the referenced site plan, SPR17-007, is the storm water run-off/detention. If some or all of this water is being channeled into the detention/farm pond on my property built by the Thayer's (original owners) in the past, will it be able to support the extra volume? If water is being diverted that way, is it the historical path for this water runoff? Given the repositioning of Big Rock Road in the recent past, some of the historical water courses have likely been altered. Bottom line, I do not want my property negatively impacted by an increase in water volume generated by this development.

Regards,
Mike Chapman
PO Box 790
Duvall, WA 98019

CAM·WEST
DEVELOPMENT·LLC

Exhibit 40

March 10, 2010

Lara Thomas
City of Duvall
P.O. Box 1300
Duvall, WA 98019

RECEIVED
MAR 11 2010
CITY OF DUVALL

Re: Duvall Urban Village
Request for Departure to DMC 14.34.050A.6.a.iv
Limiting Garages to 50% of the Front Facade

Dear Lara:

This letter is written to request approval of a departure to the above referenced section of the Duvall Municipal Code in order to allow garages on narrow lots to occupy more than 50 percent of the ground level façade facing the street. For the Duvall Urban Village project, we respectfully request that the garage face be permitted to occupy no more than seventy-five (75) percent of the ground level facade facing the street. This departure is made for lots 58 through 79 as shown on the preliminary plat drawings dated March 10, 2010.

The DMC allows the Planning Director to grant departures from required standards under certain circumstances including those situations where unique lot configuration makes it extraordinarily difficult to conform to the standards or where the project is equal or superior in design to that allowed under the general application of the standards and is consistent with the design standards, as well as all other City standards. In each case, the code states that the applicant must utilize other methods to the planning director's satisfaction that meet the intent of the applicable standards(s).

Justification:

The Duvall Urban Village project is zoned MU-12 (Mixed Use Zoning District). This district allows a maximum residential density of twelve dwelling units per acre. There is no minimum lot size specified for lots in this zone. Single family detached homes are proposed on lots 57 through 80. Most of these lots are 40 feet in width and, with 5-foot side yard setbacks, will accommodate homes that are 30 feet wide or slightly less. Buyers purchasing a home in Duvall will typically require a side-by-side conventional two car garage rather than a tandem or single car garage. However, a two-car garage for a home that is 30 feet or slightly less in width will occupy much more than 50% of the ground level façade.
Tuck-under plans also require the garage to occupy more than 50% of the ground level façade. These types of home designs are used when the grade at the rear of the lot is several feet higher than the elevation of the street at the front of the lot.

NE 120th Pl.
Suite 100
Kirkland, WA
98034

425-825-1955
Fax 425-825-1565
camwest.com

Tandem garage designs to not inherently work for a tuck-under situation and a side-by-side two car garage design must be used. Typically, the ground elevation of these homes contains the garage, front porch and front entrance to the home. Because the only the front porch and front entrance leading to stairs are located on the lowest level the garage must occupy more than 50% of the ground level façade of these types of homes.

Even though the garage will occupy more than 50% of the ground level façade, the visual mass of the garage can be downplayein several ways. The garage can be offset or recessed from the primary façade. Also, more than one type of building material used can be used on the front façade (examples include brick, stone, shakes, etc.). With additional modulation and roof pitches, expansive monolithic planes can be eliminated. Each of these elements reduces the mass and bulk of the garage from a visual perspective and makes the garage better integrate into the overall design of the home rather than making it the main focal feature. The home designs for these lots will incorporate these types of features to deemphasize the garage element of the front facade.

Attached are several examples of single family detached homes in which the garage occupies more than 50% of the front façade. These photos demonstrate that the homes are of equal or superior design to what is often seen in Duvall when the garage occupies less than 50% of the front façade.

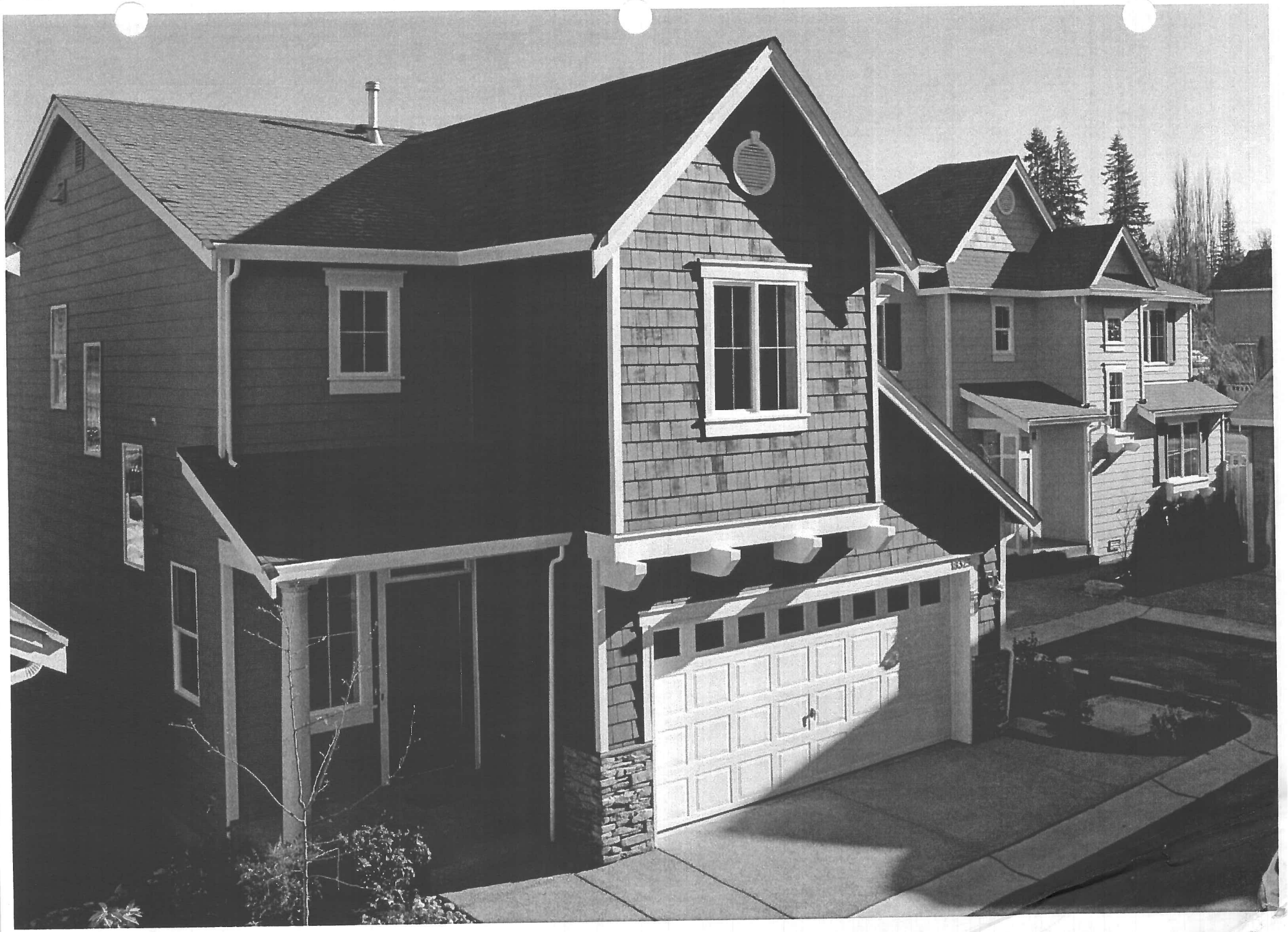
Sincerely,

Bruce Knowlton
Vice President for Development

BK:wp

Encl.

3707



CAM·WEST
DEVELOPMENT·LLC

Exhibit 41

RECEIVED
MAR 11 2010
CITY OF DUVALL

March 9, 2010

Lara Thomas
City of Duvall
P.O. Box 1300
Duvall, WA 98019

Re: Duvall Urban Village
Request for Departure to DMC 14.34.060.A.2.a.ii
Requiring 400 feet of Separation Between Like Models

Dear Lara:

This letter is written to request approval of a Departure to DMC 14.34.060.A.2.a.ii to require that, on lots 6-79 of the community, any two of the same model and elevation of a home be separated by a minimum of two homes.

The DMC allows the Planning Director to grant departures from required standards under certain circumstances including those situations where unique lot configuration makes it extraordinarily difficult to conform to the standards or where the project is equal or superior in design to that allowed under the general application of the standards and is consistent with the design standards, as well as all other City standards. In each case, the code states that the applicant must utilize other methods to the planning director's satisfaction that meet the intent of the applicable standards(s).

Justification:

The MU12 zoning district requires a minimum residential density of eight dwelling units per acre and a maximum of 12 units per acre on the non-commercial portion of the property with a minimum of 60% of the units attached (DMC 14.18.080). Duvall is a suburban community and, for this project to be successful, the homebuying market dictates that a significant percentage of the homes within the project are single family detached homes on individual lots. Lots must be both relatively small in area and narrow in width to achieve the density required by the zoning code. In the Duvall Urban Village project, alley loaded lots along 3rd Avenue NE, Street R and the west side of Alley "T" are generally 34 feet in width. Lots along Street O are approximately 40 feet in width and lots for the attached homes served by Alley T are generally about 22 feet wide where these lots front either Street V or Tract 996.

Literal application of the DMC requires each home located along 3rd Ave., Street R, Street V and the homes located west of Alley T to have a "significant variation

) NE 120th Pl.
Suite 100
Kirkland, WA
98034

425-825-1955
Fax 425-825-1565
camwest.com

in floor plan" (DMC 14.34.060.A.2.a.vi.). Nine lots are located on the west side of 3rd Avenue in a distance of less than 400 feet, eight alley-loaded homes are located on the east side of 3rd Avenue and twelve homes attached in pairs (6 total) front onto Street V. That requires at least 23 different sets of architectural and structural engineering plans for these different models. Additionally, another 10 or more sets of architectural plans would need to be prepared for the 40 foot wide lots that front the north side of Street O. The cost to develop each of these plan sets ranges between $20,000 - $25,000 per home design. Strict application of the code therefore results in several hundred thousand dollars in architectural and structural engineering fees.

The "Residential Building Design" chapter of this section of the DMC states that its purpose is to "encourage residential building design that enhances Duvall's traditional village character, foster creative, high-quality architectural design, and ensure new development that adds value to the existing community. All new development shall include complete architectural detailing on all building frontages with a consistent visual identity and a similar quality of materials, detailing and window placement. Abrupt ending of architectural details shall be avoided with no radical change in details, features or materials." The code goes on to state that "Residential buildings shall avoid a uniform appearance by providing variation in building architecture and elevations using methods such as building modulation, primary and secondary building forms (e.g., covered porches, dormers, window bays), and changes in exterior materials, colors, windows, doors and trim."

The purpose of this chapter can still be achieved with fewer home plans. We request that two of the same home model and elevation be separated from one another by a minimum of two homes. By requiring different elevations of models that incorporate different materials, window placement, porches, by reversing floor plans and using different colors still achieves the result of high-quality architectural design and ensures that the project adds value to the community.

Attached are examples of home models with different elevations that demonstrate that the purpose section of DMC 14.34.060A is still achieved.

Sincerely,

Bruce Knowlton

Bruce Knowlton
Vice President for Development

BK:wp
Encl.

1202 A

1202 P

1202 C

1185-5A

1185-5F