



CITY OF DUPONT
Planning Commission
Special Meeting
1700 Civic Drive, DuPont, WA 98327
Telephone: (253) 964-8121
www.dupontwa.gov

Chair, Jeff Foe
Vice-Chair, John Colvin

November 13, 2024

6:00 PM

AGENDA

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1. CALL TO ORDER	
2. ROLL CALL	
3. PUBLIC COMMENTS (SEE INSTRUCTIONS BELOW)	
4. APPROVAL OF AGENDA	
5. APPROVAL OF MINUTES	
5.1. Minutes of October 14, 2024 Minutes of October 14, 2024	3 - 5
6. UNFINISHED BUSINESS	
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7. PUBLIC HEARING (SEE INSTRUCTIONS BELOW)	
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8. PUBLIC COMMENTS (SEE INSTRUCTIONS BELOW)	
9. PLANNING COMMISSIONERS' COMMENTS	
10. ADJOURNMENT	

To attend the meeting remotely, call into the Zoom meeting, dial **1-253-215-8782**, and enter Webinar ID: **841 6575 6714** and Passcode: **571451** or use the following link:

<https://us02web.zoom.us/j/84165756714?pwd=Yb7MbBhOuDitoob5ZKleLtXXgRGMx5.1>

and Passcode: **571451**.

To provide public comment, detailed instructions are located at the following link:

<https://www.dupontwa.gov/DocumentCenter/View/6137/Public-Comment-Instructions---Agencies---Rev-10172022-PDF>.

The public may watch the meeting live on "YouTube" at the following link:

https://www.youtube.com/channel/UCI-nrLK1wNfpq3_CeNJw40A. A recording of the meeting can be found on the same site following the meeting.



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DuPont, WA 98327
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MEETING and PUBLIC HEARING MINUTES
Monday, October 14, 2024

Call to Order: Chair Foe called the meeting to order at 6:34pm.

Roll Call: Chair Foe, Vice-Chair Colvin, Commissioners Chase, Thakor, Burlison, Lynch, Schou and Henry.

Staff Present: Public Services Director, Kincaid, and Administrative Specialist, Howald

Public Comments:

There were no comments

Approval of the Agenda

Commissioner Thakor made a motion to approve the agenda and Commissioner Chase seconded the motion. Motion carried 7-0.

Approval of the Minutes:

Commissioner Colvin made a motion to approve the September 23, 2024, Minutes, and Commissioner Thakor seconded the motion. Motion carried 7-0.

Unfinished Business:

Chair Foe directed attention to Director Kincaid who provided a summary powerpoint presentation of Staff Report on the purpose and proposal for the proposed amendment to the DuPont Municipal Code (DMC) 25.20.060(2)(b) Complete Community Overlay, to increase the number of allowed units in a single multifamily building in the CCO.

There were questions and answers during the presentation period.

Public Meeting:

Chair Foe opened the public hearing at 7:23 pm after the providing the public hearing process.

Director Kincaid directed attention to the Staff Report, which had been provided to the Planning Commissioners in the planning packets and was also accessible to the public

Director Kincaid confirmed the read the names of those who had submitted written or emailed comments and had been provided to the Planning Commissioners.

Chair Foe opened comment to those in attendance:

- Joey Launceford, Seattle, WA, Inland Group, developer of the proposed Affinity project. He is in support for the amendment and provided an overview of Affinity and as an option for an active senior adult community and frees up single family housing for the next generation.
- Judy Norris, DuPont, WA, offered opposition to the amendment of 200 units but is in favor of the Affinity 170 housing units and does meet the intent of the property.
- John Hogan, Gig Harbor, WA, President of Carriage of Patriot's Landing and is favor of the 200 units but will be fine with 170 units. He provided a brief history of Patriot's Landing and importance in maintaining the character and transitional buffer for the public and residents.
- Amy Rakes, DuPont, WA, is in favor of 170 units but not 200 units as it would be too large, and is see the project as amenable to the community and good for a senior living facility.
- Mike Campeau, DuPont, WA, Carriage construction and is in support of the proposal. He offered that scale of the building of 150 to 170 units is negligible and to adoption of amendment is consistent to promote senior housing and mixed use development for retirees.
- Dennis Larkin, DuPont, WA, expressed concern over 200 units but in favor of 170 units and is keeping with the values of DuPont.
- Evelyn Lynn, original developer of Patriot's Landing. She expressed thanks to the planning commission for their time and feedback. She explained, Gene, her deceased husband had a vision for develop the area for senior citizens and found a company that will develop their mission for a senior citizens living and keep Patriot's Landing a viable living area for senior citizens.
- Muhammad Shukat, DuPont, WA, he is in favor of 170 units but expressed traffic concerns and suggested looking at some kind mitigation to also consider noise pollution.
- Duke Forbes, DuPont WA, is in favor of 170 units and to not consider a larger amount.
- Gidget Chesley, Kent, WA, Executive Director of Patriot's Landing and is excited to have Affinity as it's neighbor and is in favor of the amendment.
- Anthony Hemstad, Olympia, consultant to NorthPoint and Albatross, although not involved in the project, is in favor of the amendment and 200 units as it offers flexibility in housing.
- Patrick Connolly, DuPont, WA, is not in favor and feels this will be considered high density for the City of DuPont and the city will lose it's character and even the currently allowed 150 units is too large.

Chair Foe closed the public hearing at 7:59 pm.

Chair Foe opened up discussion and deliberation to the Planning Commission.

Vice-Chair Colvin made the motion and it was seconded by Commissioner Schou to recommend amending the proposal for 170 units instead of 200 units. Motion passed 7/0.

Director Kincaid informed she will preparing a transmittal to the City Council based on the meeting and hearing for a recommendation from the City of DuPont Planning Commission to amend DuPont Municipal Code 25.20.060(2)(b) to read multifamily projects in the CCO district shall not exceed 170 units per single building.

Public Comments:

- Judy Norris, DuPont, WA, expressed thanks and appreciation to the Planning Commission and noted she heard an observation that the developer from NorthPoint and Albatross made on unit counts.
- Anthony Hemstad, Olympia, clarified that what he had stated earlier it is helpful to have flexibility in higher units but that NorthPoint has not yet determined the footprint in the subarea plan as it is still in discussion.
- Phil Sheridan, expressed thanks to the Planning Commission on the quick working on the project.

Planning Commissioners Comments:

Commissioner Schou asked if the Old Fort Lake area should be looked at again. Director Kincaid offered that at the next planning Commission meeting, a hearing will be held October 28th on the subarea. The work will in draft form to discuss and make revisions as deemed necessary.

Director Kincaid informed on October 22, a hearing will be held at the City Council meeting, on the CCO proposed amendment as was discussed at this meeting.

Chair Foe offered at the last council meeting, Mr. Sherrard discussed transportation impacts and it was very helpful.

Chair Foe expressed thanks for everyone's participation and hard work.

Adjournment:

Chair Foe adjourned the meeting at 8:16 p.m.

Chair, Jeff Foe Date

Please note that the minutes from Advisory Commission Meetings are not verbatim.



CITY OF DUPONT

DEPARTMENT of Community Development
1700 Civic Drive, DuPont, WA 98327
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OLD FORT LAKE SUBAREA PLAN UPDATE STAFF REPORT TO THE PLANNING COMMISSION

Project: Old Fort Lake Subarea Plan Update, Zoning and Design Standards
File Numbers: PLNG2023-005(Subarea Plan Update, Zoning and Design Standards)
Date of Report: October 31, 2024
From: Lisa Klein, AICP
AHBL, Inc., Planning Consultant to the City
Barb Kincaid
City of DuPont, Public Services Director
Public Hearing: November 13, 2024, at 6:00 pm
DuPont City Hall / Council Chambers
1700 Civic Drive
Dupont, WA 98327

PROJECT DESCRIPTION: The Old Fort Lake Subarea is currently undeveloped except for the Home Course golf course located in the center of the Subarea. The current Old Fort Lake Subarea Plan was originally adopted in 2018 and establishes the process, findings, options, and a final strategy to develop the Subarea primarily as an employment center with limited residential use. In February 2022, the DuPont City Council adopted a land use moratorium on development in the Subarea until an updated Subarea Plan and design standards could be adopted that provided more housing and less light manufacturing-type uses. The Update focuses on establishing the Subarea as a new residentially focused neighborhood that is amenity-rich and also provides supporting commercial, entertainment and civic uses. The proposal could allow a range of 2,088 – 3,780 housing units consisting of detached single family, middle housing (two to six unit attached dwellings), and multifamily housing types. Approximately 47 acres or 8 percent of the subarea is proposed for a variety of commercial, entertainment and civic uses. Approximately 329 acres or 58 percent is proposed for Parks, Recreation or Open Space uses. The proposal includes new zoning regulations and design standards to implement the vision, community character and development patterns described in the subarea plan.

LOCATION: The proposed *Old Fort Lake Subarea Plan Update and Land Use Code Amendments Project* addresses land use in the entire Old Fort Lake Subarea, which comprises approximately 655-acres in the City of DuPont. The Old Fort Lake Subarea is located in the central portion of the west perimeter of DuPont, southwestern Pierce County, Sections 26 and 27, Township 19, Range 1. The Subarea is bounded on the west by Puget Sound, on the north by Sequelitchew Creek, on the east by

properties outside of the Subarea that front on Center Drive, and on the south by existing largely residential development of the Northwest Landing Planned Community.

APPLICANT/CITY CONTACT: Barb Kincaid
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bkincaid@dupontwa.gov

A. FINDINGS OF FACT:

1. History/Background

- (a) The current/existing Old Fort Lake Subarea Plan was adopted in 2018. The plan envisioned a mixed-use village with more emphasis on office, research, light manufacturing and commercial uses and limited housing uses. Housing was limited to a maximum of 100 single-family and 1,000 multifamily units. The plan was developed in recognition that further remediation efforts would relax the use restrictions imposed by the Ecology Restrictive Covenant.
- (b) This is a Council-initiated Subarea Plan Update. In February 2022 the DuPont City Council adopted a land use moratorium on development in the Old Fort Lake Subarea (Ordinance No. 22-1102) until an updated Subarea Plan and development and design standards could be adopted. It was recognized that Old Fort Lake represents the majority of the City's vacant and developable land and there was a desire to provide more housing while reducing the light manufacturing type uses. The intent of the ordinance was to modify the allowed land uses in a manner that met the City's residential needs as required by law and to review and amend design standards that reflect the City's land use policies within the Subarea. The moratorium has been extended as needed during the Subarea planning process.
- (c) The moratorium was adopted just prior to the 2023 enactment of several Washington State laws aimed at increasing the supply and affordability of housing for all (HB 1110 (Middle Housing) and HB 1337 (Accessory Dwelling Units)). These new laws modified the Washington State Growth Management Act and are required to be implemented by the City of DuPont in its upcoming Citywide Comprehensive Plan update. This Subarea plan was seen as a good opportunity for the city to meet the new housing requirements. In 2024 HB 1110 was modified by HB 2321, and updated implementation guidance was issued by Washington Department of Commerce in October 2024.

2. Procedural Requirements

- (a) The resulting Old Fort Lake Zoning and Design Standards implement the goals and policies of the Subarea Plan as well as the state-mandated housing regulations.
- (b) The City SEPA Official made a SEPA Determination of Significance and published a Scoping Notice for the proposed action on June 9, 2023.

(c) The Public Process to date has included the following events and meetings. A summary of the initial public engagement and survey can be found in the Engagement Summary prepared by MAKERS dated July 10, 2023

- i. Public Workshop #1 – conducted in April 2023. Approximately 25 attendees were in person and 9-11 attended virtually.
- ii. Public Workshop #2 – conducted in May 2023. This was a mapping exercise held at City Hall to obtain input in the types of uses and how they would be ideally laid out in the Subarea. Approximately 28 people attended the mapping workshop in person and 8 – 10 attended virtually.
- iii. EIS Scoping Meetings – conducted two scoping meetings in June 2023. A virtual meeting for public agencies and tribes was held on June 29, 2023. A public meeting was held at City Hall on June 20, 2023 during the EIS scoping comment period to provide information about the Plan Update and obtain environmental-related comments useful for preparation of the EIS.
- iv. In person Survey – April 2023. The survey was conducted to obtain citizen feedback on aesthetics and visual preferences related to community character and design standards. Approximately 15 people participated in the online survey at the first public workshop meeting.
- v. Online Survey – April – June 2023. The survey was conducted to obtain citizen feedback on aesthetics and visual preferences related to community character and design standards. Approximately 19 people participated in the online survey.
- vi. Stakeholder Interviews – conducted between June 2023 and December 2024.
- vii. Stakeholder Workshop Meeting – conducted in January 2024. This in-person workshop was attended by approximately 30 representatives of the Nisqually Tribe, Steilacoom Historic School District, South Sound Military Communities Partnership, Home Course Golf Course, City Departments and others. The meeting was held to obtain feedback on the proposed Subarea Plan Update.
- viii. Planning Commission Meetings – conducted from July 2023 – present. The City of DuPont Planning Commission was engaged through multiple work sessions to provide guidance throughout the planning process. A series of regular and special meetings were completed over the course of one year to engage in an ongoing dialogue with the Planning Commission and develop the desired zoning, design standards and goals and policies provided in the plan.

(d) In order to adopt the Updated Old Fort Lake Subarea Plan and proposed codes, the following next steps are required:

- i. Planning Commission issues a Recommendation to City Council
- ii. Washington State Department of Commerce completes their required 60-day review

- iii. City Council may hold another public hearing
- iv. Publication of the Final EIS
- v. City Council votes to adopt the Plan Update and code amendments.

B. DRAFT SUBAREA PLAN UPDATE

The proposed Subarea Plan Update is summarized as follows:

(1)Chapter 1, Introduction

Intent – The intent of the Subarea Plan Update is to address City Council directives, GMA requirements and recent housing-related legislation.

Vision – The following vision statement was developed at the onset of the project: *“The Vision for the Old Fort Lake Subarea is to plan for a range of residential, employment, and recreational opportunities that are sustainable and embody DuPont’s high quality of life, character, and its rich history while preserving natural resources and emphasizing the surrounding beauty of the area.”*

Project Scope – Plan development followed a systematic approach that included public engagement, an existing conditions analysis, concept planning, development of goals and policies, development of new zoning and design standards. Throughout the process workshops were held with the Planning Commission to build and refine the proposed plan Update. Next steps in the process include a Planning Commission-led public meeting, development of a Planning Commission recommendation to City Council, workshops and public hearing with City Council followed by adoption. A Draft Planned Action Environmental Impact Statement (EIS) has been drafted and will be finalized prior to adoption.

Historical and Cultural Resources – The Subarea Plan was built upon an understanding of the area’s history and cultural significant and a desire by the community to respect, protect, and commemorate that history in the new goals and policies.

Site Remediation History and Considerations – The Subarea has known contamination caused by previous uses of the property. There are a number of environmental documents associated with the contamination that restrict uses to either Industrial-type or Open Space uses. The City and the landowner are currently working on cleanup to higher standards so that the land can be used as contemplated in the Plan.

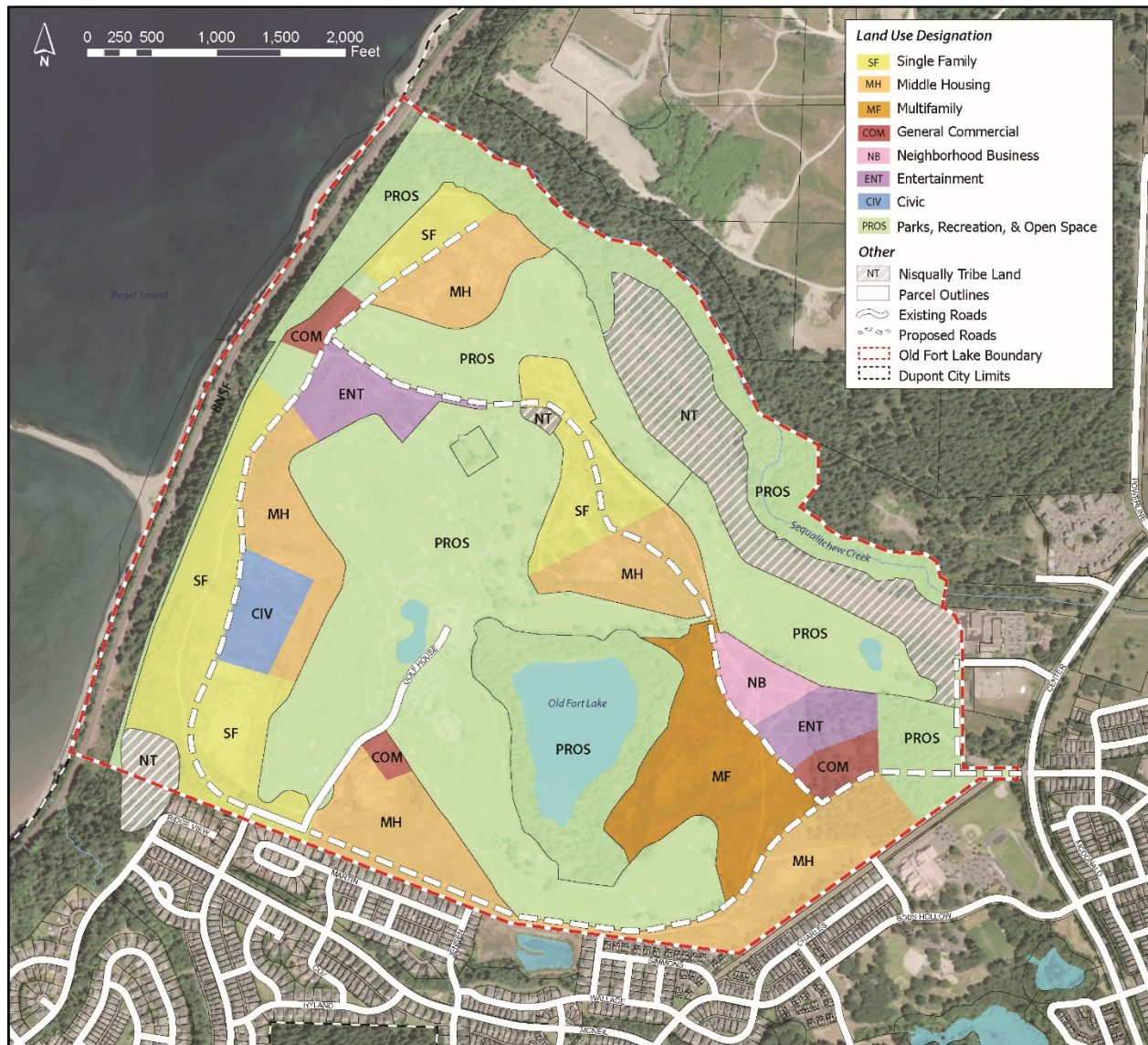
- (2)Chapter 2, Community Character** –The Subarea Plan strives to evolve the Subarea into a place that both complements and builds on the existing character of DuPont but establishes a unique sense of place in keeping with its setting around the golf course and adjacent to the Puget Sound bluff and the established Vision. The desired character is expressed in the goals and policies provided in this chapter as well as the new Old Fort Lake Design Standards (DMC 25.71). The process of developing the desired community character began with understanding the community’s desires and identifying and refining design preferences through a series of planning commission meetings. Desired community character is summarized as follows:

- (a) Buildings – Provide buildings with an architectural character that is based on human-scaled design details, high-quality materials, and responsive to the site’s unique context. Windows,

- balconies, and entries are to create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces. Substantial articulation and modulation shall be provided to break up larger buildings and add visual interest. Generic, corporate architectural design is to be avoided.
- (b) **Site Design** – Site design is intended to ensure that block sizes are appropriately scaled, that the size, scale and location of buildings, amenities and parking areas are appropriately located and all areas are connected through roadways and pedestrian connections.
 - (c) **Landscaping** – Landscaping is intended to be one of the character-defining features of the Subarea, building off of the green fairways of the golf course. Streets will be tree-lined, landscape buffers will be used to provide transitions between uses and buildings and softening features. Amenity spaces are to be landscaped with paths, lawns, and recreational amenities.
 - (d) **Streetscapes** – A robust multi-modal transportation network is envisioned that serves a variety of motorized and nonmotorized users, complements desired future land uses and provides the needed connections between uses and site amenities. Streetscape elements shall include landscaping, street lights, signage, sidewalks, and electric vehicle infrastructure. Gateway areas are intended to provide special treatments signifying the entry, such as a roundabout.
 - (e) **Open Space and Recreation** – A variety of public and private, active and passive recreation areas are to be dispersed throughout the Subarea that provide a balance between the built environment and green spaces. Existing city-owned open space areas will be retained, historic/cultural elements of the Subarea will be connected and, where possible, public access enhanced. Protection of the golf course is intended to improve the player’s experience through landscaping buffers and inviting amenities. New residential development shall provide common amenity space for its residents and commercial areas shall integrate plazas and other pedestrian-oriented spaces into the design. A varied trail network shall form the backbone of the Subarea.
- (3) **Chapter 3, Land Use** – This chapter guides the future development types and densities within the Subarea. GMA-related information was used in to guide land use in the Subarea, including County and State directives. Pierce County, in their 2021 Buildable Lands Report, allocated growth targets to the city, which were further refined in a March 2023 DuPont Housing Needs Analysis (HNA). The HNA found that an additional 1,579 units of housing would need to be created in the Subarea for the city to reach its citywide housing growth target. In 2022 and 2023 the Washington State Legislature passed several bills aimed at increasing the supply of attainable/affordable housing through implementation of middle housing and accessory dwelling unit provisions. The new requirements are to be addressed in the 2024 Citywide comprehensive plan update and accompanying zoning and design standards; however, it is recognized that the Old Fort Lake Subarea must also address at least some of the requirements in its plan update and area-specific zoning and design standards.

The future land use designations are depicted in Figure 3-4 in the Subarea Plan (see also Figure 1, below) and include Single Family (SF), Middle Housing (MH), Multifamily (MF), General Commercial (COMM), Neighborhood Business (NB), Entertainment (ENT), Civic (CIV) and Parks, Recreation and Open Space (PROS). Access and circulation is depicted. The land owned by the Nisqually Tribe is not designated for a future land use.

Figure 1 – Future Land Use Designation Map



(4) **Chapter 4, Open Space and Recreation** – The Subarea has several natural resource features including streams, wetlands, and steep topography that will be retained as open space. They include Old Fort Lake, Sequalitchew Creek, a wetland in the northwest corner, steep slopes along the bluff and forested areas. There is an existing trail network, some of which is informal but used regularly such as the unpaved Puget Sound bluff trail. Planned Parks and Trails for the Subarea include:

Wilkes Observatory Park – around the marker a formal trailhead and connection is envisioned to the proposed Bluff Trail, Sequalitchew Creek Trail, and Puget Sound shoreline.

Old Fort Lake Loop Trail – is envisioned to extend from Garry Oaks Park to the south of the Subarea and loop around Old Fort Lake in a soft surface trail.

Golf Course Trail - is proposed to meander along the perimeter of the golf course and connect to the Puget Sound Bluff Trail.

Puget Sound bluff trail – the trail will be paved, widened to 12-feet, add pedestrian amenities, wayfinding and interpretive signage.

South Sequelitchew Creek Corridor Trail – will provide connections between Civic Center, the existing Sequelitchew Creek Trail, Wilkes Observatory, Puget Sound shoreline and the Bluff trail.

Multi-use Paths – will be provided along both sides of the future Subarea roads. They will be 12-feet wide and separated from traffic by a landscape buffer. They are to be designed to support pedestrians, cyclists, and users of all ages and abilities.

Signage – Signage will be simple and guide users to points of interest. Interpretive signage will provide opportunities to express the rich natural and cultural history of the area.

Parks and Recreation – residential areas will be required to provide common amenity space for the residents,

Chapter 5, Historic and Cultural Resources – Conveying, honoring and protecting Old Fort Lake’s rich historical and cultural heritage is of primary importance to the DuPont community and a guiding priority of the Subarea Plan. Figure 5-3 provides an illustration of the historic and cultural resources sites and how they can be connected through the trail system. They include the Wilkes Observatory and the Fort Nisqually 1833 site. Proposed improvements include:

- Incorporation of historic and cultural storytelling along the future Puget Sound bluff trail.
- Inclusion of an interpretive center on city-owned property.
- Expansion of the Wilkes Observatory and 1833 Fort Nisqually sites to include accessible parking and access.

Chapter 6, Transportation – A new multi-modal network of roads and paths that serve all modes and users accessing the Subarea is planned. The roadway types include Gateway Arterials, Commercial and Non-commercial arterials, and local access roads. Access to the subarea is being considered at the following locations:

- Palisade Boulevard at Center Drive (Gateway Street)
- Civic Drive at Center Drive (Gateway Street)
- Hoffman Hill Boulevard at McNeil Street (Local Access Street)
- Wren Road northwest of Bob’s Hollow Lane (Local Access Street)
- Jensen Avenue east of Martin Street (Local Access Street)
- Ogden Avenue west of Simmons Street (Local Access Street)

The Interior Loop Road would be Commercial and Non-commercial arterials. No transit is proposed to serve the Subarea at this time or in the near future. No changes are proposed to the city’s existing freight

route. The analysis of the impacts of the proposal on the City’s street system is provided in the Planned Action Environmental Impact Statement (EIS).

Chapter 7, Capital Facilities and Utilities – Minimal utility infrastructure exists in the subarea. Future development will be required to construct utility infrastructure that is sized, developed and managed to serve the future users. The Subarea is serviced by DuPont Water. With minor operational adjustments, the City water system has the capacity to support full development of the Subarea. Sewer is provided by Pierce County Public Works and Utilities through an interlocal agreement with the City. The County has indicated they have capacity to serve the project, however infrastructure upgrades may be required such as new pump stations. Stormwater will be designed and managed by the developer in accordance with the City’s adopted Stormwater Manual.

C. REVISED/UPDATED DMC 25.10 DEFINITIONS

The existing DMC 25.10 provides definitions applicable to DMC Chapter 25 Zoning. New definitions provided by the State related to new housing legislation were added related to accessory dwelling units, middle housing and unit density. Other revisions were made to further clarify terms, update terminology to be consistent with RCWs, add new terms that emerged through the process such as “adaptive mobility aids”, as well as overall formatting cleanup.

D. NEW DMC CHAPTER 25.58 OLD FORT LAKE DISTRICTS

This is a new Chapter of the Zoning Code that replaces the previous Zoning for Old Fort Lake provided in DMC 25.41. These regulations implement the goals and policies of the land use chapter. All uses and development activities within the Subarea must comply with DMC 25.58, with the exception of the Nisqually Tribe-owned land that has not been allocated a future land use or zoning designation and will require a Subarea Plan amendment, including a public process, when the Tribe is able to determine how they intend the land is to be used. The zoning map is provided that is consistent with the Future Land Use Map. A Use Table is provided that details the allowed, conditional and prohibited uses in each zoning district. Dimensional requirements are provided for setbacks and building height for each zoning district.

E. NEW DMC 25.71 OLD FORT LAKE DESIGN STANDARDS

DMC 25.71 are the new Design Standards for the Old Fort Lake Subarea that are intended to implement the goals and policies of the Community Character chapter of the Subarea Plan. Upon adoption it will repeal DMC 25.41 Mixed Use Village, which is a chapter specific to Old Fort Lake inclusive of zoning, allowed uses, performance standards and, in DMC 2.41.060, Design standards. The subsections within the new Design Standards are summarized as follows:

DMC 25.71.200 - 280 Community Design Regulations – These regulations pertain to the layout details of the subarea such as streets, block size, through-block connections, parking, parks, and trails. Street cross sections are provided and vary depending upon location, anticipated traffic volumes and type of adjacent uses. The streets are to be built by developers as development occurs and, upon completion, dedicated to the city. The street sections are multi-modal and include landscaping and a 12 – 16-foot-wide shared use path for bicyclists and pedestrians.

Maximum block lengths and through-block connections are intended to facilitate good pedestrian and vehicular circulation. Parks and trail requirements are detailed for both publicly provided and private developer-provided facilities that provide multiple opportunities for parks, recreation and open space,

including a new bluff park and a enhanced bluff trail. Parking requirements align with the City’s existing parking regulations but also are updated to reflect new state legislation for middle housing and accessory dwelling units.

DMC 25.71.300 – 320 Site Design Standards – These regulations provide detailed standards for the treatment of buildings and site features based on block frontage types and uses. Required details include building setbacks, orientation to the street, landscaping and building transparency (windows). Multifamily and non-residential amenity space requirements and details are provided. Vehicular circulation and parking design details are intended to provide a safe and efficient network for circulation but also enhance the visual character of interior access roads. Other design details in this section are related to screening of mechanical units, site lighting, and landscaping.

DMC 25.71.400 – 470 Building Design – These regulations are intended to promote buildings with an architectural character based on human-scaled design details. Building massing and articulation details are provided for street-facing facades and facades facing the golf course or recreation areas or lower intensity zoning districts. Other building detail requirements include window and/or entry treatments, use of decorative and quality building materials, window design standards, and treatments to avoid blank walls.

DMC 25.71.500 – 590 Single-Family and Middle Housing – These regulations are intended to implement new housing legislation directives by providing land use, development, design, and other standards for single-family and middle housing, and ensure that middle housing standards are not more restrictive than those required for single-family. Some of the regulations in this section are mandatory and some are flexible to be specific to the Old Fort Lake Subarea. This section provides that the number of principal dwelling units on a lot is two (called Unit Density) for single-family and six for middle housing. DMC 25.71.760 establishes the types of middle housing allowed and DMC 25.71.770 provides the dimensional standards including setbacks, building height (35 feet) and maximum lot coverage (40 percent). Design standards are intended to de-emphasize garages and driveways, enhance the character of the street and neighborhood and provide usable open space for residents.

F. SUMMARY OF WHAT WE HEARD

As described above, the Subarea Plan was developed with input from the public through two workshops and an online survey followed by specific refinements by the Planning Commission. A summary of “what we heard” is provided in Table 1, below.

Table 1 –What We Heard	
Community Character	• General preference for designs with pedestrian-orientation (large windows, storefronts, street activation, landscape, etc.). • Less support for modern/contemporary architectural styles; more support for the overall look and character of NW Landing. • Preferred pitched or varied rooflines. • General preference for lower heights and smaller scaled buildings but liked some larger buildings if they included design elements. • Interpretive walks and trail signage opportunities were highly supported. • Require an emphasis on aesthetics and common design elements. • Balance beauty, functionality, and economic impact. • Develop a place where history is celebrated. Brings in tourists and visitors. • Something classy like a small Point Ruston but on a ridge.

	• Public views and history should be preserved. • Thoughtful development with housing, sufficient roads, ample green space and trails. No visible warehouse near golf course and more space between development. • Appreciation of existing open space, tree coverage, and historic/cultural elements of the site and recognition of opportunities to highlight or improve upon them. • Inclusive access to bluff area and views are important, but also concern for protecting the bluff from erosion, fire, etc. • Support for disbursed parks, recreation and open space with a connective trail network.
Land Use	• A mix of housing types and development intensities in the Subarea will be necessary to meet targets. Plan for a housing density in the Subarea that anticipates future density mandates. • Limit maximum residential density in the Subarea to approximately 2,880 units. Provide more middle housing than apartments. Limit apartment height to 4 stories and 200-units per building. Single-family homes should be sited around the golf course perimeter. • Provide for a new school in the Subarea located in coordination with the Steilacoom Historic School District and their locational preferences. Higher density residential should be located in proximity to the new school and safe walking routes provided. • Avoid mixed-use buildings. The ground-floor retail uses in existing mixed-use buildings have struggled to survive. Should have some commercial/retail uses closer to the bluff area. • The northwest corner would be ideal for a hotel and destination recreation/entertainment area where the best views are located. Views should be for all people and existing views from Hoffman Hill toward the Olympic Mountains should be protected. • A buffer between the golf course and adjacent uses should be provided as well as uses that enhance the golfer's activities and experience of the area including optional activities for their partners and families. • Limit the amount of light manufacturing in the Subarea, as it changes the look of the area and there is limited market demand. Warehousing shall not be allowed. • Preserve, protect, and promote the cultural and historic resources of the Subarea. Improve public access and connectivity to these areas. • Courtyard apartments (one of the available nine types of middle housing) are not allowed because they are not a typical type of development in DuPont.
Open Space and Recreation	• The existing trails and golf course are something the community loves about the Subarea. • There is a desire to increase types of recreation and emphasize trails. • We have an opportunity to plan for interpretive walks and trail signage. • Parks should be scattered throughout the Subarea. • Need a trail and park along the bluff with benches and viewing areas. • Trails should connect everywhere, including to key places outside of the Subarea. • Sports fields should be strategically located for sharing of facilities, such as with schools. • Need a safe trail to the new school location that can be for bikes and pedestrians. • Trails around the golf course would be nice.

	• Keep the trail system and wayfinding simple. • Parks should be near golf course tee-off areas for safety. • Don't get too restrictive in the policies, leave it open and flexible. • Provide trails around Old Fort Lake. • Ensure trails are accessible for all users and their mobility aids.
Historic and Cultural Resources	• There is a strong interest in preserving and celebrating cultural history at the site and • providing opportunities to convey the history through site design elements. All aspects • of DuPont's history need to be commemorated and preserved. This includes the • Homesteaders, Hudson's Bay, Native Americans, etc. All need to be important. • Opportunities suggested included interpretive walks, trail signage, interpretive centers, and • integrating history into artwork and the future development. All sites should connect to a • trail. • Provide a trail network that tells the story of DuPont's history by providing connections to key sites, incorporating interpretive signage, and using Indigenous/Coast Salish language, artwork, and materials representative of the era. • There is concern for erasure of the area's history, or that it is not valued. We need stronger protections of cultural resources/sites, including from encroaching development. Artifacts needs to be preserved better than they have been in the past. There needs to be careful archaeological oversight surrounding the 1833 Fort Nisqually site because people lived all around it. • The DuPont Historical Museum needs to be a donation site for non-Tribal artifacts. • The Nisqually Tribe's interest should be understood and incorporated. The Nisqually Tribe cemetery should have a park or open space around it. • The City should require public art with a historic theme in key locations. • The 1833 Fort Nisqually site should be rebuilt and turned into a tourist draw.
Transportation	• Many concerns were raised about the amount of traffic generated by the uses in the Subarea and the potential for congestion on City streets. • Minimization of impacts to McNeil Street is preferred. • The ideal primary access points for the Subarea were discussed, with a preference for a primary access from either or both Palisade Boulevard and Civic Drive. • Concerns were raised related to new traffic generated near the future school and the need for pedestrian and bicycle modes of travel to the school. • Concerns about additional truck traffic in the city were raised, particularly where it will be near homes, families and children. • The future road sections in the Subarea need to think about where on-street parking makes sense. • We need to include bike lanes on new city streets but keep them separate from the • sidewalks. • Street design needs to consider labor and maintenance costs. • Arterials should be a boulevard style with street calming measures such as medians. • There is a preference for traffic circles at Gateway intersections.

	• All possible street ends along the south boundary of the Subarea should connect to the Subarea to spread out the trips accessing to/from the south. • Streets should be named after cultural and historic figures representing all people and periods of the Subarea’s history. • Provide traffic control for entering and exiting of emergency vehicles on Civic Drive.
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G. SUMMARY OF SEPA PROCESS

City Council approval of amendments to the Old Fort Lake Subarea Plan and amendments to the Land Use Code are subject to a State Environmental Policy Act (SEPA) review process. The city has opted to process a Planned Action Environmental Impact Statement (EIS), which is a tool to evaluate the environmental impacts of a project before individual development projects are proposed. The process can expedite the review process for developments that are consistent with adopted plans and can provide predictability and flexibility for applicants.

The EIS process began with a scoping comment period from June 9, 2023 through July 9, 2023; a public scoping meeting which was held at City Hall on June 20, 2023; and an agency meeting held on June 29, 2023. A team of consultants that have technical expertise in the elements of the environment were assembled to prepare the EIS. A Draft EIS was issued for public comment on November 8, 2024. The end of the 30-day comment period is December 9, 2024. Following the conclusion of the comment period, a Final EIS will be issued and a Planned Action Ordinance will be drafted for adoption by City Council with a series of mitigation measures designed to address identified impacts.

Two alternatives were analyzed in the Draft EIS, summarized as follows:

No Action/Existing Subarea Plan and Zoning Alternative (i.e. retention of existing plan and zoning)

– This alternative evaluates future build-out of the Subarea under the provisions of the current adopted Subarea Plan and zoning, which could include a variety of allowed uses:

- Single Family Residential Use: Up to 100 units at a density of 3 units per acre.
- Multifamily Residential Use: Up to 1,000 units at a density of 32 units per acre.
- Non-residential uses including office, research and development, light manufacturing, and limited retail and service uses totaling about 1.4 million square feet.

Proposed Subarea Plan and Zoning Amendments Alternative – This alternative evaluates future build-out of the site under the provisions of the proposed amendments to the Subarea Plan and zoning, which could include a variety of the following allowed uses:

- Single-Family Residential Use: 70 acres with a projected 560 units.
- Middle Housing (up to six-units per lot): 93 acres with a projected 1,860 units.
- Multifamily Residential Use: four acres with a projected 1,360 units.
- Non-residential uses including retail, service, light manufacturing, hotels and other uses totaling about 409,800 square feet.

H. DECISIONAL CRITERIA FOR PLAN AMENDMENT PROPOSALS

DMC 25.170.090 provides that, in consideration that the comprehensive plan was developed and adopted after significant study and public participation, the principles, goals, objectives and policies contained therein shall be granted substantial weight when considering any proposed amendment. Therefore, the burden of proof for justifying a proposed amendment rests with the applicant (i.e. the City), who must demonstrate that the request complies with all of the following decisional criteria:

- (1) **The proposed plan amendment will further and be consistent with the goals, objectives and policies of the comprehensive plan, except for the policy being amended; County-Wide Planning Policies for Pierce County; and Vision 2020 (now Vision 2050); and**

Staff Response: The proposed Subarea Plan Update will be consistent with the following goals and policies of the **DuPont comprehensive plan**:

First, the proposal is consistent with the Vision for DuPont as articulated in the Comprehensive Plan:

“The City of DuPont is a model small city known for its planned setting and hometown sense of community; a place that blends its natural beauty, rich Northwest history, and vibrant economy with a proactive approach to its future.”

Table 2 – DuPont Comprehensive Plan Goals and Policies	
Goal LU-1	Strategically plan for anticipated growth so that as the City develops it maintains its small town character by protecting and enhancing development patterns as seen in the Historic Village and Palisade Village.
LU 1.1	Ensure neighborhoods or “villages” are sized according to a pedestrian / walking scale of distance and are defined by natural features, parks, open spaces, and streets.
Goal LU-3	Promote a sense of community health by protecting natural features, preserving historical sites, reducing the necessity for driving, making walking an enjoyable alternative and making transit use practical.
LU 3.1	Maintain the visual quality of the City as seen from Puget Sound, the Nisqually National Wildlife Refuge and public roads. Provide scenic viewpoints to reinforce attractive community features and highlight natural and cultural amenities such as Puget Sound and the Nisqually Delta.
LU 3.2	Establish and prioritize multi-modal linkages, provide recreational spaces, and trails for pedestrians and bicycles between villages.
LU 3.4	Provide land use regulations that give opportunities for the community to have fair access to livelihood, education, and resources.
Goal LU-4	Ensure the design of commercial and residential buildings throughout the City enhance the pedestrian environment.

LU-4.1	Guarantee design guidelines are included in development regulations that promote a pedestrian scale and character. Such design standards should include elements such as pitched roofs, roof overhangs, awnings, surface modulation, textured surface treatment, variety of surface materials and should discourage long expanses of blank walls at the street level.
LU-4.2	Orientation of retail, residential, public structures, and commercial buildings (outside the Research Park and Business and Technology Park) should be to the front near the street Right of Way, rather than being separated from the street. Churches and other symbolic structures should be located in a way that promotes their visual prominence
LU-4.3	Design standards should address integration of amenities for the pedestrian within the streetscape such as; street trees, landscaping, benches, lighting, trash receptacles, signage, and bicycle parking.
LU-4.4	Development standards for commercial structures should encourage on street parking and parking at the rear or secondarily on the sides of developments to enhance the pedestrian environment
Goal LU-5	Develop and maintain a street system that is fundamentally based on a traditional town setting that assures direct auto, bike and pedestrian access and is based on a grid system.
LU-5.1	Development within villages should be based on a grid or modified grid system that provides clear orientation, alternate traffic routes, and opportunities for multimodal transportation patterns.
LU-5.2	Development regulations should encourage pedestrian circulation and reduce walking distances whenever possible through a variety of means such as frequent intersections. Cul-de-Sacs should only be used when topographical or other features of the land warrant deviation and should include enhanced pedestrian access through adjacent blocks
LU-5.3	Roadway standards and Right of Way widths should include traffic calming techniques such as traffic circles, diverters, chicanes, etc. to reduce driving speeds and enhance the pedestrian environment. Alleys should be developed to the maximum extent possible, and residential roadways should not exceed three lanes.

The proposed Subarea Plan Update will be consistent with the following **Countywide Planning Policies** for Pierce County:

Table 3 – Pierce County Countywide Planning Policies	
AH-2	Plan to meet their affordable and moderate-income housing needs goal by utilizing a range of strategies that may include a Housing Action Plan and will result in the preservation of existing housing, and the production of new, affordable and moderate income housing that is safe and healthy. Jurisdictions should consider the availability and proximity of public transportation, governmental and commercial services necessary to support residents' needs, and prioritize density and investment in these areas.

2.1	Jurisdictions should consider adopting reasonable measures and innovative techniques (e.g., moderate density housing, clustering, accessory dwelling units, cottage housing, small lots, planned urban developments, and mixed use) to stimulate new higher- density affordable and moderate-income housing stock on residentially zoned vacant and underutilized parcels.
3.2	Each jurisdiction may adopt plans and policies for meeting its affordable and moderate-income housing needs in a manner that reflects its unique demographic characteristics, comprehensive plan vision and policies, development and infrastructure capacity, location and proximity to job centers, local workforce, and access to transportation.
6.1	Jurisdictions should utilize the available data and analyses provided by federal, state, and local sources to monitor their progress in meeting housing demand as part of the required Growth Management Act comprehensive plan update process
CU-1	Incorporate community and urban design principles consistent with VISION 2050 to create communities that: 1.1 – 1.5 Impart a sense of place; Preserve local character; Provide for mixed uses and choices in housing types; Encourage walking, bicycling, and transit use; and for access to healthy food purveyors such as grocery stores, farmers markets, and community food gardens in proximity to residential areas and centers.
CU-3	Design transportation projects and other infrastructure to achieve community development objectives and improve the community
EC-3	Plan for sufficient growth and development balancing fiscal/economic costs and benefits derived from different land uses by:
3.1	Ensuring an appropriate mix and balance of land uses;
ED-3	Coordinate with other institutions or governmental entities responsible for providing educational services, in order to ensure the provision of educational facilities along with other Education necessary public facilities and services and along with established and planned growth patterns through: 3.3 School site location decisions
GT-3	Jurisdictions should incorporate adopted growth targets when updating their local comprehensive plans.
HAC-2	Consider the potential impacts of development to culturally significant tribal sites.
HAC-4	Encourage public education programs regarding historic, archaeological, and cultural lands, sites, and structures as a means of raising public awareness of the value of maintaining those resources
HAC-5	Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's and the county's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.
TR-5	Promote and develop policies and comprehensive transportation system options that support health and well-being, such as improving the design of local street patterns to support walking, bicycling, and transit use, placemaking, connectivity, physical activity, health and well-being.

6.3	Using regulations to ensure that development does not create demands exceeding the capacity of the transportation system, including mitigation that includes supporting transit and other modes if consistent with land use plans and the Regional Growth Strategy.
TC-1	Tribes and jurisdictions should notify each other when making significant land use decisions that may have potential impacts to the other jurisdiction and provide opportunity for consultation
UGA-6	Seek to direct growth as follows: 6.1 First to cities and towns, centers and urbanized areas with existing infrastructure capacity; 6.2 Second to areas that are already urbanized such that infrastructure improvements can be easily extended; and... 6.4 Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.
UGA-7	Adopt policies within their respective comprehensive plans, to ensure that development within the urban growth area uses land efficiently, provides for a wide variety of uses, conserves natural resources, and allows for the connection of communities to an efficient, transit-oriented, multimodal transportation system. Policies shall: 7.1 Provide for more choices in housing types, including missing middle housing like duplexes, triplexes, fourplexes, rowhouses and townhomes, and moderate increases in density to achieve at least an average net density of four units per acre; 7.2 Support infill and compact development; and 7.3 Provide for land uses that encourage travel by foot, bike and transit.
UGA-8	Provide for conveniently located, appropriately scaled commercial development to serve the immediate local needs of the surrounding community by encouraging revitalization of underused commercial areas before establishing new areas
UGA-9	Adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty-year population and employment growth targets.
UGA-12	Capital facilities plans shall identify existing, planned, and future infrastructure needs within Urban Growth Areas.
UGA-13	Within the delineated urban growth areas, the County, and each municipality in the County, shall adopt measures to ensure that growth and development are timed and phased consistent with the provision of adequate public facilities and services.

The proposed Subarea Plan Update will be consistent with the following planning policies of **Puget Sound Regional Council's Vision 2050**:

Table 4 – PSRC's Vision 2050 Planning Policies	
MPP-RGS-4	Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision and the goals of the Regional Open Space Conservation Plan.

MPP-RGS-6	Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.
MPP-En-5	Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance
MPP-En-15	Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments
MPP-DP-1	Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.
MPP-DP-2	Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted public and private investments that meet the needs of current and future residents and businesses.
MPP-DP-4	Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.
MPP-DP-6	Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character
MPP-DP-7	Consider the potential impacts of development to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds
MPP-DP-9	Support urban design, historic preservation, and arts to enhance quality of life, support local culture, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.
MPP-DP-11	Identify and create opportunities to develop parks, civic places (including schools) and public spaces, especially in or adjacent to centers.
MPP-DP-15	Design communities to provide safe and welcoming environments for walking and bicycling.
MPP-H-1	Plan for housing supply, forms, and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy and to make significant progress towards jobs/ housing balance.
MPP-H-2	Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.
MPP-H-3	Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.
MPP-H-9	Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region.
MPP-EC-18	Develop and provide a range of job opportunities throughout the region to create a much closer balance and match between jobs and housing

MPP-T-16	Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
MPP-T-17	Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections.
MPP-PS-26	Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.

- (2) The proposed plan amendment is consistent with the city’s plans, policies and regulations for providing community facilities, including but not limited to utilities, transportation, parks, or schools, concurrent with development; and**

Staff Response: The proposed Subarea Plan includes provisions for utilities, transportation, parks, and schools. New DMC 25.71.220(a) states that the “required streets, through-block connections, and parks shall be built by developers as development occurs in accordance with DMC 25.71.200 – 280.” New DMC 25.71.220(3) requires the applicant of a development proposal to dedicate property for the required streets and trail right-of-way and the Bluff park described in DMC 25.71.260(C).” The plan has been reviewed for consistency with the City’s 2024 Parks, Recreation and Open Space Plan (under development).

- (3) If the request is to change the land use designation of a specific property on the interim zoning map, the applicant must also demonstrate either of the following:**

(a) The existing land use designation was clearly made in error due to an oversight; or

(b) There has been a change in circumstances and the proposal would better achieve the comprehensive plan goals and policies than the existing comprehensive plan section.

Staff Response: The existing Old Fort Lake Subarea Plan and Zoning was not made in error or due to an oversight, but there has been a change in circumstances. The change in circumstances is related largely to a recognized need, and statutory requirements, that DuPont provide more housing. There is a significant shortage in the supply of housing in the region, which has impacted housing affordability. In 2023, the Washington State legislature responded to the housing affordability crisis through the enactment of several pieces of legislation that are aimed at increasing the supply and affordability of housing in the state. The legislation amends the Growth Management Act, which the City’s Comprehensive Plan is based on, and mandates changes to the Comprehensive Plan. The Old Fort Lake is only a portion of the city; therefore, other citywide changes will be addressed within the citywide comprehensive plan in coming months.

In 2022, the DuPont City Council adopted a moratorium on development within the subarea until the Subarea Plan could be amended in a manner that has more emphasis on creating housing and less emphasis on jobs and light manufacturing type uses.

I. CONCLUSION

The Draft Old Fort Lake Subarea Plan Update and Zoning Amendments are consistent with the City’s Comprehensive Plan, Pierce County’s Countywide Planning Policies and the Puget Sound Regional Council’s Vision 2050. Needed infrastructure and community facilities will be provided concurrent with

development. The proposed Plan Update is in response to the change in the region's need for more housing and the City Council's directives in the Moratorium. Therefore, the proposal complies with the decisional criteria in DMC 25.170.090.

J. Attachments

The following plans and documents are submitted for review:

1. Moratorium
2. Public Participation Plan
3. Public Engagement Summary/Survey Results
4. Draft Old Fort Lake Subarea Plan
5. Revised / Updated DMC 25.10
6. New DMC 25.58 Old Fort Lake Districts
7. New DMC 25.71 Old Fort Lake Design Standards

cc: File No. PLNG2023-005



Old Fort Lake Subarea Plan

Draft: October 22, 2024



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Chapter 1

Introduction

The Old Fort Lake Subarea Plan is a long-range vision and development strategy for the 655-acre area including The Home Course Golf Course, and bounded by Sequelitchew Creek, the Puget Sound bluff, Hoffman Hill and Yehle Park Village neighborhoods and the City of DuPont Civic Center. This Subarea plan represents over a year-long process to engage City officials, property owners, stakeholders, and DuPont residents to re-define the future vision for the property. This Subarea plan establishes the process, the findings, the options, and final strategy to develop Old Fort Lake into a new residentially-focused neighborhood that is amenity-rich and also provides supporting commercial, entertainment and civic uses.

The original Old Fort Lake Subarea Plan was adopted in 2018. That plan envisioned a mixed-use village with more emphasis on office, research, light manufacturing and commercial uses and limited housing uses. Housing was limited to a maximum of 100 single-family and 1,000 multifamily units. The plan was developed in recognition that further remediation efforts would relax the use restrictions imposed by the Ecology Restrictive Covenant.

In February 2022 the DuPont City Council adopted a land use moratorium on development in the Old Fort Lake Subarea (Ordinance No. 22-1102) until an updated Subarea Plan and development and design standards could be adopted. It was recognized that Old Fort Lake represents the majority of the City’s vacant and developable land and there was a desire to provide more housing while reducing the light manufacturing type uses. The intent of the ordinance was to modify the allowed land uses in a manner that met the City’s residential needs as required by law and to review and amend design standards that reflect the City’s land use policies within the Subarea. The moratorium has been extended as needed during the Subarea planning process.

The moratorium was adopted just prior to the enactment of several Washington State laws aimed at increasing the supply and affordability of housing for all. These new laws modified the Washington State Growth Management Act and are required to be implemented by the City of DuPont in its upcoming Citywide Comprehensive Plan update. This Subarea plan was seen as a good opportunity for the City to meet the new housing requirements. The resulting Old Fort Lake Zoning and Design Standards implement the goals and policies of the Subarea Plan as well as the state-mandated housing regulations. The new legislation is summarized further in the Land Use Chapter.

SUBAREA PLAN INTENT

The intent of the Old Fort Lake Subarea Plan is to address DuPont City Council directives, the Washington State Growth Management Act (GMA) requirements, and the recent legislative updates to GMA requirements. Counties and cities planning under the Growth Management Act must use state population forecasts provided by the Office of Financial Management (OFM) (which were allocated by Pierce County through their Buildable Lands Report) and growth targets for the 20-year planning horizon in the required 2024 periodic update to the Citywide comprehensive plan. The Old Fort Lake Subarea provides a tremendous opportunity for future housing, employment, commerce, and recreation to accommodate current and future populations.

At the onset of the planning process, a Vision Statement for the Subarea was developed to guide the process. The Vision Statement was created initially from a summary of public comment and survey responses. It was further refined with the help and input from the DuPont Planning Commission.

Figure 1-1. Community Context



“The Vision for the Old Fort Lake Subarea is to plan for a range of residential, employment, and recreational opportunities that are sustainable and embody DuPont’s high quality of life, character, and its rich history while preserving natural resources and emphasizing the surrounding beauty of the area.”



PROJECT SCOPE

This Subarea Plan and implementing Zoning and Design Standards were prepared through a systematic approach. The following tasks guided plan development:

Community and Stakeholder Engagement

The Old Fort Lake Subarea Plan is the result of extensive community and stakeholder engagement. Feedback was received during two public workshops conducted at the onset of the project in May and June 2023, an online survey, stakeholder interviews, and a stakeholder meeting. In addition, monthly or bi-monthly meetings were held with the Planning Commission. The public process largely resulted in mixed feedback, as summarized in the Engagement Summary prepared by MAKERS Dated July 10, 2023. The planning commission meetings helped to further refine public sentiment.

Planning Commission

The City of DuPont Planning Commission was engaged through multiple work sessions to provide guidance throughout the planning process. A series of regular and special meetings were completed over the course of one year to engage in an ongoing dialogue with the Planning Commission and develop the desired design standards and goals and policies provided in this plan.

Existing Conditions/Site Analysis

The existing topography, vegetation, critical areas, historic and cultural resources, land uses, property ownership, and areas with view potential were identified and conditions of the property evaluated as the basis of plan preparation.

Concept Planning

One of the public workshops included a mapping exercise to obtain thoughts and feedback from the public about types of land uses allowed, preferred locations of different uses, and density ranges. Using the site analyses as a tool, the feedback resulted in the preparation of a concept land use plan that was further refined and modified through Planning Commission meetings.

Goals and Policies

The Old Fort Lake Subarea Plan documents the planning process and articulates the long-term vision for the Subarea. This plan was structured to complement the City’s Comprehensive Plan and the Washington State Growth Management Act land use structure.

Zoning and Design Standards

The process included development of new zoning and design standards that are intended to enact land use controls to ensure that the Subarea is developed according to the Plan’s long-range vision. New zoning districts were created to implement the Plan’s vision for a residential-focused community. The design standards were drafted to implement new Washington State housing legislation by emphasizing a variety of housing types (including middle housing) and ensuring that design standards for middle housing are not more restrictive than the design standards for detached single-family housing.

Plan Adoption

City staff facilitated the process for the DuPont City Council to formally adopt this Subarea plan as an official policy document to guide future development and capital improvements. This process included several work sessions with the DuPont City Council to refine the Plan’s components.

HISTORY AND CULTURAL RESOURCES OF THE SUBAREA

The creation of the Old Fort Lake Subarea Plan was built upon an understanding of the area's history and cultural significance and a desire by the community to respect, protect, and commemorate that history in the new Subarea Plan goals and policies.

Dupont’s varied landscape includes the Puget Sound and its shorelands and tidelands to the west, forested uplands, glacial outwash prairies, and an interconnected system of glacially created wetlands oriented along Sequelitchew Creek, a salmon-bearing stream. The landscape sustained people for countless generations through fishing, gathering, and sheltering villages. The Subarea has historically been used by native tribes known collectively as the Salish people. The Nisqually Tribe lived where the creek met the Puget Sound in a village of around 50 people. Their burial grounds were above the bluff and a midden in the southwest corner of the Subarea indicates a possible village site. The Nisqually Tribe currently owns 48.52 acres of land within the Subarea.

In the 19th century, the Subarea was established as a trading post and the location for the 1833 Fort Nisqually. In 1840, the Puget Sound Agricultural Company was formed as a subsidiary of the Hudson’s Bay Company to provide food and supplies to the Russian-American company in Alaska. Subsequently, in 1843 the Fort was moved two miles to the east. A marker commemorating the 1833 Fort Nisqually site is located in the Subarea within The Home Course Golf Course.

In 1841, the US Wilkes Exploring Expedition set up an observatory on the bluff near the creek to survey, map, and chart the waters of Puget Sound. A marker commemorating the observatory is located in the northwest corner of the Subarea.

In 1906 the E.I. du Pont de Nemours Company purchased the Fort Nisqually property and began operations for a munitions and explosives plant, which operated at the site until 1976. Their operations left the property heavily contaminated by the residuals of manufacturing. Weyerhaeuser bought the 3,200-acre plant site in 1976 from the DuPont Company. In 1989, the DuPont City Council approved plans for the construction of Weyerhaeuser’s Northwest Landing, a residential, commercial, and industrial development.

See the Historic and Cultural Resources Chapter of the Subarea Plan for more information on the site history and how the historic and cultural resources are intended to be protected and commemorated.



SITE REMEDIATION HISTORY AND CONSIDERATIONS

From 1909 to the 1970s, much of the Subarea was used for manufacturing commercial ammunitions. The manufacturing of explosive material ceased when the Weyerhaeuser Company purchased the property in 1976. A Phase 1 site assessment prepared in 1986 found significant and wide-spread soil contamination as a result of the previous land use that will require provisions for site cleanup, engineering controls, and/or land use restrictions to ensure long-term health and safety of any future land use activity. The Subarea has a number of environmental documents associated with the environmental hazards, including:

Consent Decree

A consent decree between the property owner and the Washington State Department of Ecology (Ecology) was filed in 1991. Remedial action and feasibility studies were completed and a new consent decree was entered in 2003. The 2003 decree covered two areas: “Parcel 1” and “Parcel 2.” Parcel 1 is a 636-acre area that covers the current Subarea, and Parcel 2 encompasses a slightly larger area adjacent to the north. Within Parcel 1, copper and lead were found within surface waters. Soil excavation on the site removed high levels of lead and arsenic. The golf course serves as an engineered cap over contaminated soils. The consent decree required certain land use restrictions to guard against human exposure to harmful substances. The consent decree specifically stipulates that the site cannot be developed for residential uses, daycares, parks, schools, and related uses.

Restrictive Covenant

A restrictive covenant, that includes areas within the Subarea, was filed in 2006 stating that uses on the site are allowed to the extent permitted under the City of DuPont zoning regulations and the Model Toxics Control Act. The 2006 restrictive Covenant also echoes the consent decree. The covenant states that the site cannot be developed for residential uses, daycares, parks, and related uses. This restrictive covenant provides additional restrictions throughout the Subarea and will need to be reviewed on a case-by-case basis. Further soil investigation and hazardous contamination remediation in the Subarea may result in relaxation of these deed restrictions.

Periodic Review Standards

The contaminated area is subject to 5-year periodic reviews and soil and groundwater testing. The latest review was performed in 2016, which found that while soil contamination has not been completely abated, previous cleanup actions have been sufficient to protect human health and environment for the existing land uses and that the site could be removed from Ecology’s Hazardous Sites List.

The City and the landowner are currently working to cleanup their ownerships to higher standards so that the land can be used in accordance with the uses described in this plan.



Chapter 2
Community Character

Community character refers to the distinct identity of a place. It is the collective impression a neighborhood or town makes on residents and visitors. Community character is typically expressed in the physical characteristics of a place, such as the pattern and style of buildings, streets, and natural features. Key measures are the distances between the fronts of buildings and the edges of streets, the distances between buildings on the same side of the street, the distances between facing buildings, the distances between parallel and intersecting streets, and the variation in those heights, widths, and distances across the community. High quality building design is integral and expressed through quality materials, articulation and windows. The relationships between natural and man-made features tells the visitor whether it is a place designed primarily for people to live, work, or play. Ideally, community character also tells the story of a place, including its history but looks forward to the community it wants to be.

This Subarea plan strives to evolve the Old Fort Lake Subarea into a place that both complements and builds on the existing character of the City of DuPont but establishes a unique sense of place in keeping with its setting around a golf course and adjacent to the Puget Sound bluff. In the Old Fort Lake Subarea Plan’s vision statement, the desired character of the Subarea is established in a general sense.

“The vision for the Old Fort Lake Subarea is to plan for a range of residential, employment, and recreational opportunities that are sustainable and embody DuPont’s high quality of life, character, and its rich history while preserving natural resources and emphasizing the surrounding beauty of the area.”

Achieving the desired intent for community character of the Old Fort Subarea was developed through a process that began with understanding the community’s desires and identifying design preferences through a series of planning commission meetings. The results of this process are the goals and policies of this plan and the new Subarea specific zoning and design standards developed to implement the desired community character codified under DuPont Municipal Code Chapters 25.58 and 25.71 .

WHAT WE HEARD

The public engagement process sought out public preferences for the desired community character through two workshops and a public survey. The results of the public survey and workshops were mixed; therefore the process involved fine tuning the preferences through a series of planning commission meetings. The visual preferences that emerged included the following:

- General preference for designs with pedestrian-orientation (large windows, storefronts, street activation, landscape, etc.).
- Less support for modern/contemporary architectural styles; more support for the overall look and character of NW Landing.
- Preferred pitched or varied rooflines.
- General preference for lower heights and smaller scaled buildings but liked some larger buildings if they included design elements.
- Interpretive walks and trail signage opportunities were highly supported.
- Require an emphasis on aesthetics and common design elements.
- Balance beauty, functionality, and economic impact.
- Develop a place where history is celebrated. Brings in tourists and visitors.
- Something classy like a small Point Ruston but on a ridge.
- Public views and history should be preserved.
- Thoughtful development with housing, sufficient roads, ample green space and trails. No visible warehouse near golf course and more space between development.
- Appreciation of existing open space, tree coverage, and historic/cultural elements of the site and recognition of opportunities to highlight or improve upon them.
- Inclusive access to bluff area and views are important, but also concern for protecting the bluff from erosion, fire, etc.
- Support for disbursed parks, recreation and open space with a connective trail network.

DESIRED COMMUNITY CHARACTER

The following describes the desired character of buildings, landscaping, streetscapes, connectivity and recreation areas to be developed in the Old Fort Lake Subarea.

Buildings

The Subarea is envisioned to have future buildings that are attractive, use quality building materials, and engage the visitor with welcoming entries and gathering spaces adjacent to pedestrian areas. Future commercial and multifamily buildings will include articulated facades, ample window coverage, and material variety. Buildings will be oriented to the street to create an attractive street presence and contribute to robust pedestrian environments. Single-family and middle housing will be designed with similar features as DuPont’s existing character, including porches and alleys. The intent statements found in the design standards convey this vision:

- Promote buildings with an architectural character that is based on human-scaled design details, durable high-quality materials, and responds uniquely to the site’s context.
- Avoid generic, corporate architectural design that degrades the character and identity of Dupont.
- Employ architectural elements like windows, balconies, and entries that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces.
- Integrate substantial articulated/modulated features on large buildings to break up the massing and add visual interest.
- Encourage the incorporation of design details and small-scale elements into building façades that are attractive at a pedestrian scale.
- Integrate window design that adds depth, richness, and visual interest to the façade.
- Enhance the privacy and security of residents living on the ground floor.
- Avoid monotonous repetition of the same building forms, materials, and colors.
- Create clear and welcoming building entries.
- Encourage the use of durable, high quality building materials that minimize maintenance cost and provide visual interest and depth from all observable vantage points.

Figure 1-1. Example of building placement and entrances.



Figure 1-2. Example of commercial building facade articulation using window patterns, weather protection, change in masonry texture and color.



Figure 1-3. Example of a multifamily building with articulation, color and material changes, and projecting balconies.



Figure 1-4. Example of a multi-tenant commercial building with roofline changes, weather protection, and vertical building modulation.



Site Design

The site design standards in the Old Fort Lake Subarea are intended to ensure that block sizes are appropriately scaled, that the size, scale and location of buildings, amenities and parking areas are appropriately located, and that all areas are connected though roadways and pedestrian connections. The site design process shall begin by the assignment of specific street frontage types and by locating key, high-volume intersections that require special treatments. The intent of site design expressed in the design standards includes:

- Facilitate good pedestrian and vehicular circulation through attractive, welcoming, and safe block frontages that are designed appropriately for the type of use they front.
- Consider the pedestrian in the neighborhood layout through minimizing block sizes, requiring mid-block pedestrian connections and internal walkways that connect businesses and residences to the street.
- Plan for pedestrian-oriented neighborhood focal points at high visibility intersections through plazas, special entry features, distinctive architectural elements and other decorative means.
- Minimize surface parking lots along building and street frontages.
- Provide maximum building setbacks for commercial and multifamily uses to ensure buildings are placed toward the street.

Figure 1-5. Storefronts with entry facing the street; ground-level parking is located behind buildings.



Figure 1-6. Provide pedestrian-oriented neighborhoods.

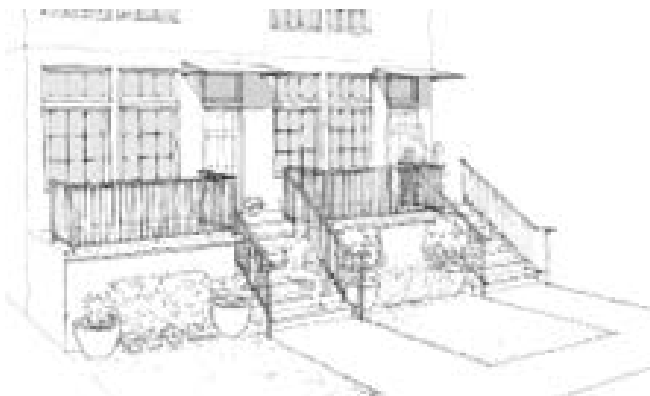


Figure 1-8. Example of a high visibility street corner with a change in materials and decorative elements.

Figure 1-7. Street setbacks are landscaped and provide connections between street and building.



Landscaping

Landscaping in the Subarea will be one of the character-defining features, building off of the green fairways of The Home Course Golf Course. At the primary entry to the Subarea, existing stands of mature trees and native vegetation will be retained welcoming visitors and establishing a sense of entry to an inviting place. The “Gateway” streetscape at the entry will be enhanced with tree-lined streets and, where feasible, landscaped medians. Landscape buffers will be used to screen parking lots and service areas from public view and to screen incompatible uses, including the golf course and parks from adjacent development. Community parks and recreation areas will be attractive, visible and connected to pedestrian areas. The intent of the landscape requirements is to:

- Require all street types incorporate landscape strips with street trees.
- Enhance the relationship between the building and the street through high-quality landscape design.
- Promote compatibility between the street, developments and uses through screening landscape buffers, which provide transition and softening features.
- Provide landscape buffers between the Golf Course and parks/recreation areas for screening and safety from errant golf balls.
- Protect residential uses and adjacent properties from potential adverse visual, odor, fumes, and noise impacts of equipment and service areas through landscape screening, attractive enclosures and other methods.
- Require residential amenity spaces include landscaping, paths, walkable lawns, play structures and other amenities for the resident’s enjoyment.
- Require commercial spaces to incorporate usable open space that includes landscaping components such as planting beds, raised planters or potted plans.

Figure 1-9. Areas between the sidewalk and the building must be landscaped.



Figure 1-10. Multifamily buildings with stoops and terraced planters.



Figure 1-11. Landscaped passageways between buildings provide attractive pedestrian connections.



Streetscapes

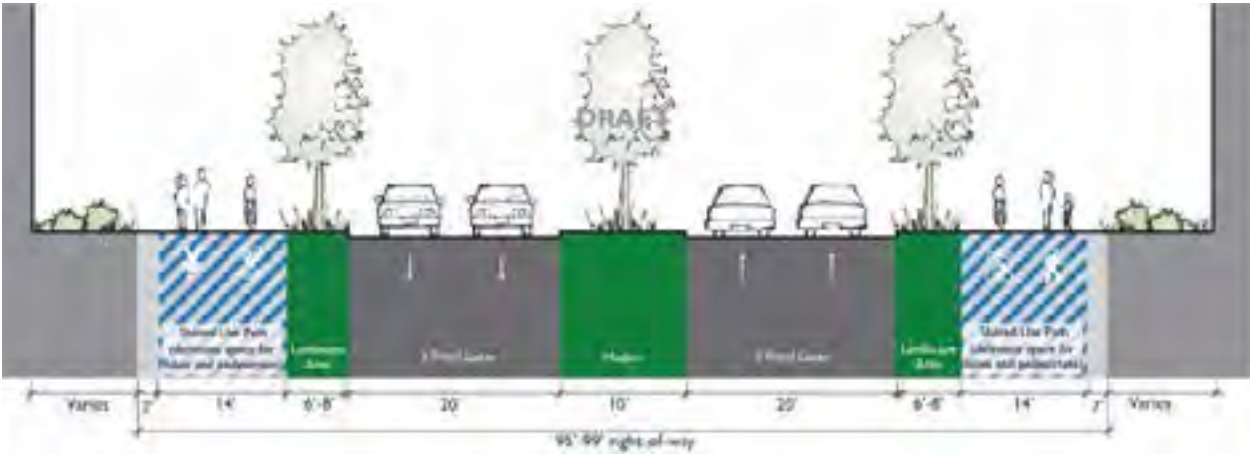
The streetscape of the Old Fort Lake Subarea are designed to be workhorses. They will provide a means for multi-modal access and circulation, but also enhance the aesthetics, encourage social interactions, and engage pedestrians to stop, shop and play. The streetscapes are designed to:

- Provide a robust multi-modal transportation network that serves a variety of users, complements desired future land uses and provides vehicular and pedestrian connections between trails, parks, and cultural and historic resources.
- Integrate bicycle and pedestrian travel modes located behind the curb and landscape buffer to reduce traffic stress for active modes
- Include key streetscape elements such as landscaping, street lights, signage, sidewalk design, electric vehicle infrastructure, and other hardscape elements.
- Roundabouts shall be considered at major Gateway intersections.
- Facilitate vibrant and attractive business environment through safe and welcoming block frontages that contribute to the visual character of the street and engage the pedestrian.
- Integrate a distinctive boulevard design in higher volume areas and at key Gateways.
- Consider a roundabout at entry intersections.
- Integrate bicycle and pedestrian travel modes located behind the curb and landscape buffer to reduce traffic stress for active modes.

Figure 1-12. Example of a multi-use path where bicycle and pedestrian areas are located behind the curb.



Figure 1-13. Cross section of a gateway streetscape depicting landscaped areas and multi-modal uses.



Open Space and Recreation

The relationship between the Subarea’s natural and man-made green spaces is designed to enhance the resident’s enjoyment of their neighborhood but also encourages visitors and tourists to stay and play. A variety of public and private active and passive recreation areas are to be dispersed throughout the Subarea providing a balance between the built environment and green spaces. The design of parks, trails, recreation and open space areas are intended to:

- Recognize existing open space, tree coverage, and historic/cultural elements of the Subarea and provide opportunities within recreational areas to highlight or improve upon them.
- Protect and enhance The Home Course Golf Course to improve the player’s experience through landscaping buffers and inviting amenities.
- Provide multiple opportunities for exercise and recreation in the Subarea through dispersed and varied public parks and pedestrian facilities that serve a variety of abilities, ages and uses.
- Ensure usable common amenity space is provided within the residential areas that are of adequate size and suitable for leisure and recreational activities for its residents.
- Ensure usable private amenity space is provided for each residence through balconies, patios or yard space.
- Integrate plazas and other pedestrian oriented spaces in commercial areas that enhance the employees’ and public’s opportunity for active and passive activities, such as dining, resting, people watching, and recreational activities.
- Provide a varied trail network that forms the backbone of the Subarea and includes busy and quiet walking environments, emphasizes views and educate users about the history and culture of the Subarea.

Figure 1-14. Residential parks are to be bordered by streets on one or two sides for accessibility and safety.



Figure 1-15. Multifamily open lawn area for informal recreation plus walkways and decorative landscaping to enhance the setting for residents.



Figure 1-16. Example of a children's play area in a multifamily setting.



Figure 1-17. Commercial plazas areas allow for gathering, dining, and people-watching.



COMMUNITY CHARACTER GOALS AND POLICIES

The following goals and policies shall guide the City and its actions to ensure that the Subarea plan develops in way to create a strong community character that balances function, aesthetics, and compatibility. This character should complement the established City form and the surrounding neighborhoods. These goals and policies establish future actions that the City and developers shall make to ensure the Subarea is well-designed and followed sound urban design principles.

- CC-Goal 1
- Promote pedestrian-oriented development that builds on Dupont’s existing design character and responds to Old Fort Lake’s unique physical, historical, and cultural context.
- CC-1.1
- Craft and administer user-friendly design standards for commercial and multifamily development emphasizing the concepts below. Evaluate the effectiveness of the adopted standards over time and make adjustments necessary to achieve the community design policies herein.
- CC-1.2
- Create block frontage standards that help to create attractive, welcoming and safe streetscapes. This includes:
 - Storefront standards to help create lively commercial/mixed-use neighborhood centers.
 - Mixed pedestrian-oriented frontages in portions of the commercial/mixed-use centers where both storefronts and landscaped setbacks are permitted, and options.
 - Multifamily block frontage standards that emphasize modest landscaped setbacks, buildings oriented towards the street, and parking/garage elements strategically located to the side and/or rear of buildings and deemphasized from the street.
- CC-1.3
- Develop standards that identify highly visible street corners and provide flexible standards to accentuate sites/buildings on those highly visible street corners.
- CC-1.4
- Employ site and building design techniques that promote safe and inviting pedestrian access and connections.
- CC-1.5
- Craft standards that manage the location and screening of parking lots and loading docks, minimizing their impact on the streetscape environment.
- CC-1.6
- Create internal open space standards. Specifically:
 - Create usable space that is suitable for leisure or recreational activities for residents and contributes to the residential setting.
 - Integrate plazas and other pedestrian oriented spaces in commercial areas that enhance the employees’ and public’s opportunity for active and passive activities, such as dining, resting, people watching, and recreational activities.
- CC-1.7
- Create landscaping standards that emphasize landscaping as one of the character-defining features of Old Fort Lake. Specifically:
 - Utilize native, drought-tolerant, and low-maintenance plant species to promote long term success of landscaping.
 - Utilize landscaping to screen unwanted views.
 - Utilize landscaping to increase human comfort, enhance air quality, provide wildlife habitat, support resilience needs, and reduce stormwater runoff.

- CC-1.8
- Create standards to promote the thoughtful integration of service elements into the design of sites and buildings. Specifically:
 - Limit adverse visual, odor, and noise impacts of mechanical equipment, utility cabinets, trash and recycling receptacles, and other service areas at ground and roof levels.
 - Provide adequate, durable, well-maintained, and accessible service and equipment areas.
 - Reduce impacts from the location and utilization of service areas.
- CC-1.9
- Create building design standards that emphasize the following:
 - Rather than prescribing a singular architectural style, use block frontage provisions and other standards noted below to achieve the desired design character.
 - Create building massing and articulation standards that help to reduce the perceived scale of large buildings by providing for secondary scales and patterns that are smaller than the entire façade.
 - Place an emphasis on human-scaled design details that contribute to Old Fort Lake’s character and identity.
 - Integrate window design that adds depth, richness, and visual interest to the façade.
 - Create clear and welcoming building entries.
 - Integrate window design that adds depth, richness, and visual interest to the façade
 - Encourage the use of durable, high quality, and urban materials that minimize maintenance cost and provide visual interest from all observable vantage points.
 - Promote the use of a distinctive mix of materials that helps to articulate facades and lends a sense of depth and richness to the building.
 - Place the highest priority on the first floor in the quality and detailing of materials at the pedestrian scale.
 - Provide for a varied built environment that provides for a variety of architectural designs and scales.
 - Avoid highly repetitive façade designs.
- CC-1.10
- Develop and adopt design standards for light manufacturing land uses within the Old Fort lake Subarea. Specifically:
 - Limit the size of light manufacturing buildings to no more than 50,000 SF.
 - Require integration of façade articulation techniques that provide visual interest to the buildings while avoiding requirements for costly façade modulation techniques.
 - Include standards to enhance building entrances, including some human-scaled detailing.
 - Integrate landscaping standards, particularly around the building entry and along the site’s perimeter.
- CC-1.11
- Revise City lighting standards to reduce light glare and to follow ‘dark sky’ principles.

- CC-Goal 2

Create attractive streetscapes that accommodate a variety of multi-modal uses.
- CC-2.1

Develop and adopt street cross section standards for the Subarea that includes landscaping, shade trees, vehicle travel lanes, transit access and amenities, on-street parking, and multi-use pathways.
- CC-2.2

Continue to require landscaping planters between streets and sidewalks to provide vegetation, shade, and aesthetics.
- CC-2.3

Require development projects to demonstrate that new roadways and site plans will provide landscaping that meets or exceeds City standards.
- CC-2.4

Explore opportunities to provide decorative/enhanced paving at key intersections to calm traffic and to emphasize pedestrian/bicyclist crossings.
- CC-Goal 3

Create signage and wayfinding with the Subarea that has a coordinated, thematic design that provide helpful and effective orientation to site amenities and destinations.
- CC-3.1

Develop the design and locations for entry monuments into the Subarea; ensure the entry signs are coordinated in terms of materials and design.
- CC-3.2

Apply the City’s sign regulations to all development sites/buildings within the Subarea.
- CC-3.3

Develop standards to ensure that lighted signs are not excessively illuminated and do not cast harsh light onto surrounding properties.
- CC-3.4

Explore an informational and wayfinding sign design that is cohesive throughout the Subarea and expresses the Subarea’s cultural and historic heritage. Require street names be based on historic and cultural figures important to the Subarea’s history, including Native Americans and women.
- CC-Goal 4

Encourage the practice and visibility of sustainable approaches to site and building design.
- CC-4.1

Allow flexibility for the integration of sustainable site and building materials.
- CC-4.2

Support innovative design practices or approaches that may further sustainability and the City’s ability to meet state and regional climate goals.



Chapter 3

Land Use

The Land Use Chapter guides the future development types and densities within the Old Fort Lake Subarea in a way that captures the community’s expressed preferences. This element will describe future land uses, densities, and locations to guide plan implementation. The development of the land use concept was completed through a public process including public workshops, a public survey, and numerous meetings with the City’s Planning Commission. The result is an updated Future Land Use Map and goals and policies that aligns with the vision for the Subarea and articulates the desired outcomes. The land use concept works together with the Recreation and Open Space; Cultural and Historic Resources; and the Community Character Chapters to provide a complete picture for how the Subarea will be developed.

PRIOR PLANNING EFFORTS

The Old Fort Lake Subarea’s designated land use in the City’s 2015 Comprehensive Plan was Business and Technology Park. The designation was intended to foster uses that were, at the time, limited to those allowed based on Ecology’s restrictive covenant, which largely includes industrial-related uses. The area was intended for low-density business, technology, and commercial uses in a campus style development with historic features, natural areas, open space, and a golf course. No housing units were existing or proposed. The 2015 Comprehensive Plan included an implementation goal to complete a Subarea planning effort for the Old Fort Lake Subarea that was consistent with the community’s vision for design, character, and scale.

In 2018 the City adopted it’s first Old Fort Lake Subarea Plan. That plan envisioned a mixed-use village with more emphasis on office, research, light manufacturing, and commercial uses and limited housing uses. The plan was developed in recognition that further remediation efforts would relax the use restrictions imposed by the Ecology restrictive covenant. Housing was limited to a maximum of 100 single-family and 1,000 multifamily units.

PLAN UPDATE OBJECTIVES

The objectives of the Old Fort Lake Subarea Plan are partly derived from DuPont City Council directives, the Washington State Growth Management Act (GMA), and recent legislative updates to GMA requirements.

City Moratorium

In February 2022, the DuPont City Council adopted a land use moratorium on development in the Old Fort Lake Subarea (Ordinance No. 22-1102) until an updated Subarea Plan and development and design standards could be adopted. The intent was to modify the allowed land uses in a manner that met the City’s residential needs as required by law and review and amend design standards that reflect the City’s land use policies within the Subarea. It was recognized that Old Fort Lake represents the majority of the City’s vacant and developable land. The moratorium has been extended as needed during the Subarea planning process.

Allocated Growth Targets

In 2021, Pierce County completed their Buildable Lands Report (BLR) and allocated 1,960 housing units to the City of DuPont as their 2044 housing unit growth target and 1,177 jobs for employment growth. Counties and cities planning under the Growth Management Act must use state (OFM) population forecasts (which the BLR allocations are based on) and growth targets for the 20-year planning horizon in the required 2024 periodic update to the Citywide comprehensive plan. Pierce County’s BLR completed an analysis of the City’s vacant land, underutilized land, and pipeline projects for its capacity to achieve the growth targets. The BLR assumed the City had an existing capacity for 189 units of housing, excluding the Old Fort Lake Subarea. The City commissioned a more in-depth analysis of the housing land capacity in the City and compared it to the BLR. The March 2023 DuPont Housing Needs Analysis (HNA) found the City had an actual capacity for 381 housing units outside of the Old Fort Lake Subarea. Using the HNA, an additional 1,579 housing units would need to be created in the Old Fort Lake Subarea to reach the adopted housing unit growth target.

Middle Housing Legislation

In 2022 and 2023, the Washington State Legislature passed several bills aimed at increasing the supply of attainable/affordable housing. The new requirements are to be addressed in the 2024 Citywide comprehensive plan update and accompanying zoning and design standards; however, it is recognized that the Old Fort Lake Subarea must also address at least some of the requirements in its plan update and area-specific zoning and design standards. The housing legislation includes (among others to be addressed Citywide) HB 1110, which requires that cities allow at least four of the nine types of middle housing and a unit per lot requirement, which for DuPont is two units per lot. The bill defines “middle housing” as “buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.” Other legislation to be addressed Citywide includes allowances for accessory dwelling units (HB-1337) and emergency housing, as well as identifying and addressing racially disparate impacts to housing.

Public Preferences and Guidance

The Old Fort Lake Subarea future land uses and densities are also the result of feedback received during the public engagement process, which included two public workshops, an online survey, stakeholder interviews and a stakeholder meeting, as well as monthly or bi-monthly meetings with the Planning Commission. The public process resulted in mixed feedback, as summarized in the Engagement Summary prepared by MAKERS Dated July 10, 2023.

Figure 3-1. - Public Workshop May 2023



WHAT WE HEARD

- The various meetings and workshops with the Planning Commission refined the land use plan as follows:
- A mix of housing types and development intensities in the Subarea will be necessary to meet targets. Plan for a housing density in the Subarea that anticipates future density mandates.
 - Limit maximum residential density in the Subarea to approximately 2,880 units. Provide more middle housing than apartments. Limit apartment height to 4 stories and 200-units per building. Single-family homes should be sited around the golf course perimeter.
 - Provide for a new school in the Subarea located in coordination with the Steilacoom Historic School District and their locational preferences. Higher density residential should be located in proximity to the new school and safe walking routes provided.
 - Avoid mixed-use buildings. The ground-floor retail uses in existing mixed-use buildings have struggled to survive. Should have some commercial/retail uses closer to the bluff area.
 - The northwest corner would be ideal for a hotel and destination recreation/entertainment area where the best views are located. Views should be for all people and existing views from Hoffman Hill toward the Olympic Mountains should be protected.
 - A buffer between the golf course and adjacent uses should be provided as well as uses that enhance the golfer’s activities and experience of the area including optional activities for their partners and families.
 - Limit the amount of light manufacturing in the Subarea, as it changes the look of the area and there is limited market demand. Warehousing shall not be allowed.
 - Preserve, protect, and promote the cultural and historic resources of the Subarea. Improve public access and connectivity to these areas.
 - Courtyard apartments (one of the available nine types of middle housing) are not allowed because they are not a typical type of development in DuPont.

BASIS FOR PLANNING

City staff reviewed and documented the area’s existing conditions to serve as the basis for planning. City staff reviewed the attributes, setting, and potential development constraints of the Subarea, including view potential along the bluff, topography, critical areas, historic and cultural resources, ownerships, and existing and adjacent uses to guide plan development.

Land Ownership

Figure 3-2 illustrates the various ownerships and size of their landholdings in the Subarea. Within the context of Subarea planning, it is important to understand that each owner has different objectives for and restrictions on the use of their land.

City of DuPont – The City owns three parcels that comprise 109.78 acres. The City land includes Old Fort Lake and its vegetated and sloped perimeter buffer. This lake and its regulatory buffer are critical areas and can only be used for native trails and lake access. The City is currently working on cleaning up contamination of the property to allow for safe public access and use. The City also owns a portion of the western bluff of the Subarea, which is steeply sloped and contains mature trees and vegetation. It includes the Wilkes Observatory marker and the existing Bluff Trail that connects to an informal trail leading to Sequaltchew Creek and the Puget Sound shoreline. It is intended that portions of the western bluff property be used to connect future development to these existing trails. The City also owns a small 1.8 acre parcel that is the location of the original 1833 Fort Nisqually. The parcel is surrounded by The Home Course Golf Course and access to the marker requires their permission. The City desires to improve access to the historic location.

Nisqually Indian Tribe – The Nisqually Indian Tribe owns three parcels of land totaling 48.52 acres. The Tribe’s intended use of the property has not been identified. Therefore, their land has not been designated for a future use. When the Nisqually Tribe intends to develop their property, they will be required to amend the land use designation and zoning of the property through a public process, which requires its own State Environmental Policy Act (SEPA) review and City Council approval.

Pacific NW Golf & PNGA/WSGA Prop Inc. – This entity owns the 207.71-acre Home Course Golf Course. This plan assumes the golf course will remain active. This plan considers the benefit of the golf course to the community and plan area and seeks to enhance the golfer experience by planning for a new hotel as well as activities for spouses and other visitors. The plan seeks to protect the course and golfer from impacts caused by adjacent uses, as well as residents and visitors from risks associated with errant golf balls.

Albatross Estates LLC – Albatross Estates LLC owns 261.71 acres of vacant land that they intend to develop and is the primary subject of this Subarea Plan. The Albatross property is contaminated by prior land uses and is currently the subject of a restrictive covenant that restricts land uses to industrial type uses. Albatross is current working with Ecology to clean up the property to safely allow for the types of uses proposed in this plan.

Figure 3-2. Land Ownership Map



Existing Conditions

The existing conditions of the Subarea also guide and form the basis for planning. They are summarized as follows:

Topography – The Subarea is relatively flat with the exception of the steep slopes along the Puget Sound bluff and the Sequallitchew Creek corridor and around Old Fort Lake. The golf course itself sits at an elevation higher than the surrounding property as a result of capping the contamination. In addition, there is a depression area in the southern portion of the Subarea that will likely need to be filled prior to development.

Vegetation – Much of the vegetation in the center of the Subarea was cleared when the property was cleaned up to industrial standards between 1990 and 2001. Today, the area contains a mix of low growth trees, shrubs, and groundcover. Mature vegetation and trees line the western and northern slopes as well as the perimeter of Old Fort Lake. There is an approximately 30-acre area on the eastern portion of the Subarea that contains major tree canopies dominated by Douglas-fir. This area was not included in the cleanup of the Subarea.

Critical Areas – The critical areas on the property are limited to Old Fort Lake, a Category III wetland, and the steep slopes along the western and northern perimeter. It is not known if the steep slopes are landslide or erosion hazard areas, but it is assumed that this is likely the case. A geotechnical evaluation of these areas will be needed to deem them safe for any future recreation uses.

View Potential – There is a potential for views of Puget Sound in areas along the western boundary and bluff. The northern portion of the bluff has the highest view potential while mature vegetation along the slope constrains the views in other areas.

Historic and Cultural Resources – The Subarea contains two City designated cultural resource sites with markers: the Wilkes Observatory and the original 1833 Fort Nisqually site.

Existing Uses – The only existing use on the property is The Home Course Golf Course, excluding the railway easement. There are informal trails throughout the property that are regularly used by residents.

Figure 3-3. Existing Conditions Map

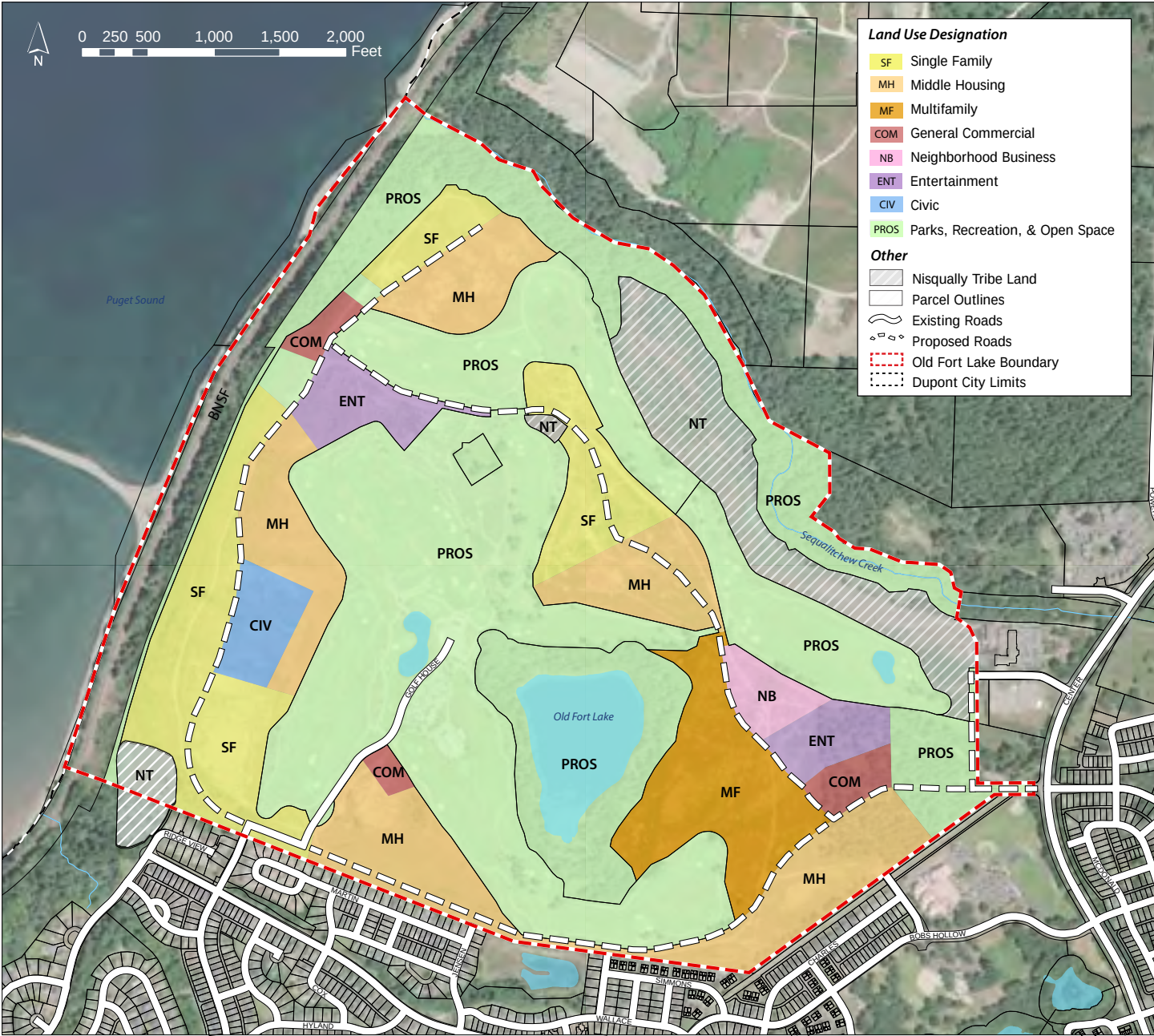


FUTURE LAND USE PLAN

This Subarea Plan is an update to the 2018-adopted Old Fort Lake Subarea Plan. It is the result of a City Council moratorium on development in the Subarea, allowing the City time to review the existing Comprehensive Plan and land use regulations and make necessary changes to meet the City’s growth targets as required by state law.

The purpose of the Future Land Use Map is to designate the intended use, density, and intensity of development of the properties within the Subarea in a manner that is guided by the existing conditions, growth targets, and stated objectives. The Future Land Use Map (Figure 3-4) utilizes unique land use designations not found elsewhere in the City. The City’s Comprehensive Plan, zoning map, and zoning code are intended to be amended to be consistent with this Subarea Plan.

Figure 3-4. Future Land Use Map

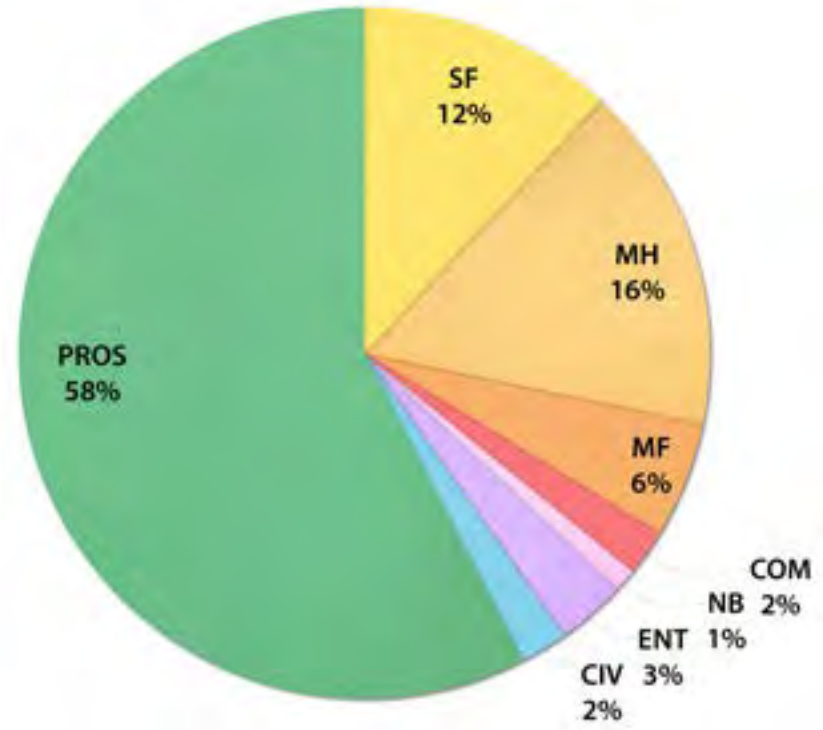


Land Use Designations

The Old Fort Lake Subarea Plan establishes a new vision and purpose for the use of the land in the Subarea. The new future land use designations, depicted in Figure 3-4. Future Land Use Map, include the following:

- Single Family (SF)
- Middle Housing (MH)
- Multifamily (MF)
- General Commercial (COM)
- Neighborhood Business (NB)
- Entertainment (ENT)
- Civic (CIV)
- Parks, Recreation, and Open Space (PROS)

Figure 3-5. Future land use designation distribution



These future land use designations are distributed across the Subarea as shown in Figure 3-5. In establishing these future land use designations, it is important that the land use designation descriptions reflect the desired land uses. The land use designation descriptions can be found on the following pages and include information on the intention, acreage, assumed density ranges, allowed uses, and examples.

Land Use Designation Descriptions

Single Family (SF)

This zoning designation intends to provide for detached single family and duplex uses at a base density of two units per lot. Approximately 70 acres of SF-designated land is provided, which represents approximately 11 percent of the Subarea, or approximately 27 percent of the Albatross Estates LLC-owned land. The assumed density ranges between four and eight units per gross acre, which could support 280 to 560 dwelling units. The developer will have flexibility in determining the lot sizes and product types based on their preferences; market demand; and roadway, landscaping, and recreation requirements. Other allowed uses in the SF-designated area are those that either support residential land uses or are similar, such as family day cares, adult retirement communities, schools, and utility facilities.

Figure 3-6. Example single family housing



Middle Housing (MH)

This zoning designation intends to provide for attached housing types from two to six units that are compatible with single family houses in scale, form, and character. Middle housing is defined by containing two or more attached, stacked, or clustered homes such as duplexes, townhomes that range from triplexes to sixplexes, and stacked flats (per HB 1110). Attached units can be on their own fee-simple lot or all on one lot. The MH-designated land represents the dominant use type within the Subarea, with approximately 94 acres of MH-designated land provided accounting for approximately 15 percent of the Subarea and approximately 35 percent of the privately owned and developable portion of the Subarea (i.e. not golf course or tribal land). The assumed density ranges from 12 to 20 units per gross acre, which would allow for 1,128 to 1,880 dwelling units, depending on the developers’ choices, market demand, and roadway, landscaping, and recreation requirements. Other allowed uses in the MH-designated areas are those that either support residential land uses or are similar, such as family day cares, adult retirement communities, schools, and utility facilities.

Figure 3-7. Example middle housing



Multifamily (MF)

This zoning designation intends to provide for higher density housing in buildings that comprise between seven and 200 units. The buildings heights are to be limited to four stories and may include underground parking, reflecting the community’s preference to limit heights within the Subarea. Whereas the previous Subarea Plan allowed for mixed-use buildings with commercial/retail uses on the ground floor and multifamily residential on the upper floors, this plan allows for standalone apartment buildings. A total of 34 acres of MF-designated land is provided, representing approximately five percent of the Subarea and approximately 13 percent of the privately owned and developable portion of the Subarea (i.e. not golf course or tribal land). The assumed density ranges from 20 to 40 units per gross acre, which would allow for 680 to 1,360 dwelling units. Other allowed uses in the MF-designated areas are those that either support higher density residential land uses or are similar such as assisted living facilities, adult retirement communities, nursing homes, family day cares, commercial recreation, churches, schools, and utility facilities.

Figure 3-8. Example multifamily housing



General Commercial (COM)

This zoning designation is intended to provide for higher intensity commercial uses such as retail establishments over 20,000 square feet, restaurants, and commercial recreation that may draw visitors from a larger region. The vision for this area is to provide vibrant pedestrian-oriented and walkable storefronts that are attractive and inviting. Approximately 10 acres of the Subarea are designated COM, representing almost two percent of the Subarea and almost four percent of the privately owned and developable portion of the Subarea (i.e. not golf course or tribal land).

There are three COM-designated areas within the Subarea. The largest COM area is located at the eastern entry at the primary arterial intersection adjacent to MF and ENT-designated land, which is intended to support long-term viability and compatibility through drive-by vehicle trips and adjacent residential density. A smaller COM-designated area is located along the western bluff and flanked on two sides by parks, recreation, and open space (PROS)-designated land intended to provide complementary public gathering space and across from ENT-designated land intended to support compatible hotel and entertainment type uses. Another COM-designated area located at The Home Course Golf Course is envisioned to support a smaller-scale commercial area focused on uses that support the golf course, such as athletic stores, spas/wellness centers, clinics, and commercial recreation.

Figure 3-9. Example commercial



Neighborhood Business (NB)

This zoning designation is intended to provide for smaller scale commercial and personal-service type uses at a neighborhood scale that serve the Subarea and City residents, such as retail and restaurants, salons, light manufacturing buildings no greater than 50,000 square feet, professional and medical offices, and banks and credit unions. Approximately seven acres of the Subarea are designated NB, representing one percent of the Subarea and almost three percent of the privately owned and developable portion of the Subarea (i.e. not golf course or tribal land). The NB-designated land is located along the arterials and near other land designated for commercial uses as well as the higher density MF-designated land to take advantage of drive-by trips and nearby households that can support long term viability.

Figure 3-10. Example neighborhood business



Entertainment (ENT)

This zoning designation is intended to provide for entertainment type uses such as hotels, commercial recreation, retail, restaurants, and community and cultural centers. These uses may draw visitors from the larger region and support the adjacent golf course use. Approximately 20 acres of the Subarea are designated ENT, representing just over three percent of the Subarea and approximately eight percent of the privately owned and developable portion of the Subarea (i.e. not golf course or tribal land). The ENT-designated land is located in two areas both of which are along the primary arterials. Approximately nine acres of ENT-designated land located at the eastern portion of the Subarea adjacent to COM- and NB- and across from MF-designated lands is intended to support long term viability and compatibility. Approximately 11 acres of ENT-designated land located at the western edge of the golf course near the intersection of two primary arterials and across from the PROS-designated area along the bluff is envisioned as an entertainment-based village inclusive of a hotel that would support golf course guests and offer Puget Sound views.

Figure 3-11. Example entertainment



Civic (CIV)

This zoning designation is intended to provide for public and quasi-public uses such as schools, public parks, convention centers, community and cultural centers, churches, and public utilities. Approximately 10 acres of CIV-designated land is located along the western portion of the Subarea, representing approximately two percent of the Subarea and four percent of the privately owned and developable portion of the Subarea (i.e. not golf course or tribal land). This area was identified as an ideal location for a school by the Steilacoom Historic School District based on school boundary planning principles. It is surrounded by SF- and MH-designated land to encourage walking and potentially limit vehicular trips.

Figure 3-12. Example civic



Parks, Recreation, and Open Space (PROS)

This zoning designation is intended to provide for a wide range of parks, recreation, and open space uses. Approximately 329 acres are designated PROS land representing approximately 53 percent of the Subarea. The Home Course Golf Course comprises 207.71 acres and 109.78 acres are City-owned land leaving approximately 11.5 acres of privately-owned (and not the golf course) PROS-designated land. While the PROS designation identifies where future recreation amenities should be located, the intent was not to get specific on the types of recreation amenities to be provided (such as skate parks, tennis courts, etc.) in the Subarea Plan. It is also important to recognize that the residential uses are required to provide parks and recreation areas within the neighborhoods that are not reflected on the Future Land Use Map.

ZONING AND DESIGN STANDARDS

The City has prepared new zoning, land use regulations, and design standards concurrently with the preparation of this Plan to implement development within the Old Fort Lake Subarea. Whereas the Future Land Use Map and Goals and Policies establish intended outcomes, DMC Chapter 25.58 regulates the land uses for all development activities within the Subarea, including requirements of the applicable zoning districts, and provides a detailed list of allowed uses and bulk regulations. DMC Chapter 25.71 provides regulation for block sizes, roadway sections, landscaping, recreation-area requirements, and architectural design standards based on the use type and location.

The City’s Official Zoning Map will need to be amended following adoption of this Subarea Plan. The future zoning designations are intended to be identical to the Future Land Use Map in terminology, acreages, and locations.

LAND USE GOALS AND POLICIES

- Goal LU-1

Plan for public amenities such as parks and trails that take advantage of Puget Sound views and provide connections to historic and cultural resource areas. Ensure that the bluff trail and viewpoints are accessible to all.
- LU 1.1

Emphasize public views and access to the shoreline via public trails and trail connectivity.
- Goal LU-2

Strategically plan for a range of sustainable commercial and entertainment-related uses that provide jobs and offer goods and services that respond to the needs of the City’s residents while drawing visitors.
- LU 2.1

Plan for a range of high-intensity commercial uses that are attractive and inviting.
- LU 2.2

To support economic viability, locate the commercial areas near higher residential density areas.
- LU 2.3

Plan for a range of low intensity commercial uses that provide for a variety of personal services, offices, and light manufacturing at a neighborhood scale that is distinctly separate from the high intensity commercial area.
- LU 2.4

Plan for hotel and entrainment type uses that create a draw to the Subarea and expands The Home Course Golf Course’s usership and opportunities for tournaments.
- LU 2.5

Prohibit light industrial, warehouse, and heavy manufacturing type uses from locating in the Subarea.
- Goal LU-3

Plan for civic and public uses that support the public health, safety, and welfare of the Subarea.
- LU 3.1

Provide opportunities for the development of a cultural/community center, convention center, cultural/historic interpretive center, or other public facilities.
- LU 3.2

Plan for a future 10-acre school site in the Subarea to serve the future residents. Coordinate with the Steilacoom Historic School District on the optimal location for a new school that supports their planning efforts.
- LU 3.3

Plan for future public safety needs in accordance with the Capital Facilities Plan.

- Goal LU-4

Minimize nuisances and impacts to protect residential uses and adjacent properties.
- LU 4.1

Minimize the adverse visual, odor, fumes, and noise impacts of mechanical equipment, utility cabinets, and other service areas at ground and roof levels to protect residential uses and adjacent properties by requiring enclosures and/or screening.
- LU 4.2

Minimize light pollution and ensure that functional lighting contributes to the character and safety of the streetscape and does not disturb adjacent developments and residences.
- Goal LU-5

Promote sustainable and energy-efficient site and building design.
- LU 5.1

Promote building and lighting practices and systems to conserve energy, decrease dependence on fossil fuels, and limit greenhouse gas emissions.
- LU 5.2

Apply the defined Wildland-Urban interface areas standards to the Old Fort Lake Subarea.
- LU 5.3

Support the use of low-impact development techniques throughout the Subarea for the infiltration of stormwater in small-scale facilities such as bioretention ponds, rain gardens, and other methods.
- LU 5.4

Comply with the Citywide Comprehensive Plan goals and policies related to addressing Climate Change.
- LU 5.5

Comply with the Citywide Comprehensive Plan goals and policies related to addressing tree canopy.
- LU 5.6

Comply with the Citywide Comprehensive Plan goals and policies related to water-wise landscaping standards to reduce water use.
- Goal LU-6

Plan for a range of uses in the Subarea while recognizing the environmental constraints associated with the Department of Ecology Consent Decree.



HOUSING GOALS AND POLICIES

- Goal H-1

Strategically plan for a range of housing types and densities that meets the state-mandated growth targets while protecting DuPont’s high quality of life and community character.
- H 1.1

Plan for a housing density in the Subarea that exceeds the growth targets in anticipation of future density mandates. It should be anticipated that additional/ new housing will be provided in other areas of the City.
- Goal H-2

Develop new zoning and design standards for housing that conform to the requirements of Washington State legislation while reflecting the City’s existing residential character.
- H 2.1

Plan for and accommodate housing that is affordable to all economic segments.
- H 2.2

Develop design standards requiring architectural details, such as porches and garages setback from building fronts, while minimizing costs that will be passed on to future buyers.
- H 2.3

Ensure new zoning and design standards strategically plan for compatibility with adjacent uses.
- H 2.4

Ensure new housing is buffered from the adjacent Home Course Golf Course to protect people and structures from errant golf balls.
- H 2.5

Require parks and recreation areas associated with housing developments or owned and maintained by a homeowner’s association are usable, safe, and inviting and of a size that is commensurate with the City’s established level of service.
- H 2.6

Ensure the new housing design standards for middle housing are not more stringent than standards for single family housing.
- H 2.7

Encourage multifamily development to meet the City’s housing needs and foster a compact and diverse community.
- H 2.8

Allow for one accessory dwelling unit on all lots that are located in land use designations that allow for single family homes as required per RCW 36.70A.680 and 681.
- Goal H-3

Conform to the DuPont Comprehensive Plan Housing Element Goals and Policies specifically for housing affordability, housing supply and inventory, social equity, and population growth.
- H 3.1

Consider additional tools to incentivize housing affordability, such as Multifamily Tax Exemptions, streamlining the permitting process, and others, when a covenant is recorded preserving the affordability for a minimum of 50 years.
- H 3.2

Modify DMC 25.85 Affordable Housing Incentives Program as needed to comply with current Growth Management Act requirements for housing affordability.

Chapter 4

Open Space and Recreation

The Old Fort Lake Subarea Plan envisions a vibrant and sustainable community where open space and outdoor recreation play pivotal roles in enhancing the quality of life for both residents and visitors. We recognize the intrinsic value of preserving and maximizing the use of open spaces, parks, and recreational facilities to foster a sense of place and promote physical, mental, and social well-being.

Through collaborative planning and thoughtful engagement, this chapter aims to articulate a comprehensive strategy that honors the unique natural heritage of the area while meeting the diverse needs and desires of DuPont residents now and for generations to come.

NATURAL FEATURES

The Old Fort Lake Subarea has several sensitive natural resource features including streams, wetlands, and steep topography. Many of these natural features are protected from development pursuant to the City's critical area standards and in some cases require preservation and/or conservation buffers. The Subarea's natural features listed and described below create an attractive and unique setting for future development:

Old Fort Lake

Located in the center of the Subarea, Old Fort Lake is one of the major natural resources for which the Subarea was named after. The lake is currently inaccessible due to the surrounding vegetation and steep topography in areas. The golf course encircles much of the lake beyond its tree buffer.

Sequalitchew Creek

Sequalitchew Creek is a Type F stream that meanders along the northern boundary of the Subarea and flows eastward to the Puget Sound. The Critical Areas Ordinance (DMC 25.105) requires a 100-foot stream buffer from the Creek's ordinary high water mark. The Sequalitchew Creek Trail follows the creek through the forested corridor from City Hall down to the Puget Sound.

Northwest Wetland

Sequalitchew Creek connects to a wetland at the northwestern tip of the Subarea boundary. The Critical Areas Ordinance (DMC 25.105) requires wetlands to have buffers of varying width depending on classification up to a maximum of 200 feet from the edge of the wetland.

Steep Slopes

The Subarea is adjacent to the Puget Sound on its western boundary and the Sequalitchew Creek corridor along its northern boundary. These natural features include associated shoreline bluffs and steep slopes. Areas with slopes greater than 40 percent require an undisturbed 50-foot buffer from the top, toe, and sides of the bluff, unless a small buffer can be supported by a geotechnical engineer.

Forested Areas

Overall, the site is a patchwork of forest land, highly disturbed shrub land, and a maintained golf course. The major forested areas in the Subarea include a wooded area on the eastern boundary, the area surrounding Old Fort Lake, the open space along the Puget Sound bluff slope, and the Sequalitchew Creek corridor.

EXISTING PARKS

While there are not currently any developed parks within the Subarea, there are several within close proximity, including:

Parkview Park – A ¼-acre neighborhood park located off of Hoffman Hill Boulevard adjacent to the Subarea’s southwest entrance.

Pola Andre Park – A 1-acre park off of Ridgeview Drive with a trail that connects to the Puget Sound Bluff Trail.

Garry Oaks Park – A 12-acre neighborhood green space and multi-modal trail that parallels McNeil Street and connects to Hoffman Hill Boulevard near the Subarea’s south entrance.

Powderworks Park – A 24-acre park (and the City’s largest) located less than a ¼-mile to the southeast of the Subarea.

EXISTING TRAIL NETWORK

A comprehensive and well-used trail system connects the neighborhoods/villages of DuPont presenting opportunities to integrate with future land use development in the Subarea and providing additional options for recreation and non-motorized transportation. Trails that run to and through the Subarea include:

Puget Sound Bluff Trail – An unpaved trail that runs along the Subarea’s western boundary connecting the residential neighborhoods to the southwest to Wilkes Observatory and the Sequaltchew Creek Trail in the Subarea’s northern corner.

Sequaltchew Creek Trail – A paved and unpaved 1.4-mile trail that runs along the north bank of the Creek meandering in and out of the Subarea along its northern boundary from Center Drive down to the Puget Sound.

Garry Oaks Park Multi-Use Path – A paved path that runs along McNeil Street connects to Hoffman Hill Boulevard, Jensen Avenue, and Ogden Avenue, all of which currently provide informal pedestrian access to the Subarea from the residential areas to the south and east.

Yehle Village/Palisade Village Connector Trail – A paved path and powerline corridor that runs along the Subarea’s southeastern boundary provides connections between the residential areas to the south and Pioneer Middle School and the Subarea’s east entrance at Center Drive and Palisade Boulevard.

Figure 4-1. Views from the Puget Sound Bluff



Figure 4-2. Open Space and Recreation Map



PLANNED PARKS AND TRAILS

DuPont’s most recent Parks, Recreation, and Open Space (PROS) Plan (estimated to be adopted in 2024) identifies the following proposed parks and trails in and around the Subarea:

Wilkes Observatory Park is proposed at the designated cultural resource site in the northern corner of the Subarea to provide a more formal trailhead and connection between the Bluff Trail, Sequalitchew Creek Trail, and Puget Sound shoreline.

Old Fort Lake Loop Trail is proposed to extend from Garry Oaks Park to the south of the Subarea and loop Old Fort Lake eventually connecting to the southern side of Sequalitchew Creek.

Golf Course Trail is proposed to meander along the perimeter of the golf course and connect to the Puget Sound Bluff Trail.

Unnamed Trail Extension and Park is proposed just outside of the Subarea from the Sequalitchew Creek Trail terminus at the Puget Sound shoreline to a proposed park on the northern side of the Creek, connecting to a proposed continuation of the Bluff Trail.

The City is currently in the process of updating the PROS plan, which will be an element of the Comprehensive Plan. Key Open Space and Recreation Policy 3.9 of this Subarea Plan requires that the goals and policies of the Citywide Comprehensive Plan and PROS Plan be updated to reflect those in the Subarea Plan.

WHAT WE HEARD

During the public engagement process, the following comments were conveyed relating to open space and recreation uses in the Old Fort Lake Subarea:

- The existing trails and golf course are something the community loves about the Subarea.
- There is a desire to increase types of recreation and emphasize trails.
- We have an opportunity to plan for interpretive walks and trail signage.
- Parks should be scattered throughout the Subarea.
- Need a trail and park along the bluff with benches and viewing areas.
- Trails should connect everywhere, including to key places outside of the Subarea.
- Sports fields should be strategically located for sharing of facilities such as with schools.
- Need a safe trail to the new school location that can be for bikes and pedestrians.
- Trails around the golf course would be nice.
- Keep the trail system and wayfinding simple.
- Parks should be near golf course tee-off areas for safety.
- Don’t get too restrictive in the policies, leave it open and flexible.
- Provide trails around Old Fort Lake.
- Ensure trails are accessible for all users and their mobility aids.

PROPOSED IMPROVEMENTS

Working with the PROS Plan and community input, the following Subarea open space and recreational facility improvements and/or additions were identified:

Trails

The Subarea should add and expand trails in order to integrate the surrounding network with natural amenities, historic and cultural resource sites, and other facilities. These trails will provide recreation opportunities for residents as well as connectivity to and within the Subarea. Future trails and improvements include:

Puget Sound Bluff Trail improvements including resurfacing/paving, widening to 12-feet, and the addition of amenities including seating/benches and wayfinding and educational/interpretive signage.

Old Fort Lake Loop Trail will secure public access to the natural area and develop a soft surface trail that includes amenities.

South Sequalitchew Creek Corridor Trail will provide additional connections between the Civic Center, the existing Sequalitchew Creek Trail along the northern bank, the Wilkes Observatory site and proposed park, and the broader proposed Subarea trail network.

Trailheads

New trailheads are envisioned in the Subarea at either end of the Puget Sound Bluff Trail and the Old Fort Lake Loop Trail. These trailheads are planned to provide formal trail access, informational signage, and facilities such as restrooms, trash receptacles, dog waste stations, and potentially vehicle and bicycle parking.

Parks and Open Space Areas

Land within the Subarea adjacent to the Puget Sound, Sequalitchew Creek, and Old Fort Lake will remain as designated open space. A new open space area is proposed at the Subarea gateway off of Palisade Boulevard. New parks are proposed at the Wilkes Observatory site and along the Puget Sound Bluff Trail.

Multi-use Paths

Multi-use paths are proposed along both sides of the future Subarea roads and will be integrated with the future transportation system in order to provide safe connections and recreation opportunities. Multi-use paths should generally be 12-feet wide, paved, ADA-compliant, separated from roads by a landscape buffer, and designed to support pedestrians, cyclists, mobility devices, and users of all ages and abilities.

Wayfinding and Interpretive/Educational Signage

To support efforts to expand the trail system and incorporate the natural, cultural, and historic assets of the Subarea, wayfinding and interpretive/educational signage should be included. These types of signage orient users to trail crossings and other points of interest while providing opportunities to better understand and appreciate the rich natural and cultural history of the area.

OPEN SPACE AND RECREATION GOALS AND POLICIES

- Goal OSR-1
- Evolve Old Fort Lake into an attractive and usable centerpiece of the Old Fort Lake Subarea for the quiet enjoyment of nature in a way that is respectful to the environment and community.
- OSR 1.1
- Secure public access to the lake and provide an informational trailhead, parking, and restroom facility.
- OSR 1.2
- Integrate a looped pervious surface trail around the lake that connects with surrounding trails and provides views of the lake, as allowed per DMC 25.105 Critical Areas. Integrate benches/seating and split-rail fencing where feasible.
- OSR 1.3
- Preserve and reestablish the native trees and vegetation within the Old Fort Lake critical area buffer to ensure a healthy, native ecosystem.
- OSR 1.4
- Where possible per the City’s critical area regulations, and as deemed compatible with the adjacent golf course, provide other recreation opportunities within the Old Fort Lake area that appeal to all ages.



- Goal OSR-2
- Create a high quality, attractive, and integrated multi-modal trail system that capitalizes on view opportunities of the bluff and golf course, connects cultural resource areas, is accessible to everyone, and is connected to the DuPont community.
- OSR 2.1
- Multi-modal trails shall be provided along the Subarea arterial loop road. Allowed uses/users include pedestrians, bicyclists, scooters, skates, skateboards, strollers, and adaptive devices. Prohibited uses/users include electric/motorized bicycles, scooters, or skateboards, golf carts, and equestrian uses. The trails shall be a minimum of 16 feet wide and separate lane markings provided for pedestrians and allowed non-pedestrian uses. Speed limits shall be posted at a maximum of 10 MPH.
- OSR 2.2
- Incorporate wayfinding, orientation, Indigenous language place names, and educational/interpretive signage or kiosks into the trail network. Information shall be provided about the selected historic and cultural place names that explains their significance.
- OSR 2.3
- Provide formal trailhead facilities at major trail intersections and entrances. Trailheads should include signage and trail maps, public restrooms, and, strategically planned parking spaces.
- OSR 2.4
- Orient and align trails to maximize viewpoints and connections to Puget Sound, Sequelitchew Creek, and historic and cultural sites and ensure accessibility to as many of these areas as possible for all citizens.
- OSR 2.5
- The primary multi-modal trails shall be provided along all arterial and collector roadways and the Puget Sound bluff.
- OSR 2.6
- Use open space and recreation areas to effectively buffer The Home Course and adjacent neighborhoods from new commercial and industrial uses while ensuring user safety.
- OSR 2.7
- Require that approximately 50 percent of The Home Course perimeter be comprised of public trails. Coordinate with The Home Course to effectively locate trails in a manner that minimizes golfer disturbance, adequately buffers the trail from the golf course, and limits liability.
- OSR 2.8
- Provide a multi-use trail along the bluff that is accessible to users of all ages and abilities and connects to surrounding parks, recreation, and open space areas. The trail shall be one of the key defining features of the Old Fort Lake Subarea, incorporate interpretive signage and art commemorating the areas unique history, and maintain views of the Puget Sound.
- OSR 2.9
- Provide a multi-modal trail connection to new school facilities in the Subarea that is safe and accessible.
- OSR 2.10
- Design portions of the trail network to serve as wildfire breaks for adjacent communities and/or supplement emergency access and evacuation routes.

- Goal OSR-3 Develop and improve recreation and open space areas for healthy ecosystem and opportunities for public recreation and enjoyment.**
- OSR 3.1 Protect open space areas adjacent to view corridors and critical areas and identify new open space areas.
 - OSR 3.2 Apply the open space zoning category and land use designation for areas that should be preserved.
 - OSR 3.3 Plan for active and passive recreational opportunities within the Subarea.
 - OSR 3.4 Connect open space and recreation areas and trails to create a comprehensive network.
 - OSR 3.5 Search for opportunities to acquire high-quality critical areas to retain in conservation.
 - OSR 3.6 Partner with other government entities and non-profit organizations to manage natural areas and ensure healthy ecosystem functions that contribute to site and community resilience.
 - OSR 3.7 Provide recreation opportunities that appeals to all ages and abilities. Covered or enclosed spaces shall be provided for year-round use.
 - OSR 3.8 Require that each proposed use incorporate a percentage of the site for recreation areas. Ensure that all active recreation areas be of adequate size to ensure usability, functionality, and safety.
 - OSR 3.9 Integrate the Comprehensive Plan and Parks, Recreation, and Open Space (PROS) Plan goals and policies in the Old Fort Lake Subarea planning process. Update Comprehensive Plan and PROS Plan as needed to reflect the Subarea Plan.
 - OSR 3.10 Subarea parks and open spaces shall be developed by either a private developer in accordance with the Old Fort Lake design standards or by the City in accordance with the Old Fort Lake design standards as well as the City’s PROS Plan and the Comprehensive Plan.
 - OSR 3.11 A public park shall be constructed by the private developer at the arterial intersection along the Puget Sound bluff and dedicated to the City. The park shall be developed in accordance with the Old Fort Lake design standards and Subarea Plan goals and policies. The size of the park shall be based on the total allowed residential density of the Subarea.



Chapter 5

Historic and Cultural Resources

Conveying, honoring, and protecting Old Fort Lake’s rich historical and cultural heritage is of primary importance to the DuPont community and a guiding priority of the Subarea Plan. The historic and cultural resources goals and policies serve as a testament to our commitment to preserving and celebrating the legacy of this unique area of DuPont.

In this chapter you will find a summary of the history of the Subarea followed by a description of the Subarea conditions as they are today. A summary of the proposed measures for protection and celebration of the history is provided together with the goals and policies to guide implementation.



SITE HISTORY

The timeline below outlines the key historical developments and evolution of the Old Fort Lake Subarea:

Time Immemorial: Long before European settlers arrived, the Nisqually Tribe inhabited the lands around what is now known as the Old Fort Lake Subarea. The Nisqually Tribe, part of the Coast Salish people, practiced a way of life deeply rooted in the land. They were skilled hunters, gatherers, and fishermen, utilizing the diverse flora and fauna of the region for food, shelter, and medicine. The area around Old Fort Lake provided not only physical sustenance but also held cultural and spiritual importance for the tribe.

Encounters with Explorers: With the arrival of European explorers and traders in the late 18th and early 19th centuries, the Nisqually people had initial contact with outsiders. This interaction, marked by trade and cultural exchange, also brought challenges as the newcomers introduced new diseases and disrupted traditional ways of life eventually leading to colonization.

Era of Fort Nisqually: Hudson’s Bay Company established Fort Nisqually in 1833, which served as a trading post. The fort became a pivotal point in the regional fur trade, attracting trappers, traders, and settlers and reshaping the cultural and economic landscape of the area through the mid-19th century. The construction of the Northern Pacific Railway in the region also spurred further development and facilitated transportation, connecting the area with larger markets and communities. During the mid-1800s, the timber industry flourished in the Pacific Northwest and several sawmills were established in the area to process timber harvested from the nearby forests. Proximity to the Puget Sound and the abundant timber resources fueled the growth of the local economy and attracted settlers to the region.

Early to Mid-20th Century: During World War I and World War II, the demand for explosives increased significantly and several industrial facilities, including explosives manufacturing plants, were established in the Old Fort Lake Subarea and surrounding DuPont. During this time, the City witnessed gradual urbanization, with the establishment of residential communities, schools, and local businesses, reflecting the growth of DuPont’s population.

Late-20th Century to Present: In the latter half of the 20th century, explosives manufacturing operations are closed and industrial activities are diversified into other sectors including technology. Conservation efforts also gained momentum, leading to the establishment of parks, green spaces, and recreation facilities throughout DuPont and the Old Fort Lake Subarea in effort to preserve the natural environment and enhance the quality of life for residents. Today, the Nisqually Tribe continues to assert their rights to ancestral lands, engaging in environmental stewardship, cultural preservation, and education. City planning efforts are focused on supporting sustainable development of the Subarea, emphasizing the preservation of these historic and cultural resources, as well as the integration of modern amenities to meet the needs of a growing and diverse community.

CURRENT AND ONGOING HISTORIC AND CULTURAL RESOURCES PROTECTION

Memorandum of Agreement: In 1989, the City of DuPont entered into a Memorandum of Agreement (MOA) with the Washington State Historic Preservation Office and Weyerhaeuser Real Estate Company (WRECO, the prior landowner). The agreement specifies the procedures and responsibilities for a cultural resources management program that continues to apply to all properties and new development within the City. The City enforces the MOA requirements through its State Environmental Policy Act (SEPA) review process. The MOA requires that, prior to any development activities, a cultural resources consultant survey the property. Current property owners and the City are to avoid cultural resources that are either listed, or eligible for listing, in the National Register of Historic Places by redesigning or relocating development activities. All construction employees are to be trained to comply with the terms of the MOA and work is to stop if additional cultural resources are discovered. The MOA specifies that all Native American artifacts are to be donated to the Nisqually Tribe, all Hudson’s Bay artifacts donated to the Fort Nisqually Metropolitan Park Board (now Metro Parks Tacoma), and all DuPont “Old Town” artifacts donated to the DuPont Historical Museum.

DuPont Municipal Code: Chapter 25.80 Cultural, Historical and Archaeological Resources provides regulations for the identification, protection, preservation and/or restoration of cultural resource sites of documented significance. This chapter specifically identifies the original 1833 Fort Nisqually site and the Wilkes Observatory site, both of which are located in the Old Fort Lake Subarea, as designated cultural resource sites. The code prohibits structures, roads, or utilities within 50 feet of the markers identifying these sites and allows for the State Historical Preservation Office or the Nisqually Tribe to observe any tests and construction work that occurs on these sites.



EXISTING CULTURAL AND HISTORIC RESOURCES

The entire Old Fort Lake Subarea is a cultural and historic resource that the Plan aims to protect and incorporate into the broader City-wide interpretive trail and open space network. Cultural resource sites within the Subarea that are designated under DMC 25.80 include the original 1833 Fort Nisqually site and the Wilkes Observatory site.

The 1833 Fort Nisqually site is located centrally within the Subarea to the east of what is currently The Home Course Hole #1 green. What little that remains of the original 1833 Fort Nisqually site, before it was relocated about a mile east in 1843, is protected by a chain-link fence and marked by a monument shown in Figure 5-1.

The Wilkes Observatory site is located at the northern tip of Subarea overlooking the Puget Sound and is marked by a monument commemorating the year Lieutenant Wilkes brought his exhibition team to the area.

Existing interpretive signage within the Subarea is limited to the Nisqually Prairie sign located at the end of Golf House Road and shown in Figure 5-2. The Subarea is surrounded by cultural and historic resource sites, both designated and otherwise. These sites are accessible via the existing or proposed trail network and some are also marked with monuments and/or interpretive signage. Nearby historic and cultural sites, also indicated on the Cultural and Historic Resources Map shown in Figure 5-3, include:

- ① 1843 Fort Nisqually designated cultural resource site and interpretive signage
- ② New Sequelitchew Cemetery and interpretive sign
- ③ Heirloom Orchard and interpretive sign
- ④ Sequelitchew Creek interpretive signage
- ⑤ DuPont Fire historic hose reel cart and house and interpretive sign
- ⑥ Methodist/Episcopal Mission designated cultural resource site and monument and historic site of the Buffalo Soldiers 1904 Ninth Cavalry encampment
- ⑦ Remnants of the DuPont Company explosives manufacturing era can be seen along the Sequelitchew Creek Corridor including narrow-gauge railway and hydroelectric power infrastructure
- ⑧ Old DuPont Wharf site and remaining pilings
- ⑨ Historic sites of the original Sequelitchew-Nisqually Village and 1832 Store House
- ⑩ Historic shipwreck re-purposed as a breakwater visible from the bluff known as the Cement Hulk

Figure 5-2. Nisqually Prairie Interpretive Sign



Figure 5-3. Cultural and Historic Resources Map



WHAT WE HEARD

- During the public engagement process, the following comments were conveyed relating to historic and cultural resources in the Old Fort Lake Subarea:
- There is a strong interest in preserving and celebrating cultural history at the site and providing opportunities to convey the history through site design elements. All aspects of DuPont’s history need to be commemorated and preserved. This includes the Homesteaders, Hudson’s Bay, Native Americans, etc. All need to be important.
 - Opportunities suggested included interpretive walks, trail signage, interpretive centers, and integrating history into artwork and the future development. All sites should connect to a trail.
 - Provide a trail network that tells the story of DuPont’s history by providing connections to key sites, incorporating interpretive signage, and using Indigenous/Coast Salish language, artwork, and materials representative of the era.
 - There is concern for erasure of the area’s history, or that it is not valued. We need stronger protections of cultural resources/sites, including from encroaching development. Artifacts needs to be preserved better than they have been in the past. There needs to be careful archaeological oversight surrounding the 1833 Fort Nisqually site because people lived all around it.
 - The DuPont Historical Museum needs to be a donation site for non-Tribal artifacts.
 - The Nisqually Tribe’s interest should be understood and incorporated. The Nisqually Tribe cemetery should have a park or open space around it.
 - The City should require public art with a historic theme in key locations.
 - The 1833 Fort Nisqually site should be rebuilt and turned into a tourist draw.

PROPOSED IMPROVEMENTS

- The following improvements to the Old Fort Lake Subarea are required to support the cultural and historic resources goals and policies:
- The existing trail along the Puget Sound bluff shall be improved to be more accessible, support multiple users, and incorporate historic and cultural storytelling through interpretive signage, art, and connections to key sites.
 - The future location of an interpretive center that is on City-owned property and connected to surrounding streets and trails shall be identified.
 - The Wilkes Observatory and 1833 Fort Nisqually sites shall be expanded to include accessible parking and access.
 - The City and future developers shall coordinate with the Nisqually Tribe and the DuPont Historical Museum in the development of all interpretive materials.
 - The DuPont Municipal Code shall be modified to include further protection of historic and cultural resource sites.

CULTURAL AND HISTORIC RESOURCES GOALS AND POLICIES

Goal CR-1	Protect cultural and historic resources within the Old Fort Lake Subarea to ensure cultural resources, historical sites and artifacts will be protected and preserved.
CR 1.1	Implement the requirements of the 1989 Memorandum of Agreement (MOA) to the Old Fort Lake Subarea in all aspects pertaining to the study, monitoring, and preservation of cultural and historic artifacts. Enforce the donation requirements detailed in the MOA depending upon the era or type of artifact found.
CR 1.2	Partner with the Nisqually Tribe to identify and protect their cultural sites that have tribal heritage and potential cultural resources. Understand further their plans for the sites, how the City can assist with protection of sensitive locations, and their interest in public access or connection to the Old Fort Lake Subarea trail network. Consider preservation of open space surrounding sensitive Tribal cultural resource sites.
CR 1.3	Expand upon the City’s Cultural, Historic and Archaeological Resources regulations (DMC 25.80) for adequate protections of the specific Old Fort Lake Subarea’s cultural resource sites.
CR 1.4	Modify DMC Chapter 25.80 to specifically prohibit the moving of cultural and historical resource site markers.
CR 1.5	Modify DMC Chapter 25.80 to require all new development provide a protective landscape buffer adjacent to historic and cultural resource sites.
Goal CR-2	Educate and communicate the Old Fort Lake Subarea’s unique and rich history through physical and visual storytelling methods.
CR 2.1	The proponent of a development application in the Old Fort Lake Subarea shall reach out to the Nisqually Tribe and the DuPont Historical Society and Museum to ask for their participation in all educational and promotional efforts related to DuPont and the Old Fort Lake Subarea history.
CR 2.2	Incorporate cultural and historical storytelling within the bluff trail and other key locations in the Subarea and connect historic and cultural resource sites. Use interpretive signage, trail wayfinding signage, street names, Indigenous/Coast Salish languages, artwork, and a mix of historic building materials throughout the trails as a means of educating and celebrating DuPont’s rich history. Ensure that all people, industry, and historic periods are included.
CR 2.3	Designate a location for an interpretive center that can be developed with the assistance and planning of the Nisqually Tribe and the DuPont Historical Society and Museum.
Goal CR-3	Enhance and improve public accessibility and enjoyment of historic and cultural resource sites.
CR 3.1	Expand upon the Wilkes Observatory and 1833 Fort Nisqually sites to include accessible parking and access.
CR 3.2	Partner with The Home Course to provide/obtain access to the 1833 Fort site.
CR 3.3	Partner with the DuPont Historical Society and Museum to improve the Subarea’s historic and cultural resource sites, create an inviting and inclusive environment, and provide interpretive and educational materials.

Chapter 6

Transportation

EXISTING TRANSPORTATION CHARACTERISTICS

Roadway Network

The City has four roadway classifications: local roads (comprising the majority of roadways within the City), major collectors, minor arterials, and principal arterials. These functional classifications are aligned with The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) definitions and are summarized in Figure 6-1.

Center Drive from Interstate 5 (I-5) exit 118 to DuPont-Steilacoom Road is the only principal arterial in the City. McNeil Street is classified as a minor arterial by the City, while DuPont-Steilacoom Road (maintained by Pierce County) is classified as a secondary arterial by the County, which serves the same purpose as the City’s minor arterial classification.

Access and Circulation

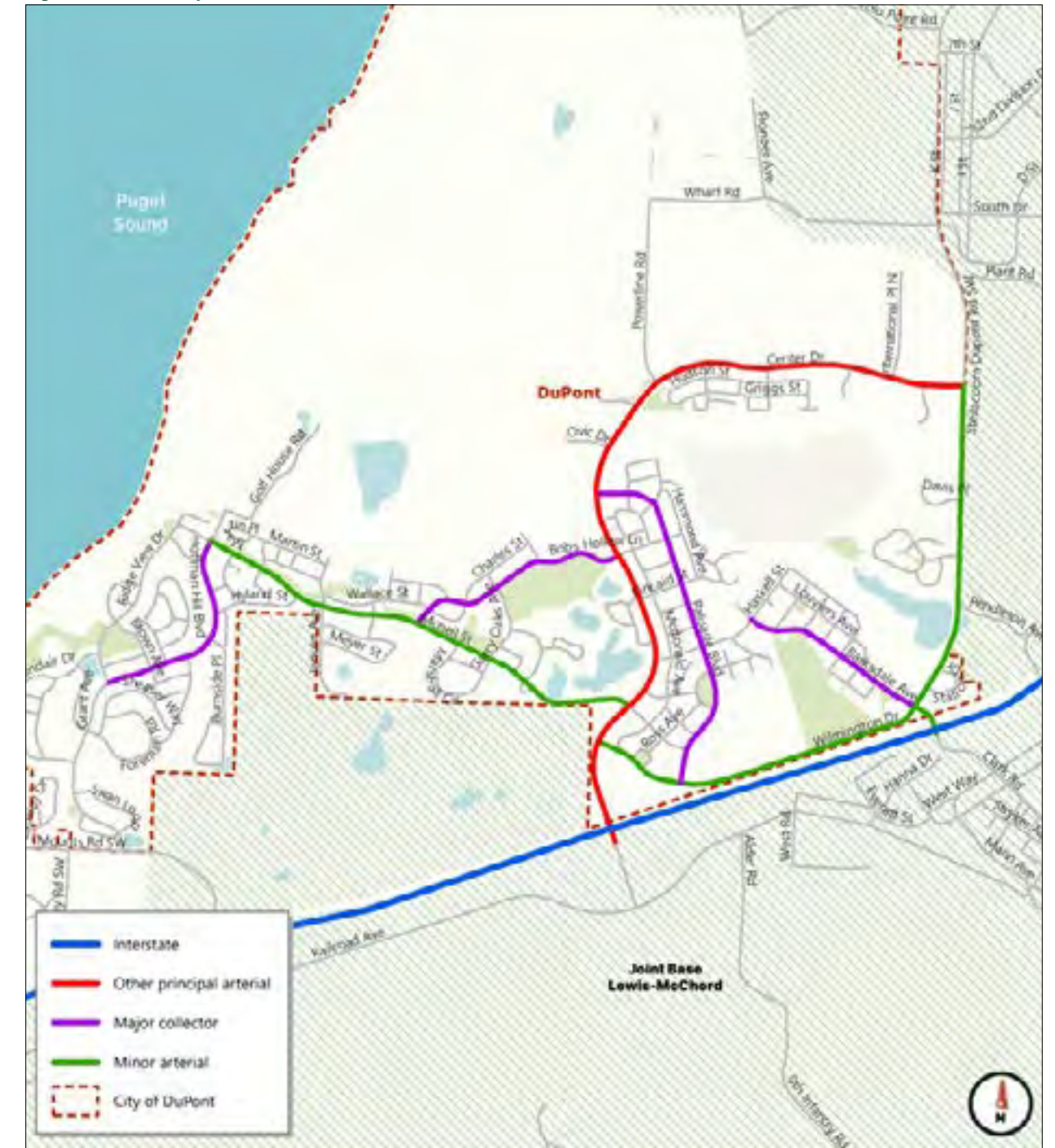
The Subarea presently has limited access. Existing access into the Subarea is from Hoffman Hill Boulevard. Hoffman Hill Boulevard turns into Golf House Road, which serves The Home Course Golf Course and Clubhouse. There is one unnamed dirt road that creates a large loop through the Subarea connecting to Wren Road, Palisade Boulevard, and Ogden Avenue.

Operational Conditions

The City of DuPont lies along the I-5 corridor just north of Joint Base Lewis-McChord (JBLM) along the southwest border of Pierce County. There are two interchanges on I-5 that provide connection to the City of DuPont, with both interchanges also shared with JBLM. The City experiences access challenges to and from I-5 as a result of its proximity to JBLM, which is a major employer in both Pierce and Thurston Counties. Peak hour commute traffic to JBLM often causes congestion around the Barksdale interchange and interchanges to the north, leading to delays for DuPont residents and others attempting to access I-5. DuPont-Steilacoom Road does serve as a potential access point to the north but is not as high-demand of a corridor for DuPont-based regional travel when compared to Center Drive. McNeil Street also serves as a key minor arterial in DuPont, providing access to all neighborhoods on the western side of the City.

These three arterials currently experience the most delay of any City corridors, with congestion mostly centered around the southern portion of Center Drive as it approaches the I-5 interchange. Although congestion does exist at intersections along these corridors, the delays experienced by drivers are still within the City’s prescribed level of service standards.

Figure 6-1. Roadway Functional Classification



Active Transportation

Active transportation represents all non-motorized modes of transportation, including pedestrians and bicyclists. These users are typically more vulnerable to potential travel hazards than traditional motorists and should be planned for separately to foster a safe and comfortable environment for all modes.

The Old Fort Lake Subarea is adjacent to Center Drive, which includes a mix of active transportation infrastructure. Some stretches of the corridor contain sidewalks on both sides and striped bicycle lanes, but these facilities do not extend the full length of Center Drive. Outside of the Center Drive corridor, bicycle facilities are limited. Sidewalks exist on both sides of the street throughout most of DuPont, with the exception of DuPont-Steilacoom Road and Lapsley Drive (in the southwest corner of the City). DuPont-Steilacoom Road lacks paved shoulders. In addition to the previously discussed facilities, there is an extensive trail network away from roadways connecting areas throughout the City, providing existing and potential future connections into and out of the Subarea. All of these active transportation facilities are shown in Figure 6-2.

Transit

DuPont Station, located on the southeast corner of Wilmington Drive and Palisade Boulevard, serves as the transit hub for the community. This transit center contains 12 bus bays, 126 parking spaces, bike racks, and bike lockers. DuPont Station is served by two regional commuter bus routes operated by Sound Transit:

- **ST 592:** Connecting DuPont and Lakewood to Downtown Seattle, with 30-minute headways. Operates during peak hours only.
- **ST 594:** Connecting Lakewood to Downtown Seattle. This includes one bus in the AM that also stops in DuPont.

DuPont Station service is centered around the peak commute periods of the day with ST 592 only offering service to Seattle during the morning commute period (4-8 AM) and from Seattle during the evening commute period (4-8 PM). Go Transit is an independent transit service that connects JBLM to DuPont Station in addition to other nearby park and rides. Intercity Transit and Pierce Transit currently do not offer service to the facility.

There is currently no transit service within other areas of the City, including the Old Fort Lake Subarea. As the City expands its employment base with additional development and growth, local transit service will be needed. This will require coordination with Pierce Transit and/or Intercity Transit.

Figure 6-2. DuPont Active Transportation Facilities Map



Freight Network

DuPont-Steilacoom Road serves as the principal freight corridor within the City connecting to the industrial, manufacturing, and fulfillment warehousing uses to the north. Center Drive at DuPont-Steilacoom Road and Barksdale Avenue at DuPont-Steilacoom Road intersections experience the highest percentage of heavy freight vehicle traffic in the City with 8 to 10 percent of vehicles passing through these intersections during the AM peak hour considered to be freight.

Per DMC 16.05.020, commercial vehicles, with or without trailers, having a gross vehicle weight in excess of 14,000 pounds shall be permitted on DuPont Steilacoom Road, Center Drive from its intersection with I-5 to McNeil Street, Center Drive from its intersection with DuPont Steilacoom Road to Palisade Boulevard, and the entire length of Wharf Road. This aligns with the proposed Civic Drive and Palisade Boulevard accesses to the Subarea. The typical freight routing within the City, with this restriction in place, is shown in Figure 6-3.

Figure 6-3. DuPont Freight Network Map



TRANSPORTATION PLANNING CONTEXT

I-5 JBLM Vicinity Congestion Relief Project

Numerous studies have been completed in relation to I-5 within the JBLM vicinity. This area has historically experienced elevated levels of congestion, related to JBLM Base traffic, and these studies have sought to relieve this congestion, improve local and mainline system efficiency, enhance mobility, support the regional HOV network, improve safety, and increase transit and travel demand management opportunities. In the South Study Area Report (completed in 2020), the following build alternative was defined for I-5 near DuPont (represented graphically in Figure 6-4), some of these improvements are already under construction or completed:

- An added I-5 lane in each direction from Center Drive to north of the Steilacoom-DuPont Road interchange.
- Designation of one northbound I-5 lane for HOV use from Mounts Road to Thorne Lane and one southbound I-5 lane for HOV use from Thorne Lane to Steilacoom-DuPont Road.
- A new northbound auxiliary lane from Center Drive to Steilacoom-DuPont Road.
- A reconfigured interchange at Steilacoom-DuPont Road.
- A new access road to I-5 (to be named Steilacoom-DuPont Road).
- Reconfiguration of Steilacoom-DuPont Road intersection at Wilmington Drive/Barksdale Avenue.
- A new shared use bicycle and pedestrian path connecting the JBLM DuPont Gate to Steilacoom-DuPont Road and Wilmington Drive.
- Supporting features such as stormwater management, illumination, traffic signals, Intelligent Transportation Systems (ITS), and signing would also be included in the Project.

Figure 6-4. I-5 JBLM Vicinity Congestion Relief Project



Sound Transit ST 3 System Plan

The goal of the Sound Transit ST 3 System Plan is to improve and expand the regional transit system by connecting the major cities in King, Pierce, and Snohomish Counties with light rail, Bus Rapid Transit (BRT), express buses, and commuter rail. Included in the planned system expansion is the **Sounder Extension to DuPont** project. As part of this project, Sounder South will extend south from Lakewood adding new stations at Tillicum and DuPont, both with parking. This extension is anticipated to be open for service by 2045 and will provide commuter rail connection for DuPont residents and regional commuters accessing JBLM. It is anticipated that this could have an impact not only on transit usage within the City itself, but also on overall commuter traffic to JBLM.

WHAT WE HEARD

During the public outreach and planning commission meetings, circulation and traffic were the primary concerns. Specifically, we heard:

- Many concerns were raised about the amount of traffic generated by the uses in the Subarea and the potential for congestion on City streets.
- Minimization of impacts to McNeil Street is preferred.
- The ideal primary access points for the Subarea were discussed, with a preference for a primary access from either or both Palisade Boulevard and Civic Drive.
- Concerns were raised related to new traffic generated near the future school and the need for pedestrian and bicycle modes of travel to the school.
- Concerns about additional truck traffic in the city were raised, particularly where it will be near homes, families and children.
- The future road sections in the Subarea need to think about where on-street parking makes sense.
- We need to include bike lanes on new city streets but keep them separate from the sidewalks.
- Street design needs to consider labor and maintenance costs.
- Arterials should be a boulevard style with street calming measures such as medians.
- There is a preference for traffic circles at Gateway intersections.
- All possible street ends along the south boundary of the Subarea should connect to the Subarea to spread out the trips accessing to/from the south.
- Streets should be named after cultural and historic figures representing all people and periods of the Subarea’s history.
- Provide traffic control for entering and exiting of emergency vehicles on Civic Drive.



FUTURE TRANSPORTATION PLAN

The purpose of the future transportation plan is to envision a new multi-modal network of roads and paths that serve all modes and users accessing the Subarea. The new network will provide internal circulation between various development areas and connect to the broader citywide network.

Access and Circulation

Primary automobile circulation is proposed as a loop road through the property and will include four new roads (A, B, C, and D) as shown in Figure 6-5. The poposed roadway classifications are consistent with the streetscape classifications provided in the Old Fort Lake design standards and include the following:

- **Gateway Arterial Street:** A gateway is proposed at Palisade Boulevard (Road A) and is intended to serve as the primary access road into and out of the Subarea. As such, the gateway arterials must accommodate the highest number of users than any other street in the Subarea and will include two travel lanes in each direction and a separated multi-use path on both sides of the street.
- **Arterial Street:** Arterials are proposed to serve as the main internal roadways that form a loop around the Subarea. The streetscapes depend on the context of adjacent uses and whether on-street parking is desired, as described below:
 - **Commercial Arterial:** Proposed Road C will front future commercial uses and include a one travel lane in each direction with on-street parking, bulbouts, and shared-right-of-way bicycle use, in addition to wide sidewalks on both sides.
 - **Non-Commercial Arterial:** Proposed Roads A and B will front future non-commercial uses and include one travel lane in each direction with a multi-use path on the internal side and a sidewalk on the other.

Access to the Subarea is being considered at the following points and will connect directly to the internal Subarea network described above:

- **Gateways:**
 - Palisade Boulevard at Center Drive
- **Local Access:**
 - Hoffman Hill Boulevard at McNeil Street
 - Wren Road northwest of Bobs Hollow Lane
 - Jensen Avenue east of Martin Street
 - Ogden Avenue west of Simmons Street

Traffic Operations

As previously noted, the City is accessed via one principal arterial and two minor arterials (Center Drive, DuPont Steilacoom Drive, and McNeil Street). As the Subarea is built out, congestion on these corridors will continue to increase with particular congestion points at Center Drive and Palisade Boulevard; Center Drive and McNeil Street; McNeil Street and Bobs Hollow Lane; and McNeil Street and Hoffman Hill Boulevard. The Subarea will feature a mix of residential and non-residential uses and it is anticipated that approximately 60 percent of trips generated by the non-residential uses will remain internal to the City with residents taking advantage of the variety of amenities planned within the Subarea. Various actions are proposed to mitigate expected congestion on these corridors and to facilitate safe and convenient access to the Subarea for all modes.

Figure 6-5. Old Fort Lake Future Proposed Roadways



Note: The exact configuration and cross section of Road D and Civic Drive are still being determined. A potential extension of Civic Drive to Road C has been identified as a mitigation measure and is represented by a dashed red line in the map.

Street Design

Streets in the Subarea will be designed to create an attractive streetscape that provides for efficient vehicle circulation and a comfortable environment for bicyclists and pedestrians. To ensure this, the Old Fort Lake design standards include streetscape elements successfully implemented in other areas of the City such as landscaping, street trees, and pedestrian amenities. In addition, the City’s Public Works Department may also adopt street cross sections specific to the Subarea.

Active Transportation

- Proposed pedestrian and bicycle access to and from the Subarea is described as follows:
- **Access via Palisade Boulevard:** Pedestrians and bicyclists can access the Palisade Boulevard entrance to the Subarea via Center Drive using the existing multi-use path, striped bicycle lanes, and/or sidewalk. The Yehle Village/Palisade Village Connector Trail also provides an active mode connection between this Subarea entrance and neighborhoods to the southwest.
 - **Access via Hoffman Hill Boulevard:** Existing sidewalks and low speed limits on Hoffman Hill Boulevard facilitate pedestrian and bicyclist access to this Subarea entrance. Active modes can connect to Hoffman Hill Boulevard from McNeil Street using the existing multi-use path or sidewalk.
 - **Access via Wren Road:** Existing sidewalks and striped bicycle lanes on Wren Road facilitate pedestrian and bicyclist access to this Subarea entrance. Active modes can connect to Wren Road from existing sidewalks along Bob’s Hollow Road or via the Yehle Village/Palisade Village Connector Trail.

All study intersections have marked crosswalks and pedestrian countdown timers in the case of signalized intersections. The intersections at Palisade Boulevard, Civic Drive, and DuPont-Steilacoom Road however are non-ADA compliant as they lack curb cuts or truncated domes, which poses a potential barrier for pedestrians accessing the Subarea. Pedestrian facility improvements, such as high visibility crosswalks, curb cuts, truncated domes, and pedestrian crossing signs could make accessing the Subarea more comfortable for active transportation modes.

Transit

No transit is proposed to serve the Subarea at this time. As previously stated, ST 592 is the only route that provides regular service to and from the City at DuPont Station. The Sounder commuter rail system is planned to be extended to DuPont Station by 2045 which will increase the feasibility of transit in and around the City. If transit services are expanded in the future, coordination with Sound Transit, Pierce Transit, Intercity Transit, and JBLM will be necessary.

Freight

The Subarea Plan does include any proposed changes to the existing freight network within the City; however, some of the planned uses in the Subarea could slightly increase the proportion of freight traffic in the City. This would occur mostly along DuPont-Steilacoom Road and Center Drive between DuPont-Steilacoom Road and Palisade Boulevard.

MITIGATION MEASURES

The EIS tested the performance of the multi-modal transportation network serving the Subarea. As part of this, several mitigation measures were identified to bring vehicle facilities into compliance with the City’s level of service standards, in addition to providing improved active transportation connectivity and comfort. The following actions are recommended as part of build out of the Subarea. Location-specific actions are mapped in Figure 6-6:

- TA-1
- Implement signal coordination along Center Drive between McNeil Street and Wilmington Drive, including appropriate adjustments to cycle length at these two intersections.
- TA-2
- Add additional left-turn capacity at Center Drive and Wilmington Drive as well as Center Drive and McNeil Street by extending the left-turn storage lanes between these intersections to align with each other, with the focus on providing more left-turn storage to the northbound left-turn lane at Center Drive and McNeil Street.
- TA-3
- Construct an eastbound right-turn storage lane at Center Drive and Bobs Hollow Lane.
- TA-4
- To accommodate traffic entering and exiting the Subarea, add the following capacity and operational improvements at Center Drive and Palisade Boulevard:

• Northbound dual left-turn lane with protected phasing. This would include offsetting the southbound approach as needed to align with the adjusted northbound approach.

• Dedicated eastbound dual left-turn lanes, single right-turn lane and single through-right lane. As part of this, define a right-turn overlap phase, overlapping with northbound left-turn phase. Offset the westbound approach as needed to align with the adjusted eastbound approach.

• Dedicated right- and left-turn storage lanes on the southbound approach.

• TA-5 – Construct a dual left-turn for the northbound left-turn movement of the DuPont-Steilacoom Road and Center Drive intersection.
- TA-6
- Change the intersection control of McNeil Street and Bobs Hollow Lane from side-street stop-control to a single lane roundabout.
- TA-7
- To accommodate traffic entering and exiting the Subarea, add the following capacity and operational improvements at McNeil Street and Hoffman Hill Boulevard:

• Shift the intersection control from a side-street stop-control to an all-way stop-control.

• Construct the following turn storage lanes, by approach and movement:

• Northbound right-turn

• Southbound left-turn

• Westbound left-turn and right-turn
- TA-8
- To accommodate traffic circulating within the Subarea, the roadway cross-sections should be right-sized to provide adequate capacity for vehicles. These cross-sections will be determined based on anticipated traffic volumes within the Subarea and will be consistent with design standards adopted for the Subarea.

- TA-9
- To accommodate traffic circulating within the Subarea, the following intersection capacity and operational infrastructure should be implemented at the intersections internal to the Subarea:

• Road A and Road D Intersection:

• Signalize this intersection, coordinating and offsetting signal timing and location of intersection to best coordinate with the Center Drive and Palisade Boulevard intersection.

• Construct separated southbound left-turn and right-turn lanes.

• Construct three through lanes in each direction for the eastbound and westbound approaches.

• Road A and Road C Intersection:

• Construct a multi-lane roundabout with two circulating lanes from the westbound to eastbound approach, and one circulating lane from the eastbound to the westbound.

• Road A and Road B Intersection:

• Construct a single-lane roundabout.

TA-10

Realign the Civic Drive access to the Subarea so that it directly intersects with Road C, rather than Road A. As part of this new alignment, the following improvements would need to be made at Civic Drive and Center Drive:

• Northbound Left-Turn:

• Convert northbound left-turn to protected phasing.

• Optimize signal timing to provide priority to left-turn movement.

• Increase storage length of northbound left-turn to align with the southbound left-turn storage lane at Palisade Boulevard and Center Drive.

• Eastbound Direction:

• Add one additional receiving lane on the south leg of the intersection to receive eastbound right-turning traffic. This coincides with southbound right-turn improvements proposed at Palisade Boulevard and Center Drive, and the additional receiving lane should be extended to connect with those improvements.

• Convert the eastbound right-turn to yield control, including channelization of the right-turn lane.

• Increase the striped eastbound left-turn storage within the existing two-way left-turn lane.

TA-11

Evaluate safe and effective connections between the pedestrian and bicycle facilities along the internal Subarea network and the existing trail, bicycle, and pedestrian networks.

TA-12

Coordinate with Pierce, Sound, and Intercity Transit agencies to improve limited-service fixed route connections, on-demand transit, and other options to improve connectivity between the Subarea and DuPont Station.

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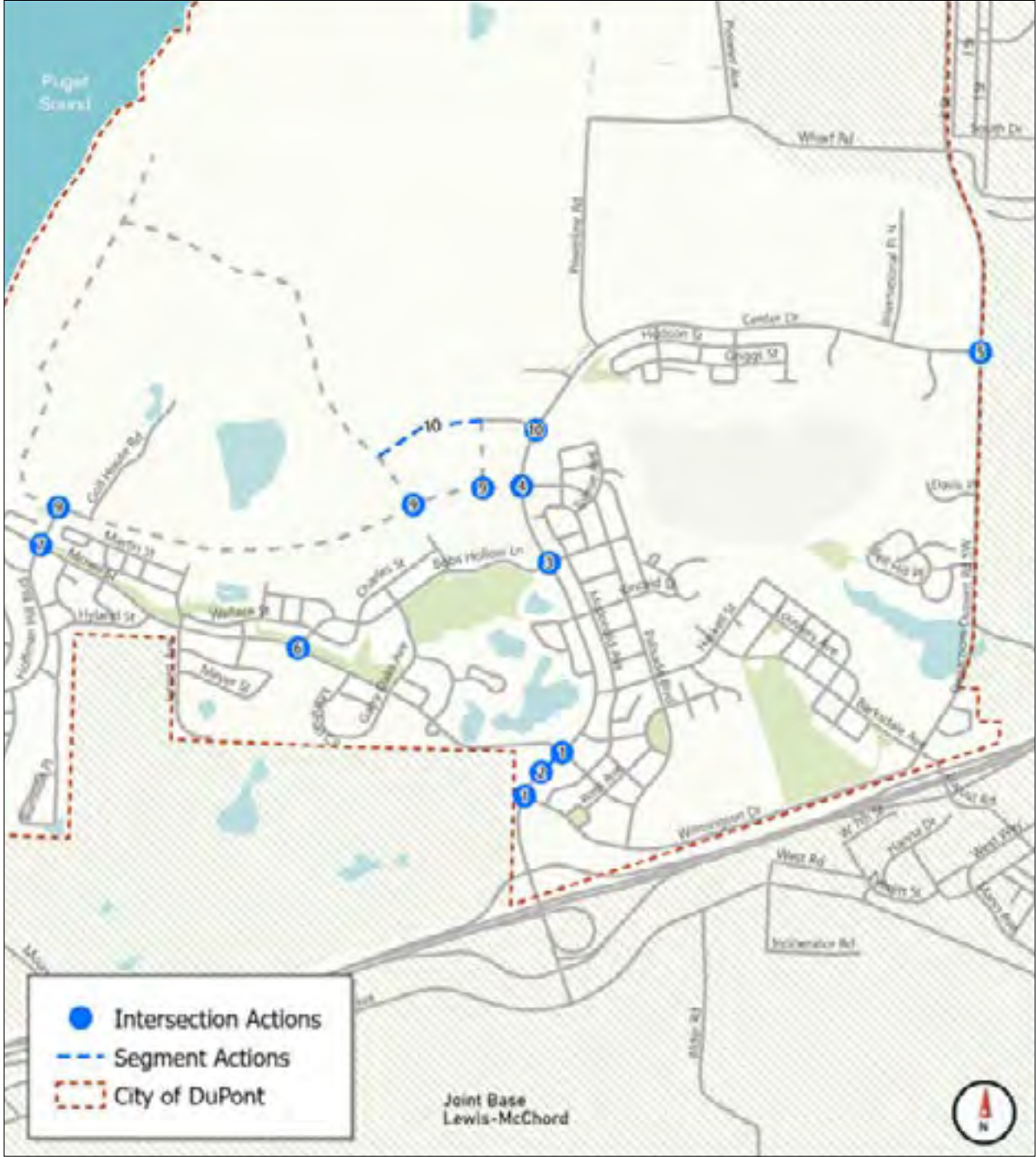
OLD FORT LAKE SUBAREA PLAN

AGENDA ITEM #7.7.1.

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OLD FORT LAKE SUBAREA PLAN

Figure 6-6. Location-Specific Transportation Actions



TRANSPORTATION GOALS AND POLICIES

The following goals and policies should guide future development and decision-making pertaining to transportation within the Subarea:

- Goal T-1

Provide a robust multi-modal transportation network that serves a variety of users.
- T 1.1

Enhance safety of roadways through aesthetically-pleasing traffic calming measures such as meandering roadways, roundabouts, medians, and bulb-outs. Consult with the City Fire and Police Departments for context-sensitive traffic calming measures that provide acceptable emergency vehicle response times.
- T 1.2

Coordinate with transit agencies to improve service to the Subarea, including:
 - Coordinate with Pierce Transit to provide a limited-service fixed route bus service along Center Drive that connects DuPont Station to the rest of the City.
 - Coordinate with Sound Transit to increase frequency of current routes.
 - Coordinate with Pierce Transit, Sound Transit, and/or Intercity Transit to provide additional routes connecting to the surrounding communities, such as JBLM , Lakewood, and Lacey.
 - Implement active mode improvements on Wilmington Drive, Palisade Boulevard, and Center Drive that facilitate safe and convenient access to DuPont Station.
- T 1.3

Plan for safe and convenient access to future transit and rideshare services for all modes of travel.
- T 1.4

Integrate future transit stops, rideshare services, and accessible package delivery/pickup into site design.
- T 1.5

Plan for trails and multi-use paths to serve both a recreational and transportation function; provide adequate separation between non-motorized facilities and major thoroughfares.
- T 1.6

Connect and enhance adjacent paths and trails with new facilities within the Subarea.
- T 1.7

Provide electric vehicle infrastructure that is integrated into parking facilities and dispersed throughout the Subarea.



- Goal T-2

Provide appropriate street design that complements desired future land uses, reflects community values and minimizes City maintenance costs.
- T 2.1

Design and adopt street cross sections for primary roadways within the Subarea. Ensure key streetscape elements include landscaping design and species, street light design, signage, sidewalk design, bicycle lanes, and other hardscape elements.
- T 2.2

Ensure future transportation is consistent with the Comprehensive Plan, the Capital Improvement Plan, and Public Works standards, and update these documents as necessary to reflect Subarea goals and policies.
- T 2.3

Plan a transportation network that reflects the future land use goals.
- T 2.4

Construct streets with tree types and vegetation that are approved for use in the City’s Tree Care Manual.
- T 2.5

Provide on-street parking in key activity areas where it does not conflict with adequate travel lanes and emergency vehicle access.
- T 2.6

Provide roundabouts at intersections and key gateway locations with adequate turning movements for large trucks and vehicles. Allow for rolled curb in the roundabouts.
- Goal T-3

Plan a well-connected and efficient road network.
- T 3.1

Plan and design a street pattern that integrates and connects gateways and different development blocks and provides multiple travel route options within the Subarea; focus Subarea traffic to the internal primary roadways.
- T 3.2

Conduct an updated trip generation estimate that assumes the desired future land use of the Subarea.
- T 3.3

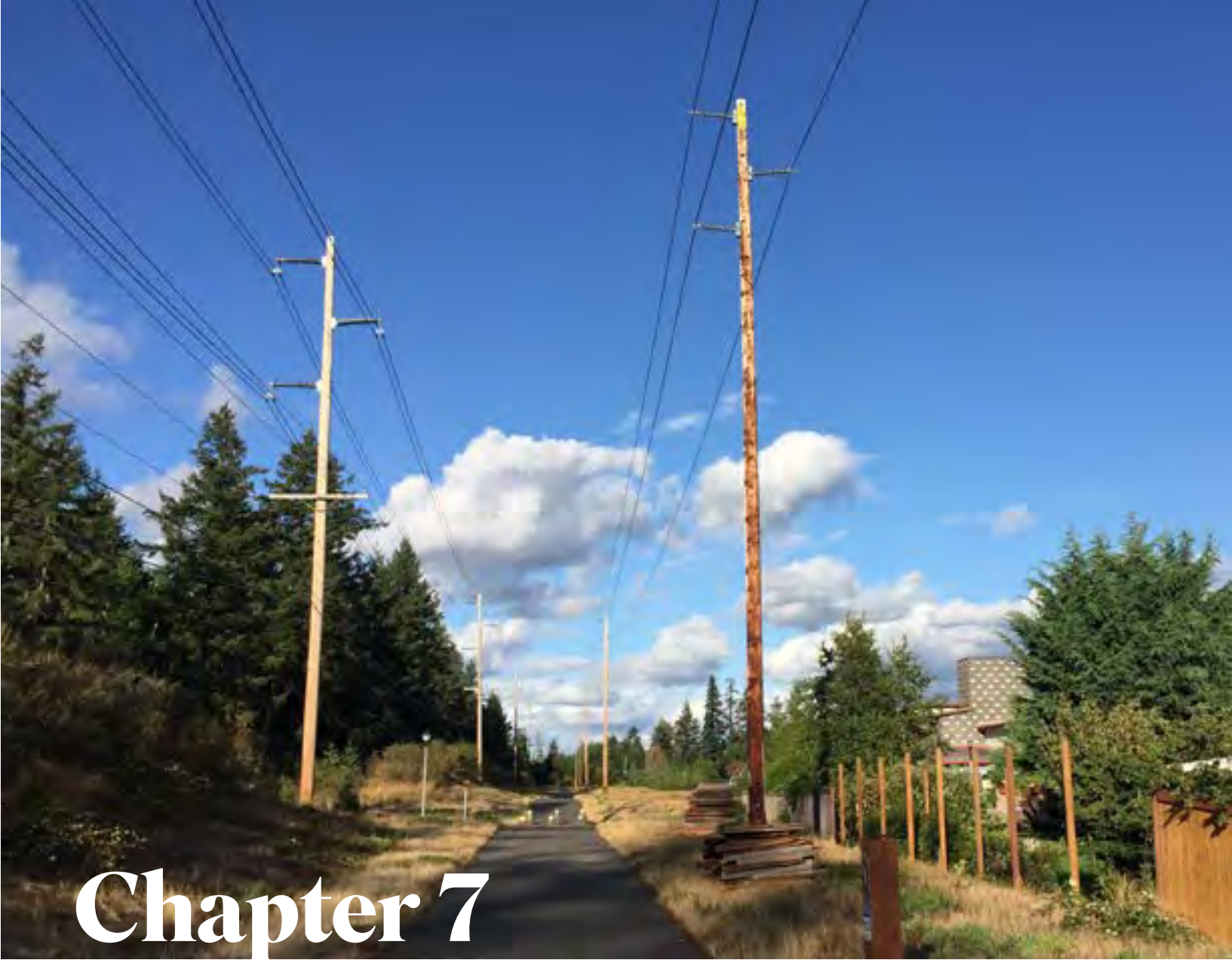
Provide linkages to existing infrastructure and major roads.
- T 3.4

Plan internal street network that provides adequate service while minimizing future maintenance burdens.
- T 3.5

Route freight traffic to Center Drive so not to direct truck traffic through residential neighborhoods that surround the Subarea.
- T 3.6

Maintain and enforce the City’s concurrency standards for all new development within the Subarea; require developers to provide transportation improvements where expected levels of service falls below the adopted standards.
- T 3.7

Create a maximum block size standards for the mixed-use and residential zones to ensure strong connectivity.



Chapter 7

Capital Facilities and Utilities

Minimal utility infrastructure exists within the Subarea, aside from water and sewer lines installed to serve the golf course. Future development will require additional utility infrastructure that is sized, developed, and managed to serve the future users. Developers will be required to demonstrate that utility capacity is available to serve proposed projects during the land use review/permitting process. Developers will also be responsible to extend utility mains and build the supporting infrastructure to serve future projects. Roads and multi-modal facilities are discussed in the Transportation Chapter of this plan.

CURRENT UTILITY CHARACTERISTICS

Water

The Subarea is serviced by DuPont Water from the Hoffman Hill wells and reservoir located approximately a half mile to the south. The distribution main runs along Hoffman Hill Boulevard and follows Golf House Road where currently it serves only the golf course. The Subarea could be serviced with additional water mains by connecting to the adjacent water infrastructure located at the roadway connections along the southern and eastern boundaries. An engineering analysis has concluded that, with minor operational adjustments, the City water system retains the capacity to support full development of the Subarea.

Figure 7-1. Water System Facilities Map



Sewer

The City does not own or maintain any sanitary sewer system components. Sanitary sewer service is provided by Pierce County Sewer Public Works and Utilities. The City has interlocal agreements for the provision of sewer service with the utility. The Subarea has one private sewer main that extends from Hoffman Hill Boulevard along Golf House Road to the golf course; there are no other sewer connections in the Subarea. The Subarea could be serviced by additional sewer mains by connecting to the nearby mains that are located at roadway connections along the southern and eastern boundaries.

Figure 7-2. Sewer System Facilities Map



Stormwater Management

The Subarea does not have a stormwater master plan. The Subarea contains private stormwater facilities that serve the golf course. This includes stormwater lines along the Loop Road, Golf House Road, and at The Home Course golf course. Additionally, there is a regional stormwater pond adjacent to the southern boundary of the Subarea that discharges to Old Fort Lake within the Subarea. Developers will be responsible for managing stormwater in accordance with City requirements. Previous investigations have indicated that the soils in the area are well-draining. Therefore, developers will be required to review the potential use of stormwater infiltration.

Figure 7-3. Stormwater System Facilities Map



FUTURE CAPITAL FACILITIES AND UTILITIES PLAN

The City of DuPont Comprehensive Plan includes a Capital Facilities and Utilities Element. This element established adopted levels of service for infrastructure and services including, but not limited to roadways, parks, fire protection, law enforcement, and utilities. The City’s levels of service do not change with this Subarea plan. Future development shall be consistent with the Comprehensive Plan. Individual projects will be reviewed for consistency with these levels of services at the time of permitting.

Future development within the Subarea must demonstrate that adequate facilities/utilities are in place at the time of permitting and construction. Furthermore, future development will be required to plan and construct the supporting infrastructure to serve the future uses/buildings. This will include new water, sewer, electrical, and stormwater facilities. The supporting infrastructure will be planned/sized based on the specific uses and building sizes; specific infrastructure planning will occur as part of the land use/permit review processes.

The following goals and policies should guide future development and decision-making and were created to assist in the implementation of the Master Plan. These goals and policies assist the City, utility/service providers, and development entities plan for future development in the Subarea.

CAPITAL FACILITIES GOALS AND POLICIES

- CF-Goal 1

Plan for the provision and development of roads, water system, wastewater and storm drainage systems, parks, civic facilities and police and fire protection that are adequate to meet the needs of the Subarea at full development.
- CF-1.1

Require that individual development projects are constructed consistent with the Subarea Plan in terms of infrastructure, open space, and land usage.
- CF-1.2

Require developers to plan their utility infrastructure to allow for future blocks to develop within the Subarea.
- CF-1.3

Require developers to construction roadway access to their properties within the Subarea; ensure that all development proposals are designed in a way to accommodate the future roadway and trail networks as illustrated on the Old Fort Lake Master Plan.
- CF-1.4

Remain “grant ready,” by maintaining partnerships with service providers to enhance “in kind” and regional participation, keeping capital facilities plans current, and ensuring that local plans are consistent.
- CF-1.5

Obtain rights-of-way and easements to ensure that future access and utilities can be provided to all development properties within the Subarea.

- CF-Goal 2

Ensure that public facilities necessary to support new development are available and adequate concurrent with the development.
- CF-2.1

Apply the levels of service standards as adopted in the Comprehensive Plan for all development within the Old Fort Lake Subarea.
- CF-2.2

Require developers to construct and/or fund capital facilities that are needed to meet City concurrency standards.
- CF-2.3

Explore additional funding sources and strategies to ensure long-term infrastructure maintenance within the Subarea.
- CF-2.4

Work with the school district to coordinate the development of a new school to coincide with anticipated residential development.
- CF-Goal 3

Celebrate the Subarea’s cultural sites through enhancement and education.
- CF-3.1

Create funding plans for the preservation and enhancement of the Wilkes Observatory, the 1833 site, Old Fort Lake, and other cultural and historic features.
- CF-3.2

Create development plans for cultural sites that include public access, informational signage, viewing areas, and visitor structures.

UTILITIES GOALS AND POLICIES

- U-Goal 1

Ensure utilities are available for development.
- U-1.1

Coordinate with utility providers at early stages in project planning and the development review process.
- U-1.2

Design and install utilities with sufficient capacity to meet anticipated land use intensity.
- U-1.3

Plan for an accessible utility infrastructure system that provides for practical connections; to the greatest extent practical, require that water, wastewater and storm drainage lines are developed within public rights-of-way.
- U-1.4

Review the utilities capacity on an annual basis to ensure there is long-term capacity to support future uses within the Subarea; identify any potential service deficiencies and work with service provides to adequately plan for future demand.
- U-1.5

Seek funding sources for infrastructure to support development within the Subarea.
- U-Goal 2

Provide adequate sanitary sewer system concurrent with development
- U-2.1

Coordinate with Pierce County to provide sanitary sewerage service to the residents and businesses of the Subarea.
- U-2.2

Require all new development (excluding remote open space buildings) to connect to a public sanitary sewer system.
- U-2.3

Design new sanitary sewer systems to service the future demand that is anticipated from the Old Fort Lake Future Land Use Plan.

- U-Goal 3

Provide potable water to the Subarea
- U-3.1

Provide an efficient and adequate water supply to the residents and businesses of the Subarea.
- U-3.2

Require all new development (excluding remote open space buildings) to connect to a public water system.
- U-3.3

Design new potable water systems to service the future demand that is anticipated from the Old Fort Lake Future Land Use Plan.
- U-3.4

Explore opportunities to reduce potable water use including low-flow appliances/fixtures/toilets, water reuse and rainwater harvesting, and drought tolerant landscaping.
- U-Goal 4

Minimize erosion by enforcing stormwater management from start of development through completion of development
- U-4.1

Require that future development comply with the City’s adopted stormwater management program.
- U-4.2

Determine applicable low impact development (LID) best management practices (BMPs) during in the planning stages for new projects as required by the City’s stormwater management program.
- U-4.3

Design landscaping and planting areas as key components of a site’s water quality stormwater strategy; create landscaping plans that reduce and/or eliminate the need for fertilizers and chemicals.
- U-4.4

Encourage development to conduct rainwater harvesting for irrigation and reuse purposes.
- U-4.5

Conduct timely updates to the City’s stormwater management program to compile with periodic amendments to the Department of Ecology Stormwater Management Manual for Western Washington.





DMC Chapter 25.58

Old Fort Lake Districts



Draft, Nov. 4, 2024

25.58 Old Fort Lake Zoning

Sections:

- 25.58.010 Purpose and applicability.
- 25.58.020 How the provisions of this chapter are applied.
- 25.58.030 Zoning Districts
- 25.58.040 District Map
- 25.58.050 Land Use Table
- 25.58.060 Dimensional Regulations

25.58.010 Purpose and applicability.

The Old Fort Lake Subarea Zoning (DMC 25.58) and Design Standards (DMC 25.71) are the official land use regulations guiding development within the Old Fort Lake subarea. These regulations are adopted under Chapter 35A.63 RCW and mandated in RCW 36.70A.040 and is consistent with the state's Growth Management Act, the Old Fort Lake Subarea Plan, and the DuPont Comprehensive Plan to serve the public health, safety, and welfare; to provide for orderly planned use of land resources; and to further the policies of the Subarea Plan. This code helps implement the subarea plan, which may be used to help interpret this code but does not itself regulate land uses. All land uses and development activities within the subarea must comply with the applicable requirements of this code, including requirements of the applicable land use district, with one exception. Approximately 46 acres of land within the subarea is owned by the Nisqually Tribe and has not been allocated a future land use or zoning designation. When development of the Tribe's property is planned, the Old Fort Lake Subarea Plan will need to be amended and a zoning designation determined through a public process.

25.58.020 How the provisions of this chapter are applied.

This chapter provides permitted and conditional uses and bulk regulations per zoning district in the Old Fort Lake Subarea. Uses in the Old Fort Lake Subarea are also subject to the Design Standards in DMC 25.71.

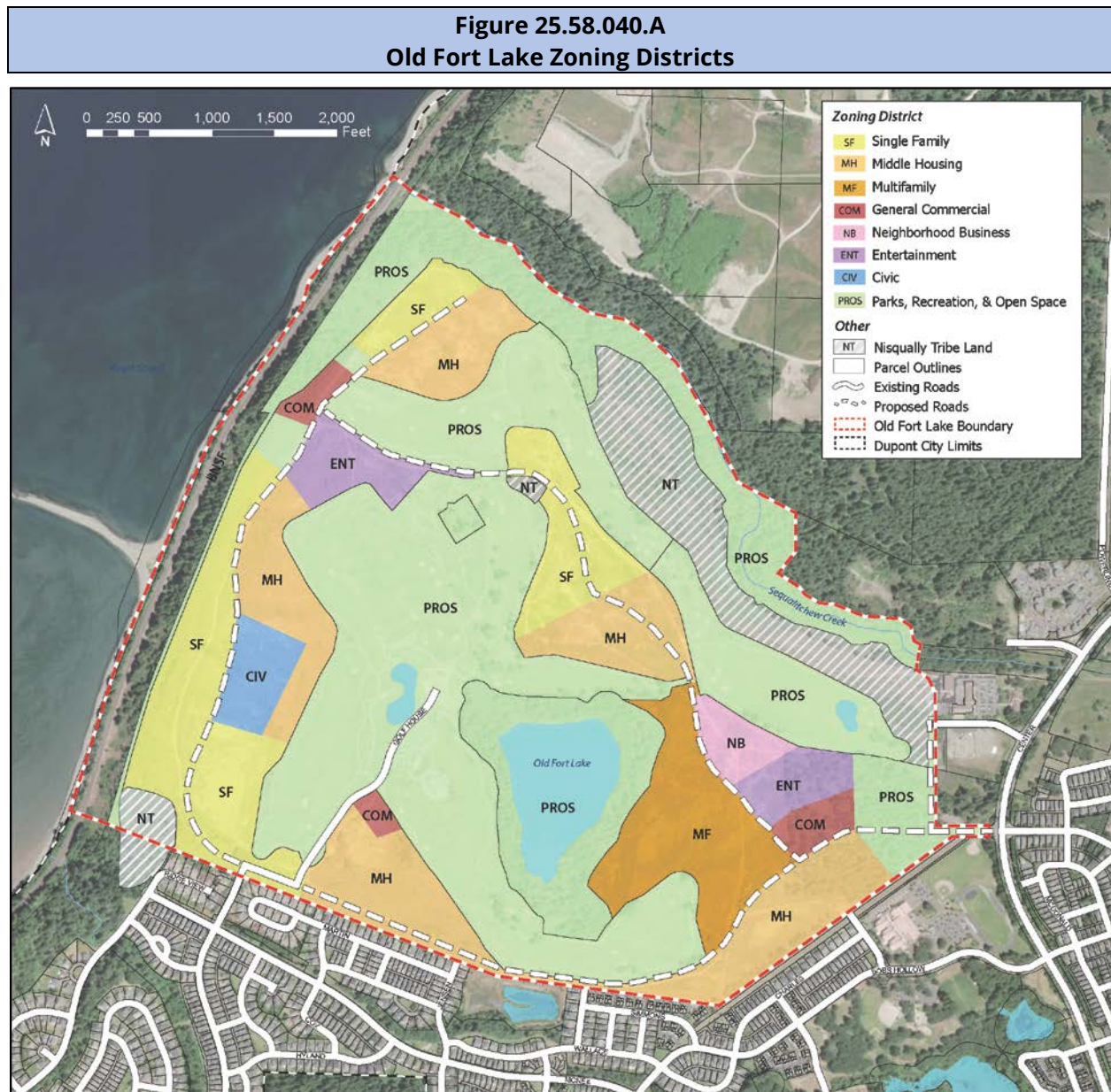
25.58.030 Zoning Districts

These zoning regulations implement the vision, goals, and policies of the Old Fort Lake Subarea Plan. The Old Fort Lake Subarea is intended to provide a range of residential, commercial, entertainment and recreational opportunities that are sustainable, embodies DuPont's high

quality of life, existing character, and its rich history. The subarea includes the following zoning designations. See the Zoning Use Map in DMC 25.58.040A and UseTable in DMC 25.58.050(A) for the locations and full list of allowed uses per district.

- (1) Single-Family (SF): This zoning designation intends to provide for detached single family and duplex uses at a base density of two units per lot. Attached units can be on their own fee-simple lot, or all on one lot.
- (2) Middle Housing (MH): This zoning designation intends to provide for attached housing types from two to six units that meet the definition of Middle Housing in DMC 25.10 Definitions. Attached units can be on their own fee-simple lot, or all on one lot.
- (3) Multifamily (MF): This zoning designation intends to provide for higher density housing in buildings greater than 6 units. The buildings may be no taller than 50 feet, not including underground parking structures. No more than 200 units are permitted per building.
- (4) Neighborhood Business (NB): This zoning designation is intended to provide for smaller scale commercial type uses that serve the subarea and city residents, such as retail and restaurants, personal service uses, light manufacturing buildings no greater than 50,000 SF, professional and medical offices and banks and credit unions.
- (5) Commercial (COMM): This zoning designation is intended to provide for higher intensity commercial uses such as retail spaces, restaurants, commercial recreation that may draw from a larger region.
- (6) Entertainment (ENT): This zoning designation is intended to provide for entertainment and recreation type uses such as hotels, commercial recreation, retail, restaurants, and community and cultural centers. These uses may draw visitors from the region and be supportive of the adjacent golf course use.
- (7) Civic (CIV): This zoning designation is intended to provide for public and quasi-public uses such as schools, public parks, convention centers, community and cultural centers, churches, and public utilities.
- (8) Parks, Recreation and Open Space (PROS): This zoning designation is intended to provide for recreational uses and open space that implement the goals and policies of the subarea plan.

25.58.040 District map.



25.58.050 Use Table in Old Fort Lake Subarea zones.

- (1) **Use Regulations** - Use regulations within the Old Fort Lake Subarea are identified in Table 25.58.050(A)
 - (a) Permitted Use: A "P" indicates that the specific use is a permitted use.
 - (b) Accessory Use: An "A" indicates that the specific use is permitted as an accessory use to other uses within the district. Where an "A," a slash (/), and a letter are displayed in the table (e.g., A/P), the use may be permitted as an accessory use or established as a standalone use subject to the corresponding review procedure (indicated by the "P" or "C").

- (c) Conditional Use: A "C" = indicates that the specific use is a conditional use.
- (d) Prohibited Use: A blank space indicates use is prohibited in the subdistrict.

DMC Table 25.58.050(A) Old Fort Lake Subarea Use Table¹								
Use Type	Zoning Districts							
	SF	MH	MF	NB	ENT	COM	CIV	PROS
Residential Use Types								
Detached Single-Family	P							
Duplex	P	P						
Accessory Dwelling Unit(s)	P							
Middle Housing		P						
Multifamily (Apartments) (no more than 200 units per building)			P					
Assisted Living facility			C					
Adult retirement community	C	C	P					
Adult Family Homes	P	P	P					
Home occupations	A	A	A					
Family day care	P	P	P					
Civic/Public Use Types								
Schools	C	C	C				P	
Churches	C	C	C				P	
Public Parks, Open Space and Recreation ²							P	P
Public Uses other than Parks and schools							P	C
Convention Center					A		P	
Community and Cultural Services (less than 30,000 SF)				P	P		P	C
Electric Vehicle Charging Stations	P	P	P	P	P	P	P	P
Public Utilities	P	P	P	P	P	P	P	P
Quasi-Public Uses				P			P	
Wireless Communication Facilities	C	C	C	C	C	C	C	

¹ Further Land Use Restrictions. Some uses may be restricted based on a State of Washington Department of Ecology Consent Decree and/or private restrictive covenant. These uses may only be allowed when not prohibited/restricted by a consent decree and/or restrictive covenant. The applicant shall demonstrate compliance as part of the land use and/or building permit review.

² Parks, recreation, and open space associated/required for residential development per the DMC, are permitted in the associated zoning districts for those types of uses.

DMC Table 25.58.050(A) Old Fort Lake Subarea Use Table ¹								
Use Type	Zoning Districts							
	SF	MH	MF	NB	ENT	COM	CIV	PROS
Small Cell Facility	C	C	C	C	C	C	C	
Wireless Communication Facilities, attached	A	A	A	A	A	A	A	A
Accessory Wireless Communications Antennas	A	A	A	A	A	A	A	A
Office/Neighborhood Business Use Types								
Light Manufacturing (up to 50,000 SF)				P		C		
Research and Development				P		C		
Nursing Homes with up to 180 beds			C	P				
Office				P		C		
Clinics				P		C		
Personal Services				P		P		
Automotive Repair				P		C		
Banks and Credit Unions				P		P		
Commercial Use Types								
Commercial Indoor and Outdoor Recreation			C	P	P	P		C
Automobile service station				C				
Retail Establishment (individual tenant spaces up to 20,000 SF)				P	P	P	P	
Retail Establishment (individual tenant spaces over 20,000 SF)				C	C	P		
Restaurants				P	P	P	P	
Restaurants with drive thru window (see prohibited uses)				C	C	C		
Food/Beverage Truck				P	P	P	P	P
Taverns				P	P	P		
Brewery				P	P	P		
Hotel (up to 150 rooms)					P			
Hotel (over 150 rooms)					C	C		
Child Day Care Centers				A/P	A/P	A/P	A/P	

- (e) Prohibited uses in the Old Fort Lake Subarea:
- (i) Drive-through facilities without seating for at least 15 percent of the restaurant's total floor area
 - (ii) Fish processing and other animal rendering operations.
 - (iii) Vehicle sales.
 - (iv) Wrecking yards, bulk fuel distributors, heavy equipment repair, mini-storage and like uses are prohibited.
 - (v) Adult motel, adult motion picture theater, or adult cabaret.
 - (vi) Warehouse/distribution.

25.58.060 Dimensional regulations

- (1) The dimensional standards are established pursuant to Table 25.58.060.A.

DMC Table 25.58.060.A				
Dimensional regulations per zoning district				
Zoning District	Maximum Building Height*	Front Yard Setback	Side Yard Setback	Rear Yard Setback
Single-Family (SF)	35 feet	See DMC 25.71.570(5)		
Middle Housing (MH)	35 feet	See DMC 25.71. 570(5)		
Multifamily (MF)	50 feet	Depending on block frontage type, see DMC 25.71.310	See DMC Table 25.71.320.A	See DMC Table 25.71.320.A
Neighborhood Business (NB)	45 feet	Depending on block frontage type, see DMC 25.71.310	See DMC Table 25.71.320.A	See DMC Table 25.71.320.A
Commercial (COMM)	45 feet	Depending on block frontage type, see DMC 25.71.310	See DMC Table 25.71.320.A	See DMC Table 25.71.320.A
Entertainment (ENT)	45 feet; Hotels 50 feet	Depending on block frontage type, see DMC 25.71.310	See DMC Table 25.71.320.A	See DMC Table 25.71.320.A
Civic (CIV)	45 feet	Depending on block frontage type, see DMC 25.71.310	See DMC Table 25.71.320.A	See DMC Table 25.71.320.A
Parks, Recreation and Open Space	35 feet	Depending on block frontage type, see DMC 25.71.310	See DMC Table 25.71.320.A	See DMC Table 25.71.320.A

*Height of a building does not include underground structured parking. Height is measured as defined in DMC 25.10.080.035. In the Old Fort Lake Subarea, the height of a building is inclusive of rooftop mechanical equipment.



DMC 25.71 OLD FORT LAKE DESIGN STANDARDS



Draft, Nov. 4, 2024

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Chapter 25.71

Old Fort Lake Design Standards

25.71.010	Purpose and applicability.
25.71.020	Applicability.
25.71.030	How the design standards are applied
25.71.040	Departures

25.71.010 Purpose.

The Old Fort Lake Subarea Zoning (DMC 25.58) and Design Standards (DMC 25.71) are the official land use regulations guiding development within the Old Fort Lake subarea. These codes are adopted under Chapter 35A.63 RCW and mandated in RCW 36.70A.040 and is consistent with the state's Growth Management Act, the Old Fort Lake Subarea Plan, and the DuPont Comprehensive Plan to serve the public health, safety, and welfare; to provide for orderly planned use of land resources; and to further the policies of the Subarea Plan. This code helps implement the subarea plan, which may be used to help interpret this code but does not itself regulate land uses. All land uses and development activities within the subarea must comply with the applicable requirements of this code.

25.71.020 Applicability.

This chapter provides the design standards applicable within the Old Fort Lake Subarea. The Standards within Section 25.71.200 are applicable throughout the subarea. The Standards within 25.71.300 –400 are applicable to nonresidential and commercial uses within the subarea. The Standards within 25.71.500 are applicable to Single-Family and Middle Housing uses within the subarea. Uses in the Old Fort Lake Subarea are also subject to the zoning, uses and bulk regulations provided in DMC 25.58. Where the design standards conflict with provisions in any other section of the Dupont Municipal Code (DMC), the design standards prevail unless otherwise noted. One exception: Where these design standards conflict with applicable Wildland-Urban Interface standards, the Wildland-Urban Interface standards apply.

25.71.030 How the design standards are applied.

The provisions of DMC sections 25.71 are additional to the underlying zoning regulations in DMC 25.58.

- (1) Guidelines use words such as "should" or "is/are recommended," or "encouraged," signifying voluntary measures.
- (2) Standards use words such as "shall" and "is/are required," signifying mandatory actions. Some standards are easily quantifiable, while others provide a level of discretion to the applicant in how they are complied with. In the latter case, the

applicant shall demonstrate to the director, in writing, how the choices made for the development meets the intent of the standard.

25.71.040 Departures.

- (1) Purpose. A number of specific departure opportunities to the design standards contained in DMC sections 25.71.200-400 are provided. Departure opportunities are signaled by the capitalized word DEPARTURE or the ➡ symbol. The purpose is to provide applicants with the option of proposing alternative design treatments, when they can demonstrate to the satisfaction of the director that it is equal to or better than the standard, provided such departures meet the “intent” of the particular standard, and any additional relevant departure criteria.
- (2) Requests for departures are voluntary. This provision allows the flexibility for applicants to propose alternative designs on a voluntary basis.
- (3) Applicability. Departures are available only where noted for specific standards.
- (4) Procedures. Permit applications that include departure requests are reviewed administratively and the approval decision is made by the director.
- (5) Submittal Requirements. The applicant shall submit a description of the requested departure together with the arguments as to how the departure meets the intent or is equivalent or superior to the standard, and meets the approval criteria.
- (6) Approval criteria. Project applicants shall successfully demonstrate to the director how the proposed departure meets the intent of the standard, and other applicable departure criteria that applies to the specific standard.
- (7) Documentation. The director shall document the reasons for approving all departures within the project application records for the purpose of providing consistency in decision-making by the city.

DMC 25.71.200 Community Design Regulations

Sections:

- 25.71.210 Intent.
- 25.71.220 Streets, through-block connections, parks, and trails.
- 25.71.230 Streetscape classifications and regulations.
- 25.71.240 Maximum block size.
- 25.71.250 Through-block connections.
- 25.71.260 Parks.
- 25.71.270 Trails.
- 25.71.280 Onsite Parking

25.71.210 Intent.

The intent of the DMC 25.71.200-280 Community Design Regulations is to:

- (1) Provide a robust multi-modal transportation network that serves a variety of users, complements desired future land uses, and minimizes City maintenance costs.
- (2) Evolve Old Fort Lake into a centerpiece of the Old Fort Lake subarea and a premier recreational opportunity for DuPont residents that capitalizes on view opportunities of the bluff and golf course, connects cultural resource areas, is highly accessible to everyone and is connected to the DuPont community.
- (3) Implement the Old Fort Lake Subarea Goals and Policies.

25.71.220 Streets, through-block connections, parks, and trails.

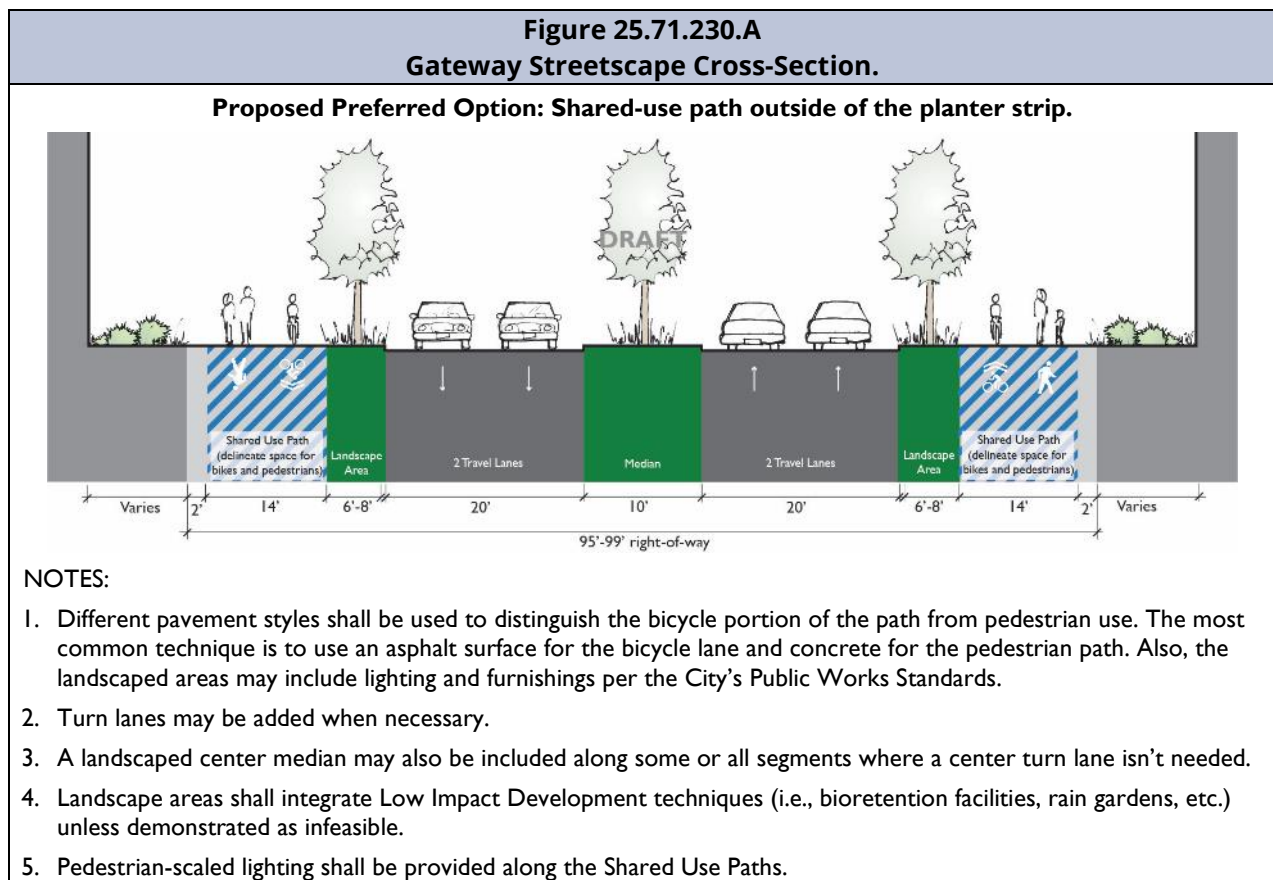
- (1) Required streets, trails, through-block connections, and parks shall be built by developers as development occurs in accordance with DMC 25.71.200-280. Where there is a conflict between the provisions in this chapter and the adopted plans and policies, the strictest standards shall apply.
- (2) Applicability. Streets, trails, parks, and through-block connections are applicable to all development types in the subarea. They are required:
 - (a) To complete streets, parks and trails conceptually identified in Figure 25.71.220. Specific alignments for new, widened, or extended streets and trails will be determined during the development review process for applicable sites.
 - (b) When necessary to comply with block length requirements in DMC 25.71.240.
 - (c) When necessary to comply with park provisions in DMC 25.71.260.
 - (d) When necessary to comply with trail provisions in DMC 25.71.270.
- (3) Authority to require dedication. The applicant shall dedicate property for the required street and trail rights-of-way and the Bluff park described in DMC 25.71.260(C).
- (4) Map. Figure 25.71.220.A below identifies the required arterial streets plus the base trail network.



25.71.230 Streetscape classifications and regulations.

Subsections 1-3 below provide the regulations for each streetscape type. All streets within to Old Fort Lake Subarea shall be designed for vehicle travel speeds of not more than 35 MPH.

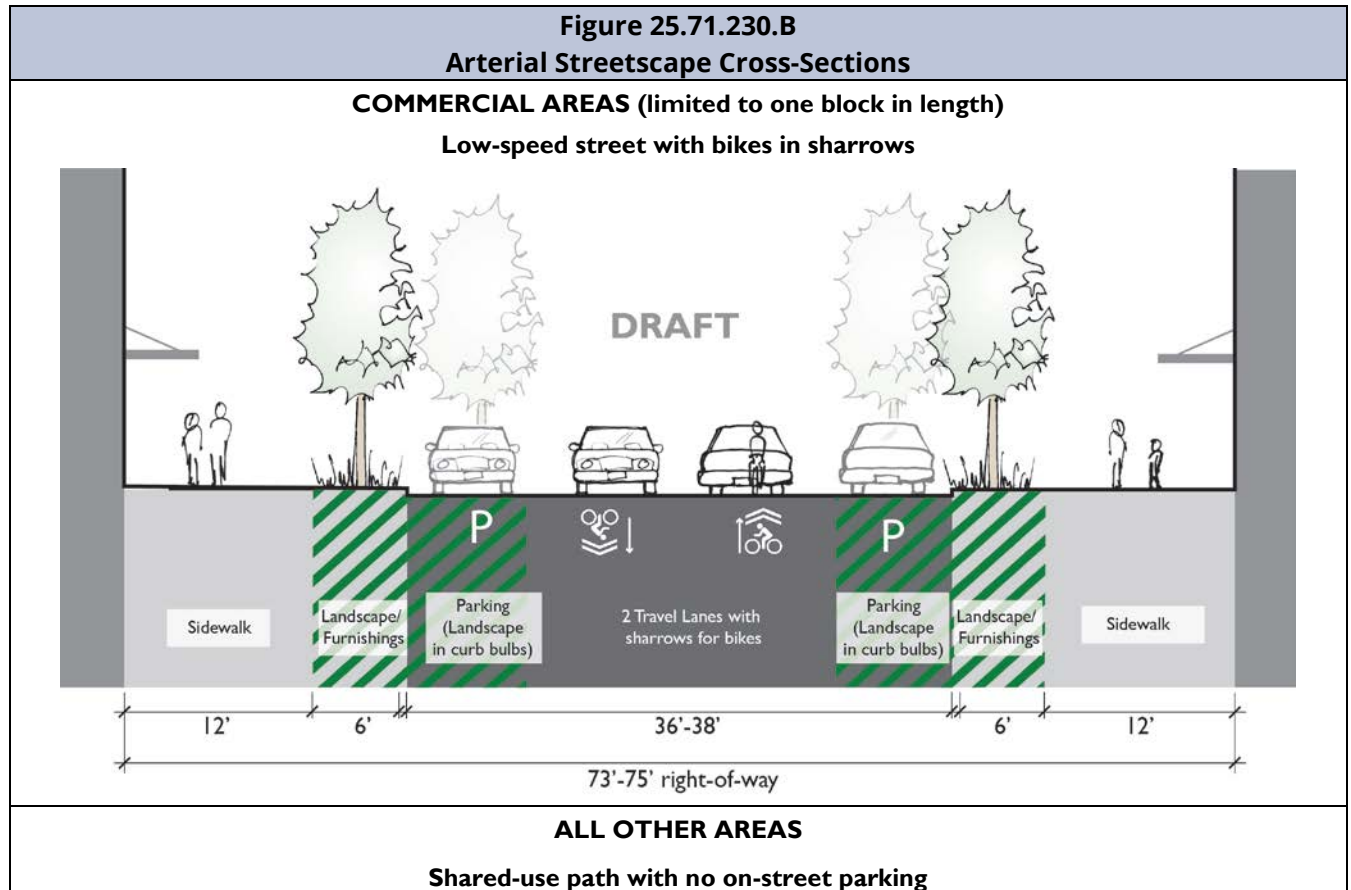
- (1) **Gateway Streetscape.** The “Gateway” is intended to be the primary access into and out of the Old Fort Lake Subarea. Its locational context also means that it must accommodate the highest number of users than any other street in the subarea. Figure 25.71.230.A below illustrates a streetscape cross-section that integrates bicycle and pedestrian travel modes located behind the curb and landscape buffer to reduce traffic stress for active modes.

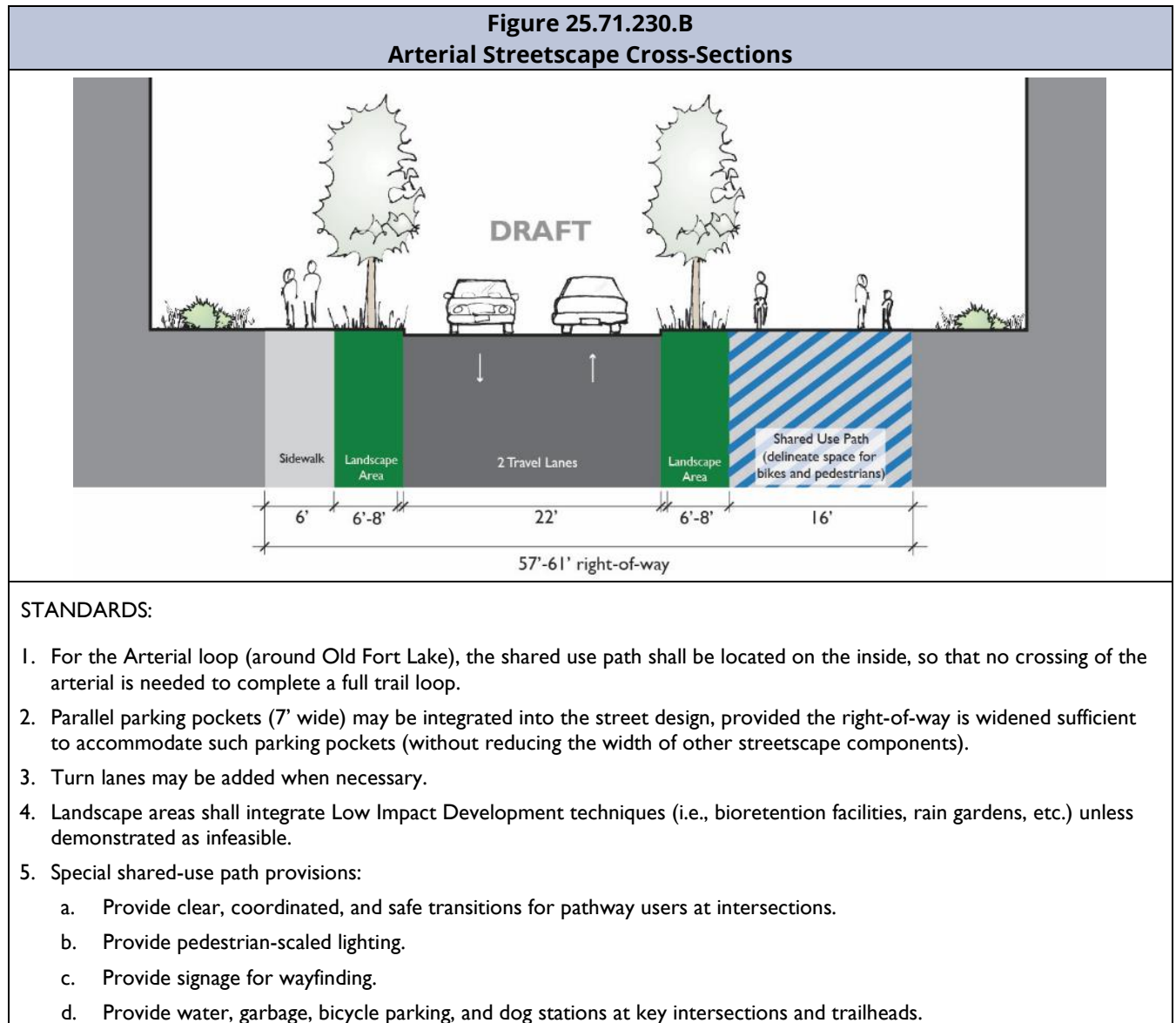


NOTE: Below is a photo example of similar recent shared-use path constructed in Bellevue, WA

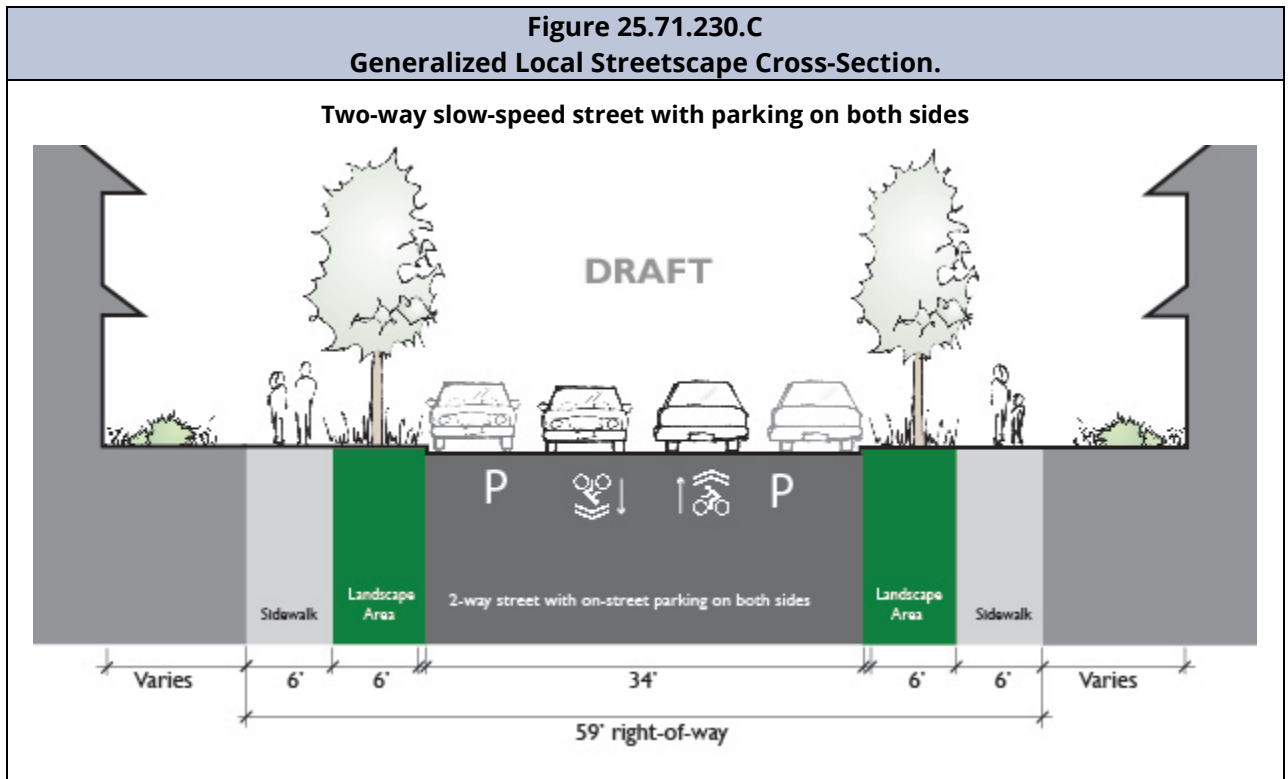


- (2) **Arterial Streetscapes.** This includes the main roadway that forms a loop around the Old Fort Lake Subarea and the golf course. Arterial streetscapes depend on the context of adjacent uses and whether on-street parking is desired. Figure 25.71.230.B below illustrates designs integrating safe bicycle and pedestrian facilities within commercial and residential contexts.





- (3) **Local Streetscapes.** Local streetscapes shall provide parallel on-street parking plus generous planting strips and sidewalks on both sides of the street as depicted in Figure 25.71.230.C.A. Specific requirements:
- (a) 34-foot-wide roadway including parallel parking lanes on both sides of the street.
 - (b) Six-foot planting strips with street trees on both sides of the street. Lighting and furnishings are required per the City's Public Works Standards.
 - (c) Six-foot sidewalks on both sides of the street.
 - (d) 16-foot-wide shared use path with delineated space for bikes and pedestrians.



- (4) **Alleys** are encouraged to be integrated for residential and non-residential development to access parking and services for uses. Alleys shall provide a 20-foot right-of-way with a 16-foot roadway and two-foot shoulders on each side. Where an alley is the only vehicular access to a lot, a 22-foot right-of-way is required with an 18-foot-wide roadway and two-foot shoulders on each side.
- (5) **Roundabouts** will be required at key gateway and arterial intersections.
- (6) **Intersections.** Intersection design shall consider the intersecting street types, meet ADA requirements, and provide clear transitions and safety measures for all transport modes.
- (7) **Design departures.** Adjustments to the streetscape regulations in subsections (1) – (4) above may be approved by the city as a departure, pursuant to DMC 25.71.040, provided the design meets the goals and policies of the Old Fort Lake Subarea Plan.

25.71.240 Maximum block size.

- (1) Intent.
 - (a) To facilitate good pedestrian and vehicular circulation.
- (2) Standards. Blocks shall be designed to provide publicly accessible pedestrian and/or vehicular connections at intervals no greater than indicated in Table 25.71.240.A.
 - (a) Vehicular connections shall be public streets using one of the local streetscape designs set forth in DMC 25.71.230 or as a private street, alley, or Woonerf per DMC 25.71.250(3)(a) - (c)

- (b) Pedestrian connections shall be designed to comply with one of the two types of through-block connections (TBCs) set forth in DMC 25.71.250(3)(d) and (e).

Table 25.71.240.A Maximum block face and perimeter length			
Zone	Maximum block face length		Maximum block (bound by public streets) perimeter length
	Between public streets and TBCs or between TBCs	Between public streets	
COMM and ENT	300	500	2,000
MF	400	600	2,400
SF+D	500	750	3,000
NB, CIV	600	1000	4,000

Example street/through-block connection network in the MU zone

- (3) Departures and exceptions.
- (a) The Director may approve a departure from the dimensional standards set forth in Table 25.71.240.A by up to 25-percent or adjust the type and design of vehicular and/or pedestrian connection provided the design meets the Old Fort Lake Subarea Plan's goals and policies. For example, to compensate for larger block sizes, the quality of on-site pedestrian connections should exceed the minimum requirements.

- (b) The Director may approve an exception from the dimensional standards set forth in Table 25.71.240.A where topography, the golf course, a park, existing construction, or other geographic conditions prevent compliance or impose an unusual hardship on the applicant, provided the proposed design maximizes pedestrian and vehicular connectivity on the site given the constraints.

25.71.250 Through-block connections.

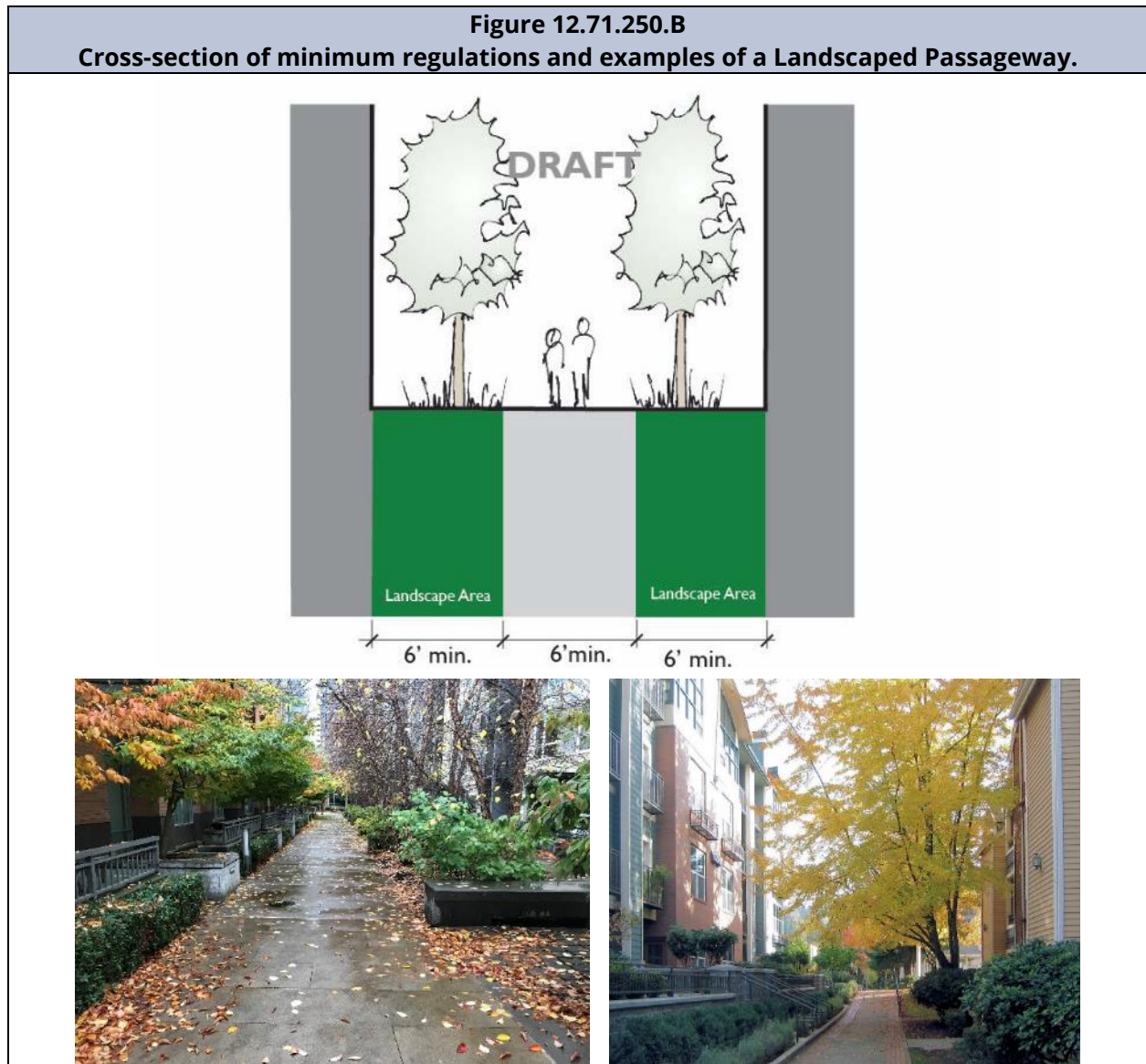
Through-block connections include private streets, shared pedestrian and vehicular access routes, and other non-motorized routes. They are integrated into the design of developments to comply with maximum block size standards per DMC 25.71.240.

- (1) **Intent.** Enhance pedestrian circulation in the area while functioning as a design amenity and breaking up massing of buildings on long blocks. They may be integrated with vehicular access.
- (2) **Standards.** Specific regulations for such through-block connections:
 - (a) Such connections shall be provided within a public access easement.
 - (b) Specific alignments are to be developed during the development review process for applicable sites.
 - (c) Must be accessible to the public at all times and may take a variety of forms, depending on the block size and use mix, as specified in subsection (C), below.
 - (d) Buildings may project or cantilever into minimum required easement areas on building levels above the connection, provided a 13-foot, 6-inch vertical clearance is maintained and all other regulations are met.
- (3) **Through-block connection types.** Unless otherwise noted below and elsewhere in this chapter, required through-block connections may take any of the following forms set forth in the subsections below. A combination of designs set forth above may be used for each connection.
 - (a) Private street.
 - (i) Private streets shall meet the City's Public Works Standards.
 - (b) Alley.
 - (i) Alleys shall meet the design requirements in DMC 25.71.230.4 and the City's Public Works Standards.
 - (c) Woonerf design.
 - (i) The shared-lane approach can work well for lower traffic situations and helps to reduce the total space needed to accommodate access.
 - (ii) 32-foot minimum public access easement.
 - (iii) 20-foot-wide two-way shared travel lane.
 - (iv) Parallel or angled parking pockets may be integrated along the lane.
 - (v) Landscape planters with a mixture of trees, shrubs, and ground cover must be integrated on at least one side of the shared lane.

(vi) Figure 25.71.250.A illustrates examples of the Woonerf design.



- (d) Landscaped passageway design.
 - (i) Applicability: Optional non-vehicular design for residential areas when vehicular access to the site is provided elsewhere on the site.
 - (ii) 24-foot minimum public access easement.
 - (iii) Six- foot walking path minimum in detached single-family subdivisions. For other use contexts, the walking path must be at least eight-foot wide.
 - (iv) Six-foot minimum landscaping strips (with a mixture of trees, shrubs, and ground cover) on each side of the walking path.



- (e) Urban passage design.
 - (i) Applicability: Optional non-vehicular design for nonresidential or multifamily uses when vehicular access to the site is provided elsewhere on the site and active ground level uses (commercial or public uses) are provided along frontages.
 - (ii) Twelve-foot minimum public access easement.
 - (iii) Urban passage design connections are subject to Storefront block frontage regulations in DMC 25.71.310(4), except:
 - A. Land uses: There is no limit to the amount of lobby and common areas associated with multifamily residential uses adjacent to the urban passage.
 - B. Floor to ceiling height: Not applicable.
 - C. Retail space depth: Not applicable.

- D. Façade transparency: 40% minimum.
 - E. Weather protection: Only required over building entrances (at least three feet deep across the full width of the entrance).
- (4) **Design departures.** Adjustments to the through-block connection regulations in subsection (3) above may be approved by the city as a departure, pursuant to DMC 25.71.040, provided the design:
- (a) Creates a safe and welcoming pedestrian-route.
 - (b) Provides an effective transition between the shared lane or path and adjacent uses (e.g., enhances privacy to any adjacent ground-level residential units).
 - (c) Functions as a design amenity to the development.
 - (d) Is compliant with WSDOT and NACTO Complete Streets Design Guidance.

25.71.260 Parks.

This section describes requirements for private development and the proposed Bluff Park. Citywide parks and recreation plans, goals and policies can be found in the City's Parks, Recreation and Open Space Plan.

- (1) Residential Area Parks
 - (a) **Intent.** Provide multiple opportunities for parks, recreation, and open space in accordance with the Old Fort Lake Subarea Plan Goals and Policies.
 - (b) **Applicability.** Park-land dedication and construction is required for residential projects with ten or more units.
 - (c) **Standards.** The residential project shall include:
 - (i) One-tenth of the combined gross area of the project, exclusive of all other dedications, must be developed for parks, and recreation use for the project. The Director must approve suitable locations for such parks and playgrounds.
 - (ii) A property owners' association for the proposed project shall be created, which shall own and maintain the parks and recreation spaces in perpetuity.
 - (iii) Parks and recreation areas integrated into residential projects must meet the following design criteria:
 - A. Each park or playground area must be a minimum of 5,000 square feet in size and have no dimension less than 50 feet (unless it is a pedestrian path or trail).
 - B. Each park or playground area shall have a cross slope no greater than three (3) percent.
 - C. Each park or playground area must be bound by streets or dwelling units that face the park or playground area for at least 50 percent of the park or playground perimeter. The community development director may relax these standards in unique contexts and/or where

measures have been successfully integrated to ensure that the park is accessible, welcoming, and integrated into as a major character defining feature of the subdivision.

- D. Each area must be designed to meet the definition of active recreation and/or passive recreation as provided in DMC 25.10.
- E. Must be inviting and feature amenities and activities that encourage residents to use and explore the space and have design elements that lend the space a “human scale,” including landscaping elements, benches and other seating areas, and pedestrian-scaled lighting.
- F. Must be safe. Safe parks and recreation areas incorporate the following design principles:
 - 1. Natural surveillance - which occurs when parks, playgrounds, or plazas are open to view by the public and neighbors.
 - 2. Lighting that reflects the intended hours of operation and is appropriate for the proposed activities.
 - 3. Landscaping and fencing. Avoid configurations that create dangerous hiding spaces or minimize views.
 - 4. Entrances should be prominent, well lit, and highly visible from inside and outside of the space.
 - 5. Open spaces must utilize commercial grade materials that will last and require minimal maintenance costs. Walls, where necessary, must be designed and treated to deter graffiti. Use and maintain landscape materials that reduce maintenance cost and maintain visibility, where desired.
- (iv) Provides for uses/activities that serves a variety of functions and will attract greater usage. When designing parks and recreation spaces, project applicants should consider a broad range of age groups, from small children, to teens, parents, and seniors. Covered areas shall be provided to encourage year-round use.
- (v) May include LID BMPs. LID BMPs, like rain gardens, may be included in up to 25-percent of the residential parks and recreation areas (cumulative).

Figure 25.71.260.A
Good park integration examples.



- A. Circular park surrounded by a street functions as the neighborhood's focal point.
- B. Small parks are bordered by streets on one or two sides with pathways and front yards along other sides. Note that alleys provide access to the adjacent homes.
- C. Rectangular-shaped neighborhood park bound by streets on all four sides.
- D. Small "green" is bound by pathways and townhouses on three sides and a street on one side.

(2) **Bluff park.** The applicant shall develop a park along the Puget Sound bluff at the arterial intersection as depicted on Figure 25.71.220.A at the developer's expense for public use and dedication to the city concurrent with development of a hotel use.

(a) **Standards.** The Bluff park standards include:

- (i) The size of the park shall be based on the total allowed residential density of the subarea, which shall be no less than a minimum of 1 acre/1,000 dwelling units.
- (ii) The park shall include Puget Sound viewing areas, historical and cultural interpretive signage, and active recreation uses that meet the goals and policies and design standards for the Old Fort Lake Subarea.

- (iii) The park shall include trailhead facilities including vehicle and bicycle parking, water stations, and refuse receptacles.

25.71.270 Trails.

Figure 25.71.210 illustrates the configuration of existing and conceptual locations of planned trails to implement the Old Fort Lake Subarea Plan's goals and policies. Specific locations will be developed during the development review process and approved by the City.

- (1) **Trail types and Locations.** New development shall integrate a connected trail system equal to or greater than the concept illustrated in Figure 25.71.220.A as described below.
 - (a) A golf course perimeter trail shall be constructed with new development along at least 50 percent of the perimeter adjacent to the golf course. Trail design and use standards:
 - (i) The trail shall be a six-foot wide soft surface path.
 - (ii) Allowed uses/users include pedestrians, strollers, and any users with adaptive mobility aids. Prohibited uses/users include equestrian, skateboards, in-line skaters, bicycles (bikes), and all types of motorized equipment (except for adaptive mobility aids).
 - (iii) A four-foot-wide landscape strip is required between the path and the golf course. The landscape strip shall meet the requirements for a moderate landscape buffer per DMC 25.10.020.060.
 - (iv) A split-rail fence is required between the golf course and path.
 - (v) Pedestrian-scaled lighting is required along the trail.
 - (b) A new/improved bluff trail as depicted in Figure 25.71.220.A shall be constructed concurrent with the first phase of development. Trail design and use standards:
 - (i) Provide a 12-foot-wide paved path.
 - (ii) Allowed uses/users include pedestrians, strollers, and any users with adaptive mobility aids. Prohibited uses/users include equestrian, skateboards, in-line skaters, bicycles (bikes), and all types of motorized equipment (except for adaptive mobility aids).
 - (iii) Provide pull-outs at key locations with benches and landscaping.
 - (iv) Provide benches at intervals of 250 feet.
 - (v) Provide signage for safety and wayfinding.
 - (vi) Provide historic/cultural interpretive signage.
 - A. Provide water, garbage and dog stations at key intersections and trailheads.
 - B. Provide pedestrian-scale lighting.
 - (c) Nature trails. Nature trails are depicted in Figure 25.71.220.A. Nature trails are located on property owned by the city and shall be developed/constructed by

the City in accordance with available funding and the priorities established in the city Parks Recreation and Open Space Plan. Trail design and use standards:

- (i) Shall be designed in accordance with the requirements of DMC 25.105 Critical Areas, including minimizing the area of disturbance and use of pervious surface materials.
- (ii) Split rail fencing shall be provided where needed and feasible as determined by the City.
- (iii) Benches provided at intervals as deemed appropriate based on the topography and trail location.
- (2) **Public access easement.** Minimum required trails shall be provided within City right-of-way, City property, or public access easement.
- (3) **Alignment.** Specific alignments for the trail will be developed during the development review process for applicable sites.
- (4) **Accessibility.** Trails must be accessible to the public at all times.

25.71.280 Off-street parking regulations.

The provisions herein supplement the off-street parking provisions in Chapter 25.95 DMC to be specific to Old Fort Lake Subarea. Where there is a conflict, the provisions herein apply.

- (1) **Quantity.** Off-street parking regulations are set forth in Table 25.71.280.A below. If a parking calculation results in a fraction, the parking requirement shall be rounded up to the next whole number.

Table 25.71.280.A Off-street parking regulations for Old Fort Lake Subarea (minimum number of parking spaces required)	
Use Categories	Minimum number of parking spaces required
NON-RESIDENTIAL (spaces per square feet of gross floor area, unless otherwise noted)	
Automotive repair	1/500 SF
Child Day Care Center	3/worker at maximum shift
Personal services use	1/1,000 SF
Restaurants, Taverns, Breweries	10/1,000 SF open to the public

Table 25.71.280.A Off-street parking regulations for Old Fort Lake Subarea (minimum number of parking spaces required)	
Use Categories	Minimum number of parking spaces required
Schools	1 / employee for elementary and middle/junior high schools; add 1 / 10 students for high schools
Government services, general	2/1,000 SF
Clinics	2/1,000 SF
Retail uses	3/1,000 SF
Banks and Credit Unions	2/1,000 SF
Office	2/1,000 SF
Hotels	1/unit or suite
Light manufacturing	0.9/1,000 SF
Research and Development	.9/1,000 SF
Uses not otherwise categorized	As determined by community development director
RESIDENTIAL* (spaces per dwelling unit)	
MULTIFAMILY USES	
Studio + 1-bedroom	1/unit
2-bedroom	1.5/unit
3-bedroom or more	1.75/unit
ADULT RETIREMENT COMMUNITY	0.5/unit
OTHER RESIDENTIAL	
Detached single family	2/lot
Middle housing types on lots smaller <u>no greater</u> than 6,000 SF before any zero-lot line subdivision or lot split	1/unit
Middle housing types on lots greater than 6,000 SF before any zero-lot line subdivision or lot splits	2/unit
Accessory dwelling unit	0.5/unit
Assisted Living Facilities	0.5/unit
Nursing Homes	0.8 / bed

*Note, some developments within a ¼ mile of frequent transit may be eligible for a parking minimum exception per HB 1923, modified by HB 2343, allowing a minimum of .75 stalls per unit.

25.71.300 Site Design Standards

- 25.71.310 Block Frontages
 - (1) Intent
 - (2) Block frontage designation mapping
 - (3) Façade transparency standards
 - (4) Storefront block frontage standards
 - (5) Landscape block frontage standards
 - (6) Secondary block frontage standards
 - (7) Basic block frontage standards
 - (8) High visibility street corners
 - (9) Ground floor multifamily frontage standards.
 - (10) Where properties front onto multiple streets

25.71.310 Block Frontages.

Block Frontages refer to the disposition of buildings and site features visible from the street. Key elements: building setbacks and orientation, ground level uses, and parking location.

- (1) Intent.
 - (a) Promote pedestrian-oriented development.
 - (b) To create attractive, welcoming, and safe streetscapes.
 - (c) To provide standards that recognize the need for a system of pedestrian-oriented block frontages.
 - (d) To create pedestrian-oriented neighborhood focal points.

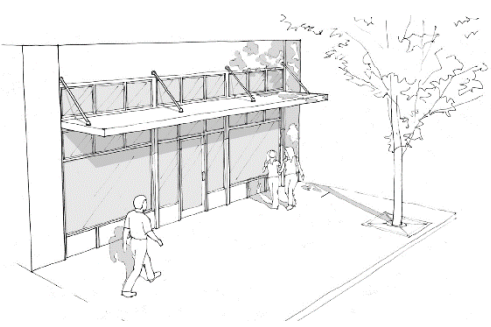
Table 25.71.310.A Summary of block frontage standards.		
Block Frontage Type		Details
Storefront		• No ground-level parking adjacent to the street. • Special transparency, weather protection, and entry requirements. • Minimum commercial space height and depth. • No ground floor residential uses except for live/work units on select Storefront designated blocks where the storefront space meets height and depth standards.

Table 25.71.310.A Summary of block frontage standards.		
Block Frontage Type		Details
Landscaped		• Ground-level parking placed to the side or rear of buildings. • Landscaping to soften façades and buffer parking areas. • Minimum façade transparency requirements per use and setback.
Secondary	↑ Storefront or Landscape Frontages allowed ↓	• Ground-level parking placed to the side or rear of buildings. • Landscaping to soften façades of non-storefronts and buffer parking areas. • Minimum façade transparency requirements per use and setback.
Basic	↑ Storefront or Landscape Frontages allowed	• No restrictions on parking lot location (except for landscaping standards). • Landscaping to soften façades of non-storefronts. • Minimum façade transparency requirements per use and setback.

(2) **Block frontage designation mapping**, general rules.

All development applications shall include a block frontage designation map as part of the land use approval process. The following provisions apply:

- (a) **Nonresidential zones.** Nonresidential zones may utilize Storefront, Secondary, and Basic block frontage designations, but the following provisions apply.
 - (i) Storefront block frontage designation is required for a minimum of 20 percent of the streets within or bordering the zone.
 - (ii) Basic block frontage designation is allowed for up to 20 percent of the streets within or bordering the zone.

DEPARTURES ➡ are allowed to relax the above requirements by no more than 50 percent, provided the reviewing authority determines that the block frontage designation plan helps to create a vibrant pedestrian-friendly mixed-use node that can meet the goals and policies of the Old Fort Lake Subarea Plan. The percentage of Storefront block frontage designations in nonresidential zones may be reduced no less than 10 percent.

- (b) **Neighborhood Business zone.** Streets within and bordering the Neighborhood Business zone are subject to Basic block frontage provisions, except the minimum required landscaping buffers between the sidewalk and parking lots is increased to 15 feet.

- (c) **Multifamily development.** Multifamily development is subject to the Landscape block frontage designation. Exception: Multifamily adjacent to Secondary block frontage designations may utilize Storefront block frontage designs for leasing and common areas provided they comply with the Storefront block frontage standards. Leasing and common areas may occupy ground level Storefront block frontage designated area.
 - (d) **Civic uses, public buildings, and hotels** are exempt from the block frontage standards, provided the building and site design meet the following objectives:
 - (i) Enliven the pedestrian environment along the adjacent sidewalks.
 - (ii) Incorporate a prominent and inviting entry visible from the street. If the site has multiple street frontages, the entry shall be visible from at least one street.
 - (iii) The site and building design stand out from the surrounding context as a distinct landmark and provides visual interest from all observable scales.
 - (e) **Undesignated streets in nonresidential zones.** If a street within the Commercial zone is not designated as Storefront, Mixed, or Landscaped block frontage then it is automatically classified as a “Basic” block frontage.
- (3) **Facade transparency standards.**
- (a) **Intent.** All block frontage designations contain distinct minimum façade transparency standards. The intent of these standards is to help maintain visibility for public safety, create welcoming pedestrian-oriented streets, and facilitate a viable and attractive business environment. Table 25.71.310.B below includes details in how transparency standards are measured.

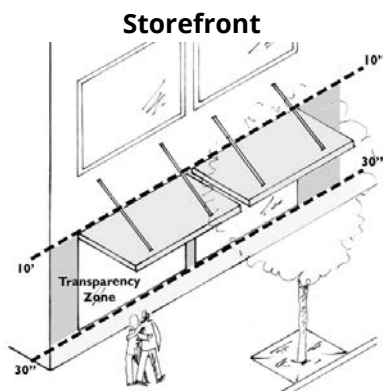
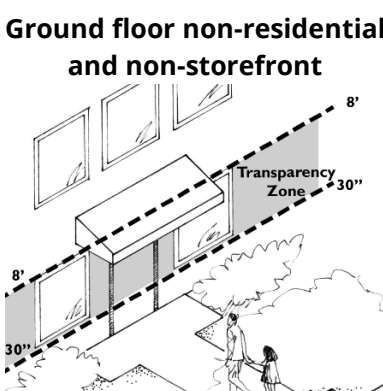
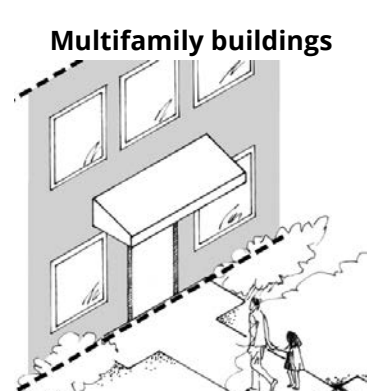
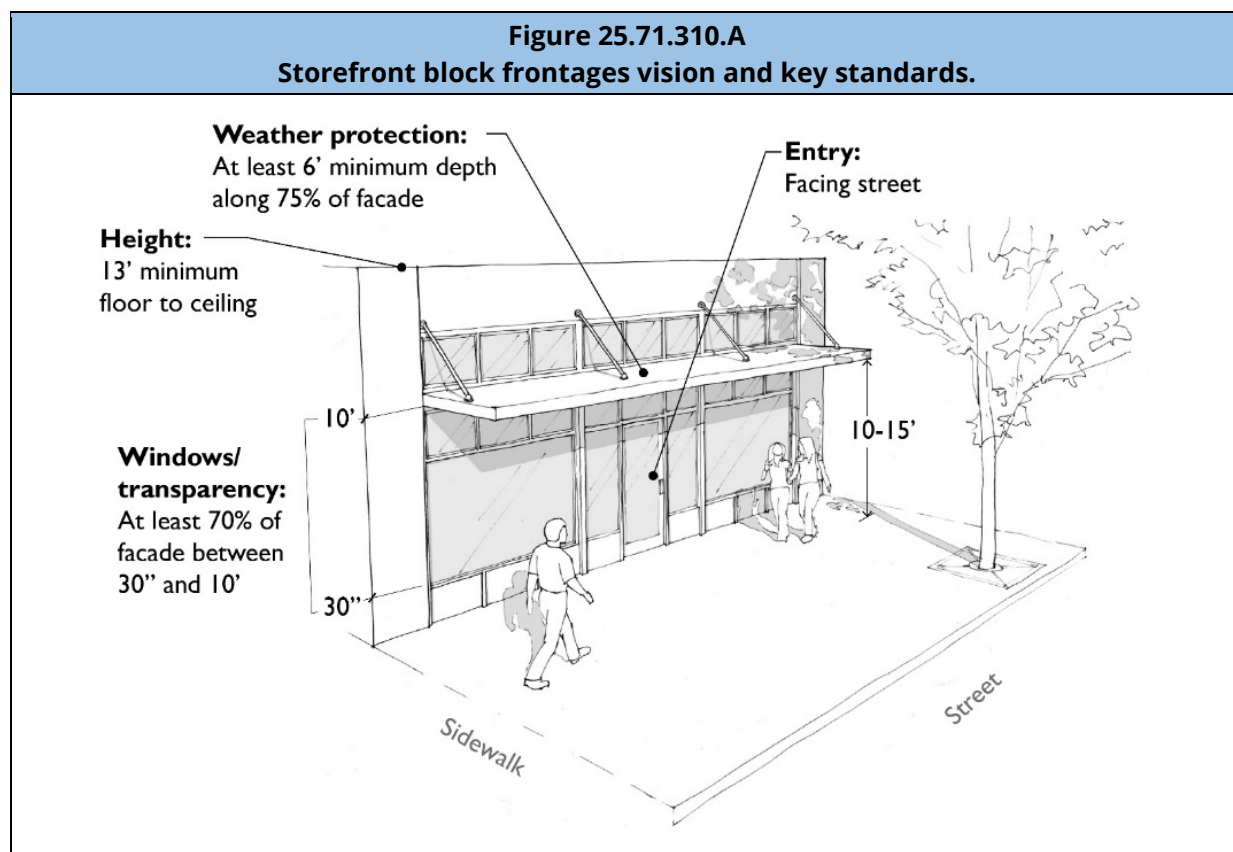
Table 25.71.320.B Explanation of transparency standards.		
Transparency Zones by Building and Frontage Type		
Storefront  The transparency zone is on the ground floor between 30 inches and 10 feet above sidewalk grade	Ground floor non-residential and non-storefront  The transparency zone is between 30 inches and 8 feet above grade	Multifamily buildings  All vertical surfaces of the façade are used in the calculations

Table 25.71.320.B Explanation of transparency standards.		
Other Transparency Provisions		
Windows shall be transparent. Ground level window area for storefronts and other non-residential uses that is mirrored, reflectively, darkly tinted, covered, frosted, or perforated in any manner that obscures visibility into the building shall not count as transparent window area. See also DMC 25.71.310(3). Exception: Window signs may be counted as transparent window area provided the areas generally around the sign are transparent.	 Unacceptable: Frosted glass obscuring view into storefront.	 Unacceptable: Window sign covering transparency zone.
Display windows may be used for up to 50 percent of non-residential transparency requirements provided they are at least 30 inches deep and allow changeable displays. Tack-on display cases as in the right example do not qualify as transparent window area.	 Acceptable: Integrated display windows.	 Unacceptable: Tack-on display cases.

(4) **Storefront block frontage standards.**

- (a) **Intent.** Storefront block frontages are intended to be located in core commercial areas featuring most vibrant and active shopping and dining areas. Blocks designated as Storefront block frontages include continuous storefronts placed along the sidewalk edge with small scale shops and business entries.



- (b) **Standards.** All development on sites with a Storefront block frontage designation shall comply with the standards in Table 25.71.310.E below.

Table 25.71.310.C Storefront block frontage standards.		
The ➡ symbol refers to DEPARTURE opportunities in DMC 25.71.310(4)(c) below.		
Element	Standards	Additional Provisions and Examples
Ground Level		
Land use	Non-residential uses are required on the ground level.	Lobbies and accessory-uses associated with upper-floor hotel/motel, business service, and multifamily uses are allowed provided they are limited to 25% of all Storefront block frontages (measured separately for each block).
Floor to ceiling height	15' minimum	Applies to the area within the minimum retail space depth.
Retail space depth	40' minimum ➡	Applies to the entire width of the retail space.

Table 25.71.310.C Storefront block frontage standards.		
The ➡ symbol refers to DEPARTURE opportunities in DMC 25.71.310(4)(c) below.		
Element	Standards	Additional Provisions and Examples
Building placement	Buildings shall be placed at the back edge of the required sidewalk. Additional setbacks may be allowed for a wider sidewalk or where a public space is provided between the sidewalk and the building.	
Building entrances	Primary building entrances shall face the street. For corner buildings, primary entrances for ground-level uses may face either street or the street corner.	 Examples of building placement and building entrances.
Façade transparency	At least 60% of the transparency zone. ➡	See DMC 25.71.310(3) for additional clarification on transparency standards.
Weather protection	Weather protection over the sidewalk is required along at least 60% of the building's façade, and it shall be a minimum of 6' deep (drip lines shall be at least that far from the face of the building). ➡ Additional standards: • Weather protection shall have 10' to 15' of vertical clearance. • Weather protection shall not interfere with existing street trees, utility poles, street signs, or extend beyond the edge of the sidewalk.	• Vinyl or plastic awnings or canopies are prohibited. • Any canopy or awning over a public sidewalk should be a permanent architectural element. • The building's architectural details should not be concealed by awnings or canopies. • Awning shapes should relate to the shape of the façade's architectural elements. • Transparent canopies and under-canopy signs and lighting are encouraged.
Parking location	New ground-level (surface or structured) parking adjacent to the street is prohibited, including parking lot and garage entries and driveways. Parking may be placed below,	

Table 25.71.310.C Storefront block frontage standards.		
The ➡ symbol refers to DEPARTURE opportunities in DMC 25.71.310(4)(c) below.		
Element	Standards	Additional Provisions and Examples
	above, and/or behind storefronts.	
Streetscape Design	Sidewalks and planting strips shall comply with Arterial Street design cross-section for Commercial areas as set forth in Figure 25.71.230(2).	

(c) **DEPARTURE criteria.** Departures from the storefront block frontage standards in Table 25.71.310(C) that feature the ➡ symbol will be considered per DMC 25.71.040, provided the alternative proposal meets the intent of the standards and the following criteria:

- (i) Retail space depth. Reduced depths on up to 25 percent of the applicable block frontage will be considered where the applicant can successfully demonstrate the proposed alternative design and configuration of the space is viable for a variety of permitted retail uses.
- (ii) Façade transparency. Façade transparency may be reduced to a minimum of 40 percent if the façade design between ground-level windows provides visual interest to the pedestrian and mitigates the impacts of blank walls.
- (iii) Weather protection. Weather protection elements may be reduced in length to no less than 50 percent along building's façade and to no less than four feet in depth, provided the proposed design is proportional to architectural features of the building and building design trade-offs (elements that clearly go beyond minimum building design regulations in this chapter) meet the intent of the standards.

(5) **Landscaped block frontage standards.**

- (a) **Intent.** Landscaped block frontages emphasize landscaped street setbacks, clear pedestrian connections between the building and the sidewalk, and minimize surface parking lots along the frontages.

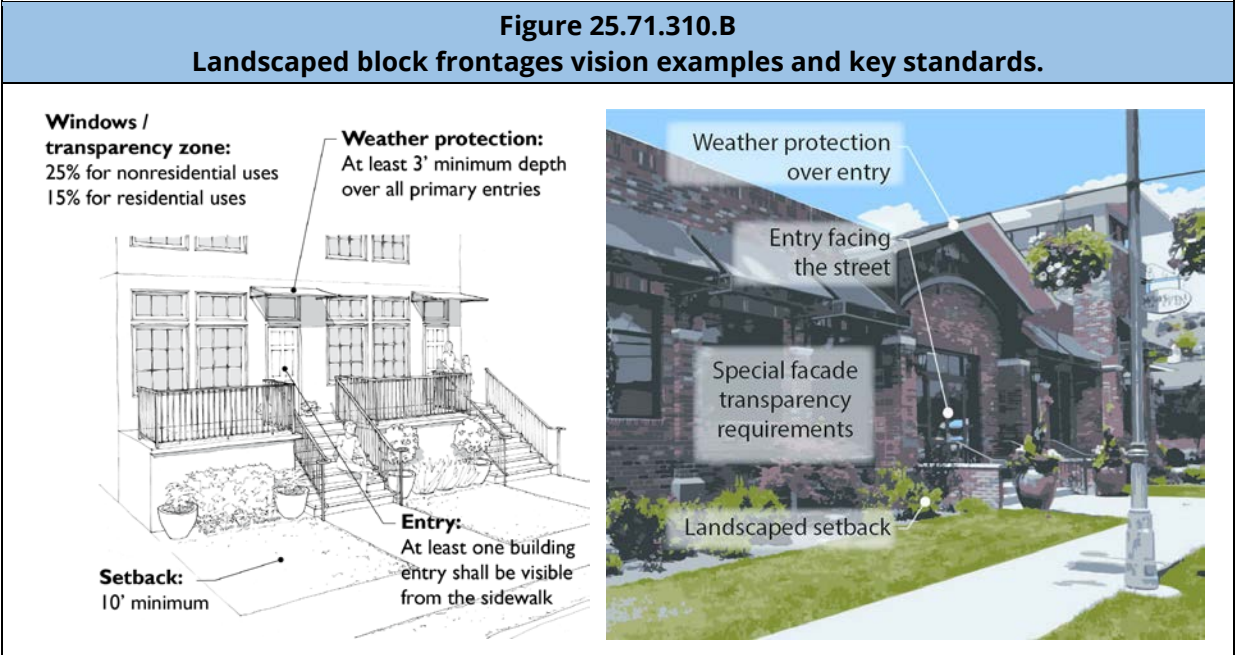


Table 25.71.310.D Landscaped block frontage standards.		
The ➞ symbol refers to DEPARTURE opportunities in DMC 25.71.310(5)(d) below.		
Element	Standards	Additional Provisions and Examples
Building placement	• 10' minimum setback. • 20' maximum setback. • Covered entries and porches are allowed to project up to 6' into this required setback. • Additional setbacks may be required where future right-of-way need and/or acquisitions have been identified in city plans.	
Building entrances	At least one public or shared building entry shall be visible from the sidewalk and feature direct physical access from the sidewalk. ➞	Primary private entrances facing the street for ground level residential units are encouraged. See related standards in DMC 25.71.450.
Façade transparency	Shall have at least 25% transparency for buildings with ground level nonresidential uses. ➞ Shall have at least 15% transparency for buildings with ground level residential uses.	See DMC 25.71.310(3) for additional clarification on transparency standards.
Weather protection	Weather protection at least 3' deep shall be provided over individual business and residential entries. Weather protection for shared entrances shall be at least 5' deep.	
Parking location	Parking shall be located to the side, under, or rear of buildings. For multi-building developments, no more than 50% of the lot frontage can be occupied by off-street parking and driveways. ➞	
Landscaping Also see DMC 25.71.320(h).	All areas between the sidewalk and the building must be landscaped, except for pathways, porches, decks, and plazas. Such landscaping shall include a mixture of evergreen and deciduous trees, shrubs, and ground cover. Landscaped areas	

Table 25.71.310.D Landscaped block frontage standards.		
The ➡ symbol refers to DEPARTURE opportunities in DMC 25.71.310(5)(d) below.		
Element	Standards	Additional Provisions and Examples
	may include rain gardens and other forms of stormwater management. Parking lots developed adjacent to the street (as allowed through the Departure process) or golf course shall integrate a 10' wide landscape buffer meeting the requirements of a full screening buffer as defined in DMC 25.10.020.060. ➡	
Sidewalk width	A six-foot sidewalk accompanied by a minimum five-foot landscape strip is required within the right-of-way adjacent to the front property line as well as adjoining arterial corridors.	

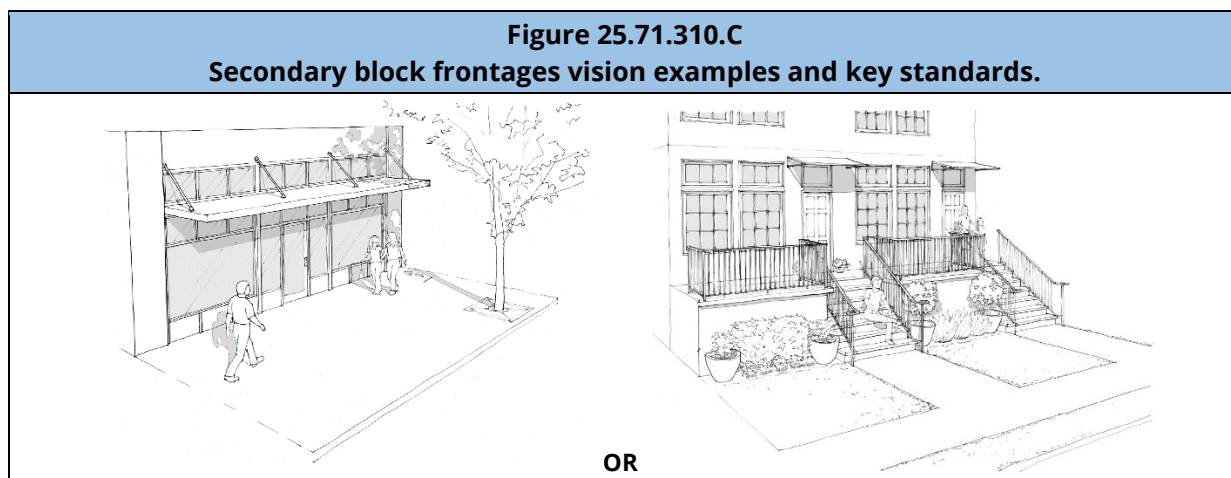
(d) **Departure Criteria.** Departures from the above standards that feature the ➡ symbol will be considered per DMC 25.71.040, provided the alternative proposal meets the purpose of the standards, plus the following criteria:

- (i) Façade transparency. Façade transparency may be reduced to a minimum of 12.5 percent if the façade between ground level windows provides visual interest to the pedestrian and mitigates the impacts of blank walls.
- (ii) Parking location. For multi-building developments, 10% of the lot frontage may be occupied by off-street parking and driveways, provided design treatments (beyond minimum standards) are included that successfully mitigate the visual impact of parking areas on the streetscape.
- (iii) Parking lot landscaping buffers. Landscaping buffers may be reduced to five feet in width provided they incorporate:
 - A. The required planting types in a concrete, masonry, or similar planter that is two to three feet tall.
 - B. The required planting types in front of a low concrete, masonry, or similar wall between 24-42 inches tall or a see-through trellis at least six feet tall.

(6) **Secondary block frontage standards.**

- (a) **Intent.** The block frontage designation serves areas that accommodate a mixture of ground floor uses and allows a diversity of development frontages for

the purpose of contributing to the visual character of the street and enhancing the pedestrian environment.



- (b) **Standards.** All development on sites containing a Secondary block frontage have the option to comply with either the Storefront or Landscaped block frontage provisions as set forth in DMC 25.71.310(4) and (5), with the modifications in Table 25.71.310.E below.

Table 25.71.310.E Secondary block frontage standards.		
The ➡ symbol refers to DEPARTURE opportunities in DMC 25.71.310(6)(c) below.		
Element	Standards	Additional Provisions and Examples
Building placement	Buildings placed up to the sidewalk edge shall meet storefront block frontage standards in DMC 25.71.310(4). Buildings not placed up to the sidewalk shall meet the landscaped block frontage standards in DMC 25.71.310(5). Additional setbacks may be required where future right-of-way need and/or acquisitions have been identified in city plans.	See DMC 25.71.310(9) for special design provisions associated with ground level residential uses in the Multifamily zoning district adjacent to a sidewalk.
Façade transparency	Any storefront buildings on these block frontages shall meet the storefront block frontage transparency standards above. ➡ Non-residential buildings with landscaped setbacks shall provide	See DMC 25.71.310(3) for additional clarification on transparency standards.

Table 25.71.310.E Secondary block frontage standards.		
The ➡ symbol refers to DEPARTURE opportunities in DMC 25.71.310(6)(c) below.		
Element	Standards	Additional Provisions and Examples
	minimum transparency levels based on the setback: • 40% minimum for buildings designed with nonresidential uses on the ground floor within 10' of sidewalk. ➡ • 25% minimum for other buildings designed with nonresidential uses on the ground floor. ➡	
Parking location	Parking shall be located to the side or rear of buildings. For multi-building developments, no more than 50% of the lot frontage can be occupied by off-street parking and driveways. ➡ Parking lots developed adjacent to the street or golf course shall comply with landscaping provisions of DMC Chapter 25.90.	

- (c) **Departure Criteria.** Departures from the above standards that feature the ➡ symbol will be considered per DMC 25.71.040, provided the alternative proposal meets the purpose of the standards and the following criteria:
- (i) Façade transparency. Façade transparency may be reduced to the following minimums if the façade design provides visual interest to the pedestrian and mitigates the impacts of blank walls:
 - A. 30 percent minimum for buildings designed with nonresidential uses on the ground floor within 10 feet of a sidewalk.
 - B. 15 percent minimum for other buildings designed with nonresidential uses on the ground floor.
 - (ii) Parking location. For multi-building developments, an additional 10 percent of the lot frontage may be occupied by off-street parking and driveways, provided design treatments (beyond minimum standards) are included that successfully mitigate the visual impact of parking areas on the streetscape.

(7) **Basic block frontage (streets with no designated block frontage).**

- (a) **Intent.** Basic block frontages offer greater flexibility in siting off-street parking areas, while providing visual interest at all observable scales and meet the design objectives of the city.
- (b) **Standards.** All development on sites with a Basic block frontage designation shall comply with the standards in Table 25.71.450(B) below. DEPARTURES will be considered pursuant to DMC 25.71.340.

Table 25.71.310.F Basic block frontage standards.	
The ➡ symbol refers to DEPARTURE opportunities in DMC 25.71.310(7)(c) below.	
Element	Standards
Building placement	Buildings placed up to the sidewalk edge shall meet storefront block frontage standards in DMC 25.71.310(4). Buildings not placed up to the sidewalk shall feature a 10' minimum street setback except where greater setbacks are required by the zone.
Building entrances	Building entrances facing the street are encouraged. At a minimum, at least one building entry visible and directly accessible from the street is required. ➡ Where buildings are setback from the street, pedestrian connections from the sidewalk are required.
Façade transparency	- For storefronts, at least 60% ➡ - Other buildings designed with non-residential uses on the ground floor within 10' of sidewalk, at least 30%. ➡ - For multifamily, at least 15%. ➡
Weather protection	At least 3' deep over primary business and residential entries.
Parking location	There are no parking lot location restrictions, except for the following landscaped buffer requirements: Parking lots developed adjacent to the street shall integrate a 10' wide landscape buffer with trees (75% deciduous @ 25' on-center), low shrubs (1/20sf of landscaped area), and ground cover. ➡
Landscaping	Building setback areas shall be landscaped per DMC Chapter 25.90. Parking lots developed adjacent to the street and/or golf course shall comply with landscaping provisions of DMC Chapter 25.90.
Sidewalk width	A 5' sidewalk accompanied by a minimum 5' landscape strip is required within the right-of-way adjacent to the front property line as well as adjoining arterial corridors.

- (c) **Departure Criteria.** Departures from the above standards that feature the ➡ symbol will be considered per DMC 25.71.040, provided the alternative proposal meets the purpose of the standards and the following criteria:
- (i) Building entrances. Alternative designs may be considered provided the pedestrian route from the sidewalk to the entry is clear.

- (ii) Façade transparency. Façade transparency may be reduced to the following minimums if the façade design provides visual interest to the pedestrian and mitigates the impacts of blank walls:
 - A. For storefronts, at least 30 percent.
 - B. Other buildings designed with non-residential uses on the ground floor within 10 feet of a sidewalk, at least 15 percent.
 - C. For residential buildings, at least 7.5 percent.
 - (iii) Parking lot landscaping buffers. Landscaping buffers may be reduced to five feet in width provided they incorporate:
 - A. The required planting types in a concrete, masonry, or similar planter that is two to three feet tall.
 - B. The required planting types in front of a low concrete, masonry, or similar wall between 24-42 inches tall or a see-through trellis at least six feet tall.
- (8) **High visibility street corner standards.**
 - (a) **Intent.** Accentuate street corners with high visibility to the public.
 - (b) **Mapping:** All street corners on Arterial streets adjacent to Commercial, Entertainment, Civic and Multifamily zones and key intersections when located in the Neighborhood Business zone, shall be identified in development plans submitted for approval.
 - (c) **Standards.** Sites located on high visibility street corners shall meet the following requirements:
 - (i) Buildings shall be located within 20 feet of the street corner.
 - A. At least one of the following special features shall be included:
 - B. Corner plaza.
 - C. Cropped building corner with a special entry feature.
 - D. Decorative use of building materials at the corner.
 - E. Distinctive façade articulation.
 - F. Sculptural architectural element.
 - G. Other decorative elements that meet the purpose of the standards.

Figure 25.71.310.D
High visibility street corner examples.



Building A feature cropped building corners with a change in materials and decorative elements. Building B uses a decorative canopy. Building C incorporates a plaza at the corner.

(9) Ground floor multifamily frontage standards.

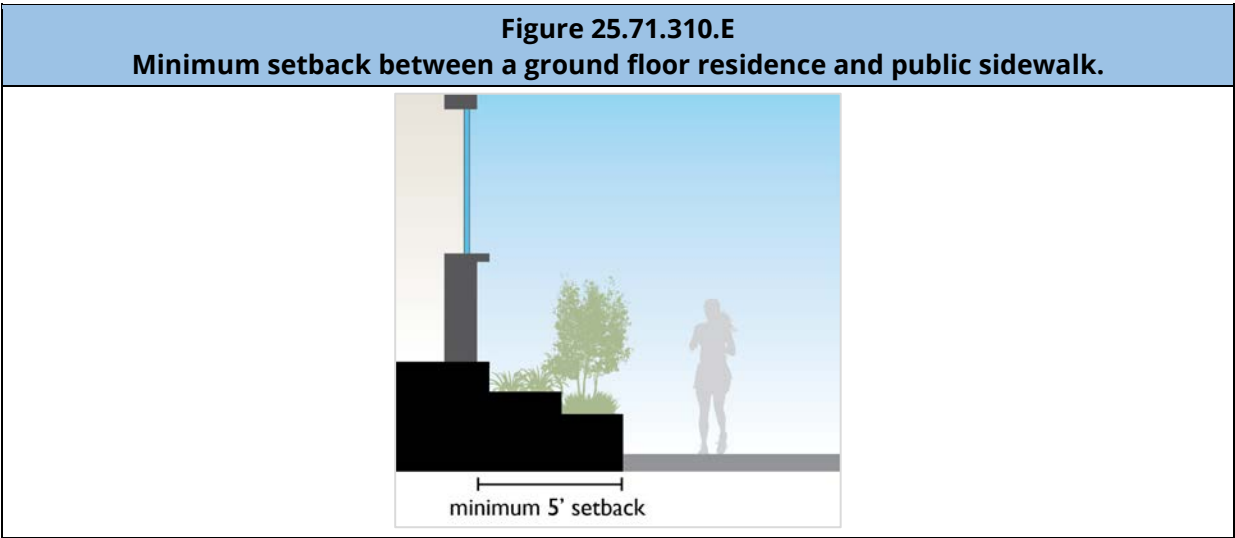
(a) **Intent.** The intent of these standards is to:

- (i) Enhance the privacy and security of residents living on the ground floor.
- (ii) Provide an effective visual and physical transition between the public realm and the private realm.
- (iii) Enhance the relationship between the building and the street through high-quality landscape and architectural design.

(b) **Applicability.** All developments with ground-floor residential uses adjacent to public streets shall comply with the frontage standards in this section.

(c) **Standards.** Design treatments shall be integrated to enhance the character of the public and semi-public realm while respecting the privacy of adjacent residential units. Applicable design criteria applicable are:

- (i) Direct access. All units abutting public sidewalks are encouraged to have individual ground-floor entries directly accessible to the sidewalk.
- (ii) Unit setback and elevation. Provide privacy for people living in the adjacent dwelling units and ensure the applicable street environment is comfortable through all of the following measures:
 - A. Provide a 5-foot minimum setback from public sidewalks unless a greater setback is required per applicable block frontage standards.



- B. Where the façade is within ten feet of a street, the ground level of dwelling units shall be raised from three to five feet above the level of the corresponding sidewalk. On sloped sites, the minimum and maximum heights shall be calculated using the average ground elevation at perimeter walls as determined by the final grade noted on the building plan.

Figure 25.71.310.F Dimensional standards for elevating residential units near public streets.	
Façade setback	Elevate the ground level of adjacent residential units
Front façade: < 10' from sidewalk (along a public street); or < 5' from an internal walkway or open space	2-5' above the grade of the public street

- (iii) Enhance the privacy of residents and provide an effective transition between the public and private realm by integrating all of the following:
- A. Provide a physical “threshold” feature, such as a hedge, retaining wall, rockery, stair, gate, railing, or a combination of such elements on private property that defines and bridges the boundary between public right of way and the private entry, porch, yard, or patio. Thresholds may screen, but not completely block, views to and from the public and semi-public realm areas. ➡
 - B. Provide an outdoor space at least four feet-deep and six feet wide (24 square feet minimum area) in the front setback, such as a porch, patio, deck, or stoop. Where feasible, this space shall be at the same level as the interior of the unit. ➡
Overhead building projections may cantilever over the outdoor space

by up to 50 percent of the minimum ground level setback to public and private realm areas.

- C. Provide a covered area, porch or protected entry space, or other architectural weather protection at least three feet deep that provides cover for a person entering the unit and a transitional space between outside and inside the dwelling.
- D. Landscaping planters shall be integrated into transitional areas between the dwelling unit and the adjacent public and semi-public realm areas (see the figures below for examples). ➡

- (d) **DEPARTURES** may be proposed per subsection (iii) above featuring the symbol ➡ provided the design enhances the privacy of adjacent units and provides an effective and attractive transition between public and private realm.



(10) Where properties front onto multiple streets.

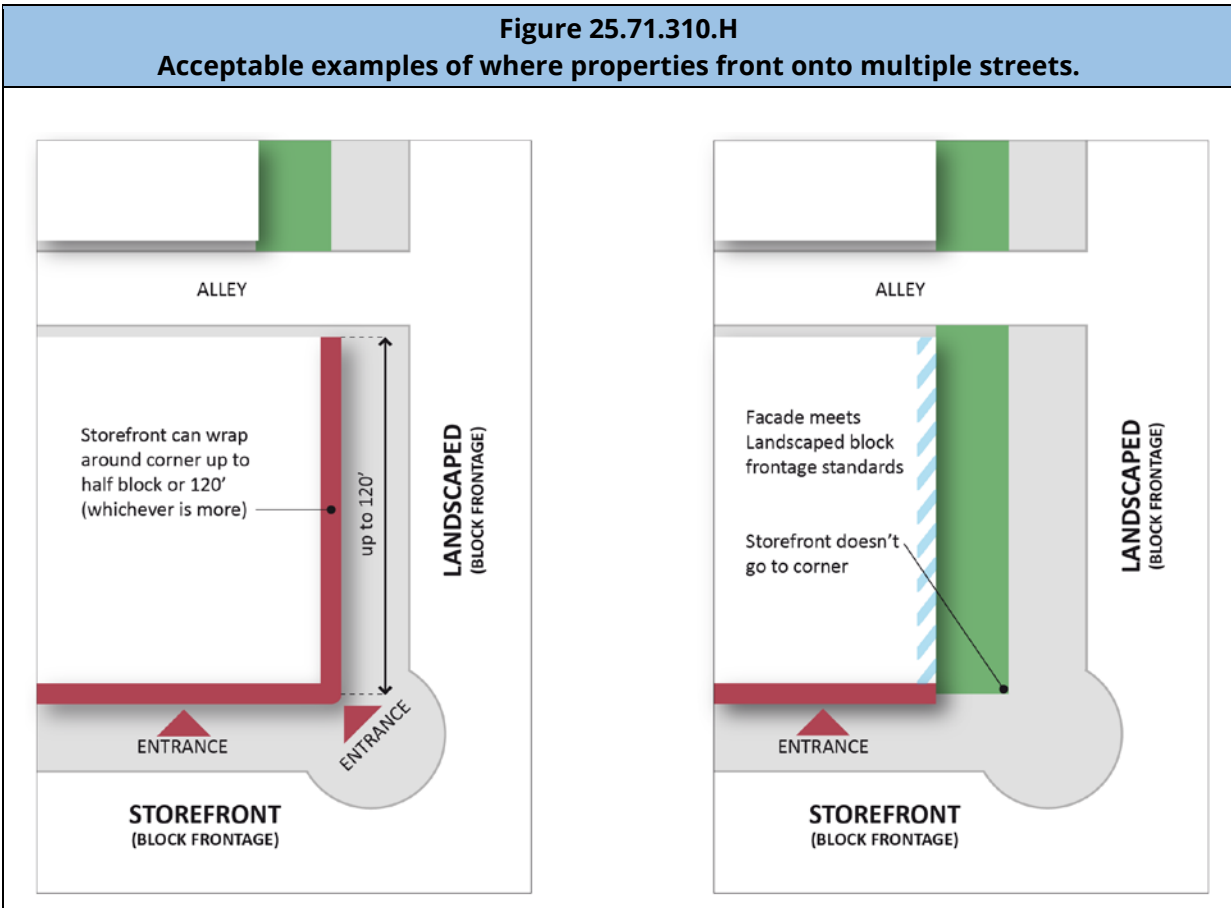
Where a property fronts onto more than one street and each street has a different frontage designation, each building frontage shall comply with the standards for the block frontage upon which it fronts, with the following clarifications:

- (a) **Conflicts.** Where a conflict exists between frontage standards, the director will apply the standards of a block frontage pursuant to the following order of preference:
 - (i) Storefront.
 - (ii) Secondary.
 - (iii) Landscaped.
 - (iv) Basic.

Subsections (b)-(3) below clarify how the order of preference works for particular frontage elements.

- (b) **Building Location.** For corner sites with Landscaped block frontage on one street and Storefront or Secondary on another, a Storefront frontage may wrap around the corner (on the Landscaped block frontage side) for up to a half block width or no more than 120 feet (whichever is more).
- (c) **Entrances.** For corner sites, entrances on both streets are encouraged, but only one entrance is required. For corner sites with frontage on a Storefront block frontage on one side, an entrance shall be placed on the Storefront block frontage side. For corner sites with a mix of designations that do not include a Storefront block frontage, the entry shall be placed on the side listed first in the order of preference identified above. An entrance at the building corner and facing an intersection shall be permitted under any of the above scenarios.
DEPARTURES may be considered, provided the location and design of the entry and block frontage treatments are compatible with the character of the area and enhance the character of the street.
- (d) **Transparency.** For corner sites, at least one block frontage shall meet the applicable transparency standards (based on the order of preference above). For the second block frontage, the director may approve a reduction in the minimum amount of transparency by 50 percent. For street corners with the same designations on both frontages, buildings shall employ the full transparency on the dominant frontage (based on the frontage width or established neighborhood pattern).
- (e) **Parking.** Surface parking (including ground floor parking in a structure) adjacent to a street corner is not allowed, except:
 - (i) On corner lots with Basic frontages on both streets.

- (ii) On corners with other combination of block frontages, except those with a Storefront designation, via a DEPARTURE and subject to the applicable departure criteria.



25.71.320 Site Planning Standards

- (1) Intent
- (2) Applicability
- (3) Side and rear-yard setbacks
- (4) Multifamily amenity space
- (5) Commercial open space
- (6) Vehicle circulation
- (7) Internal pedestrian access and design
- (8) Service areas and mechanical equipment
- (9) Site Lighting
- (10) Landscaping

(1) Intent.

- (a) To promote thoughtful pedestrian-oriented layout of buildings, parking areas, and circulation, service, and on-site amenity elements.
- (b) To promote compatibility between developments and uses.
- (c) To enhance the circulation, access, and service areas of developments.

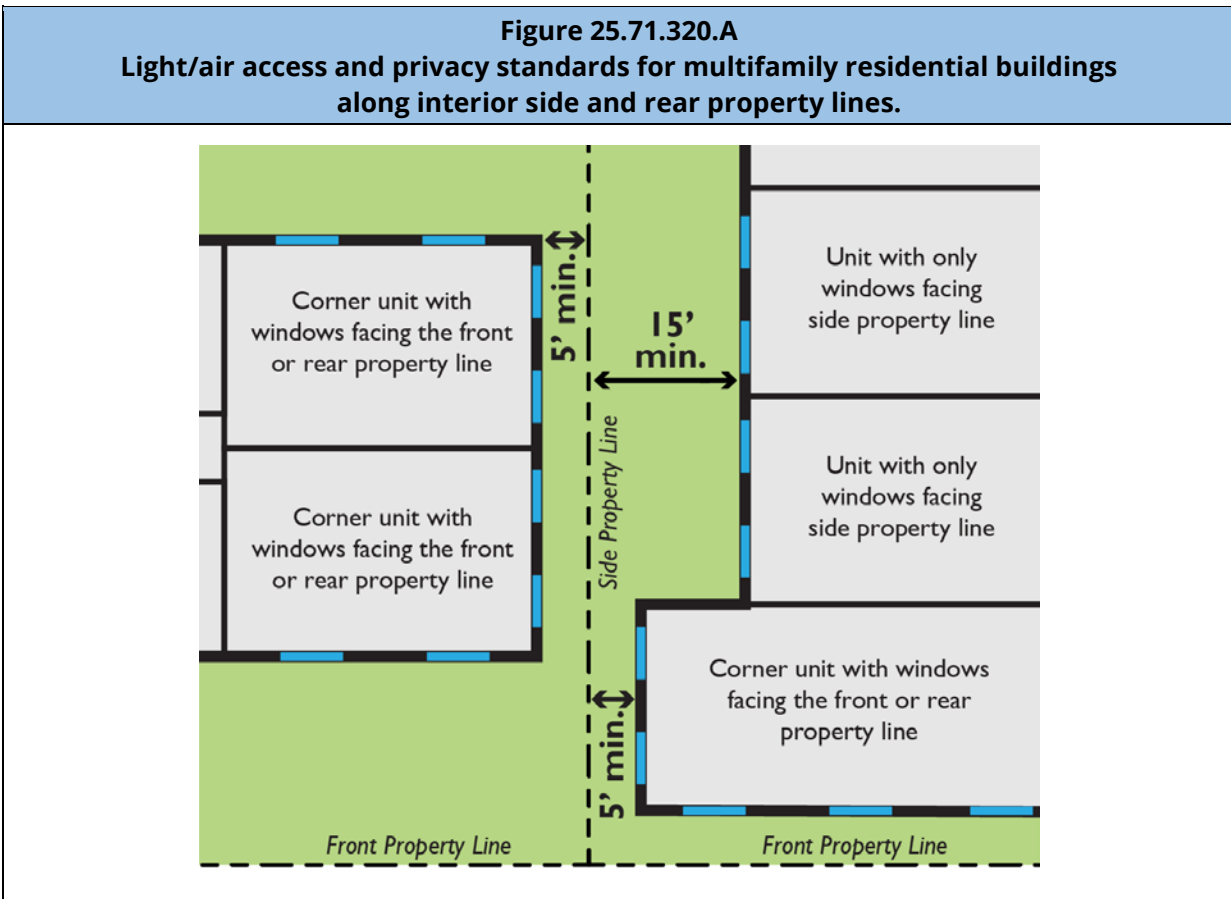
(2) Applicability.

These site planning standards apply to all new non-residential and multifamily development permitted in the Old Fort Lake Subarea.

(3) Side and rear-yard setbacks.

- (a) Table 25.71.320.A below sets forth minimum side and rear-yard setbacks in applicable zones between zero and 15 feet. The provisions below clarify specific setback requirements:

Table 25.71.320.A Minimum side- and rear-yard setbacks.	
Context	Min. Setback
Two options for 0' setbacks when allowed by applicable zoning district: (1) Buildings adjacent to an alley when permitted in applicable zoning district; or (2) Window-less firewalls along other side or rear property lines for storefront buildings located on and complying with Storefront or Secondary block frontages. Such firewalls are limited in height to 25 feet.	0'
When required per subsection (B) below for light and air access and privacy along the side and rear property lines.	15'
All other contexts (other than the two situations noted above)	5'



- (a) **Light and air access and privacy along the side and rear property lines.** Buildings or portions thereof containing multifamily dwelling units whose only windows face the interior side or rear property line shall be set back from the applicable property line at least 15 feet.
- (b) **DEPARTURES** will be considered where it is determined that the proposed design will not create a compatibility problem based on the unique site context.

(4) **Multifamily amenity space.**

Multifamily amenity space refers to spaces that are integrated into multifamily developments primarily enjoyed by on-site residents for recreational and social uses. Amenity spaces include common recreation areas, shared roof decks, private ground level open spaces, private balconies, shared indoor recreation areas, and children's play areas.

- (a) **Intent.**
 - (i) To create usable amenity space that is suitable for leisure or recreational activities for residents.
 - (ii) To create amenity space that contributes to the residential setting.
- (b) **Applicability.** Multifamily amenity space meeting the standards of this section is required for all new Multifamily development, Senior housing and other age-restricted facilities.

- (c) **Amount required.** Applicable developments are required to provide amenity space equal to a minimum of:
- (i) 150 square feet per dwelling unit for studio and one-bedroom dwellings.
 - (ii) 200 square feet per dwelling unit for dwellings with two or more bedrooms.

The required open space may include the following types in Table 25.71.320.B:

Table 25.71.320.B Multifamily amenity space types.	
Element Residential amenity space types	Standards
Common outdoor recreation areas See subsection (E)(1)	May be used for 100% of requirement
Shared roof decks See subsection (E)(2)	May be used for up to 25% of requirement
Private ground level open space See subsection (E)(3)	May be used for 100% of requirement for applicable units
Private balconies See subsection (E)(4)	May be used for up to 25% of requirement
Shared indoor recreation areas See subsection (E)(5)	May be used for up to 25% of requirement
Children's play areas See subsections (D) and (E)(6)	Required for developments with more than 75 units. Not required for senior housing and other age-restricted facilities.

- (d) **Large multi-phase developments under single ownership.** Each phase of development shall meet the minimum residential amenity space requirements herein. Developments have the option to integrate a surplus of usable on-site open space in early phases and apply the surplus space towards meeting the requirements for subsequent phases, provided all applicable regulations are met.
- (e) **Multifamily amenity space design standards.** The following standards apply to new developments choosing to incorporate the specific amenity space types listed below.
- (i) Common outdoor recreation areas. Such spaces are internal to a development and are not required to be accessible to the general public. Examples include, but are not limited to, landscaped courtyards, decks, entrance plazas, gardens with walkways, children's play areas, swimming pools, and water features. Accessible areas with native vegetation and areas used for storm water retention, infiltration, or other multipurpose recreational and/or green spaces that meet the design criteria herein may

qualify as common outdoor recreation area. Common outdoor recreation areas shall meet the following design standards:

- A. The areas shall be accessible to all residents of the development.
 - B. The minimum area is 500 square feet. The space shall feature dimensions necessary to provide functional leisure or recreational activity (unless otherwise noted herein). Stairways and service elements located within or on the edge of the space are not included in the recreation area calculations.
 - C. Shared porches may qualify as recreation area, provided they are at least eight feet in depth and 96 square feet in area.
 - D. Required setback and vehicular circulation areas do not count as common outdoor recreation areas, except for building entry plazas located in front setbacks.
 - E. The area shall be visible from units within the development.
 - F. The area shall feature paths, walkable lawns, landscaping, seating, lighting, play structures, sports courts, or other pedestrian amenities to make the area more functional and enjoyable for a range of users.
 - G. The area shall be separated from ground level windows, streets, vehicular circulation areas, service areas, and parking lots with landscaping, fencing, and/or other acceptable treatments that enhance safety and privacy for both the recreation areas and dwelling units.
 - H. Natural, artificial, and stormwater ponds may be included in the shared open space. A maximum of 50 percent of the pond surface area, as measured when the pond is at its maximum designed depth, may be counted towards the minimum requirements of subsection (c) of this section. Ponds shall be integrated with trails and other features listed above to qualify as shared open space.
 - I. Any children's play areas integrated as a part of a common outdoor recreation area shall meet the standards of subsection (v) below.
- (f) **DEPARTURES** will be considered for the multifamily amenity space standards above provided they meet the intent of the standards and fill a recreational need for the residents of the development. The use and design of the space shall be integrated with the surrounding site and building features in a manner that is complementary to the development and any adjacent streetscape.

Figure 25.71.320.B
Common outdoor recreation area examples.



Image A includes a combination of open lawn area for informal recreation plus walkways and decorative landscape areas to enhance the setting for residents. Image B includes a pond/wetland type area with a boardwalk. Image C includes a covered gathering space with outdoor grills adjacent to a landscaped commons with a central walkway. Image D includes a common green area with large trees.

- (i) Shared roof decks. Such spaces are a type of private internal common area located on the top of buildings or intermediate levels (e.g., upper floor building facade step-back areas) and are available to all residents. Such spaces may be used to meet up to 25 percent of amenity space requirement. Examples of amenities include, but are not limited to, cooking and dining areas, seating areas, gardening areas, water features, and pet play areas. Shared rooftop decks shall meet the following design standards:
 - A. Shall be available to all residents.
 - B. Space shall feature hard-surfacing and provide amenities that encourage use, such as seating, outdoor grills, and weather protection elements.

- C. Space shall integrate landscaping elements that enhance the character of the space and encourage its use.
- D. Space shall incorporate features that provide for the safety of residents, such as enclosures, railings, and appropriate lighting levels.
- (ii) Private ground level open space. This space is adjacent and directly accessible to the subject unit. Examples include yards, stoops, and porches. Private ground level open space shall meet the following design standards:
 - A. Shall be enclosed by a fence and/or hedge at least 18 inches in height to qualify, but no higher than 42 inches when adjacent to a street, common outdoor recreation area, or public space. Taller privacy screens between units are acceptable.
 - B. Private porches that face a street or a common outdoor recreation area may qualify as amenity space, provided they are at least 50 square feet in area, with no dimension less than six feet.
 - C. Ground level private open space in excess of minimum requirements in subsection (B) above shall not be used in the calculations for determining the minimum useable open space requirements for other units in the development [per DMC 25.71.320(4)(c)].
- (iii) Private balconies. This space is adjacent and directly accessible to the subject unit. Such spaces may be used to meet up to 25 percent of multifamily amenity space requirement. Private balconies shall meet the following design standards:
 - A. Private balconies should be at least partially recessed into the building façade, when provided, and integrated into the building design to provide protection from the weather.
 - B. Balconies shall be at least 36 square feet in area with no dimension less than six feet to qualify as amenity space.
 - C. Individual balconies larger than the minimum size requirements in the preceding subsection (B) shall not be used in the calculations for determining the minimum useable open space requirements for other units in the development [per DMC 25.71.320(4)(c)].
- (iv) Shared indoor recreation areas. Examples include, but are not limited to, multi-purpose entertainment space, fitness center, movie theater, kitchen, library, workshop, conference room, or similar amenities that promote shared use and a sense of community. Such spaces may be used to meet up to 25 percent of residential amenity space requirement. Shared indoor recreation areas shall meet the following design standards:
 - A. The space shall be accessible to all residents of the development.

- B. The minimum area is 250 square feet. The space shall feature dimensions necessary to provide functional leisure or recreational activity (unless otherwise noted herein).
 - C. The space shall be located in a visible area, such as near an entrance, lobby, elevator bank, or high traffic corridors.
 - D. The space shall be designed specifically to serve interior recreational functions and not merely be leftover unrentable space used to meet the open space requirement. Such space shall include amenities and design elements that will encourage use by residents.
- (v) Children's play areas. Any children's play areas integrated as a part of a shared multifamily amenity space shall meet all the following design standards (in addition to the design standards listed above):
- A. The minimum area is 400 square feet.
 - B. Measures necessary to protect children's safety from vehicular traffic shall be included, such as low fencing or landscaping to provide a physical barrier around the perimeter.
 - C. Shade and rest areas for supervision shall be provided by using deciduous landscaping, architectural elements (including but not limited to pergolas or shelters), or other means.
 - D. Natural, creative play elements should be provided, such as ground slides from one level to another, tricycle tracks, swings hung from arbors or trees, paths that meander and are of varying materials and widths, water that can be manipulated, outdoor rooms made from landscape or rocks, and berms and hills.
 - E. Shall be designed for a variety of ages, activities and motor skills.
 - F. Play areas shall be located in areas that are highly visible to residents.

Figure 25.71.320.C
Children's play area example.



(5) **Commercial open space.**

- (a) **Intent.** To integrate plazas and other pedestrian oriented spaces in commercial areas that enhance the employees' and public's opportunity for active and passive activities, such as dining, resting, people watching, and recreational activities.
- (b) **Usable commercial open space.** New developments on designated Storefront block-frontages and other developments with non-residential uses in commercial areas with more than 10,000 square feet of gross floor area must provide 400 square feet of pedestrian-oriented space for each 100 lineal feet of block frontage. Pedestrian-oriented space located adjacent to street corners may be counted for the frontages of both streets. Portions of sidewalks that are wider than the minimum required in DMC 25.71.310(4) may be used to meet up to 50 percent of this requirement.
- (c) **Design criteria.** Required usable commercial open space shall meet the following standards:
 - (i) Visual and pedestrian access into the site from a street, private access road, or nonvehicular courtyard.
 - (ii) Paved walking surfaces of either concrete or approved unit paving. Form-in-place pervious concrete paving is allowed.
 - (iii) The spaces must be located in or adjacent to areas with significant pedestrian traffic to provide interest and security, such as adjacent to or visible from a building entry.

- (iv) At least two feet of seating area (a bench or ledge at least 16 inches deep and appropriate seating height) or one individual seat per 60 square feet of plaza area or open space.
- (v) Landscaping components that add visual interest and do not act as a visual barrier. This could include planting beds, raised planters, and/or potted plants.
- (vi) Prohibited features:
 - A. Asphalt pavement.
 - B. Adjacent service areas (e.g., trash areas, loading docks) that are not separated with landscaping.
 - C. Adjacent chain-link fences.
 - D. Adjacent “blank walls” (see DMC 25.71.470).
 - E. Outdoor storage.



(6) Internal pedestrian access and design.

(a) Intent.

- (i) To improve the pedestrian and bicycling environment by making it easier, safer and more comfortable to walk or ride in the subarea.
- (ii) To enhance access to on- and off-site open space areas and pedestrian/bicycle paths.

- (b) Access to sidewalk.** All buildings shall feature pedestrian connections to a sidewalk per applicable block frontage standards in DMC 25.71.310. See subsection (iv) below for walkway design standards.



(c) Internal circulation.

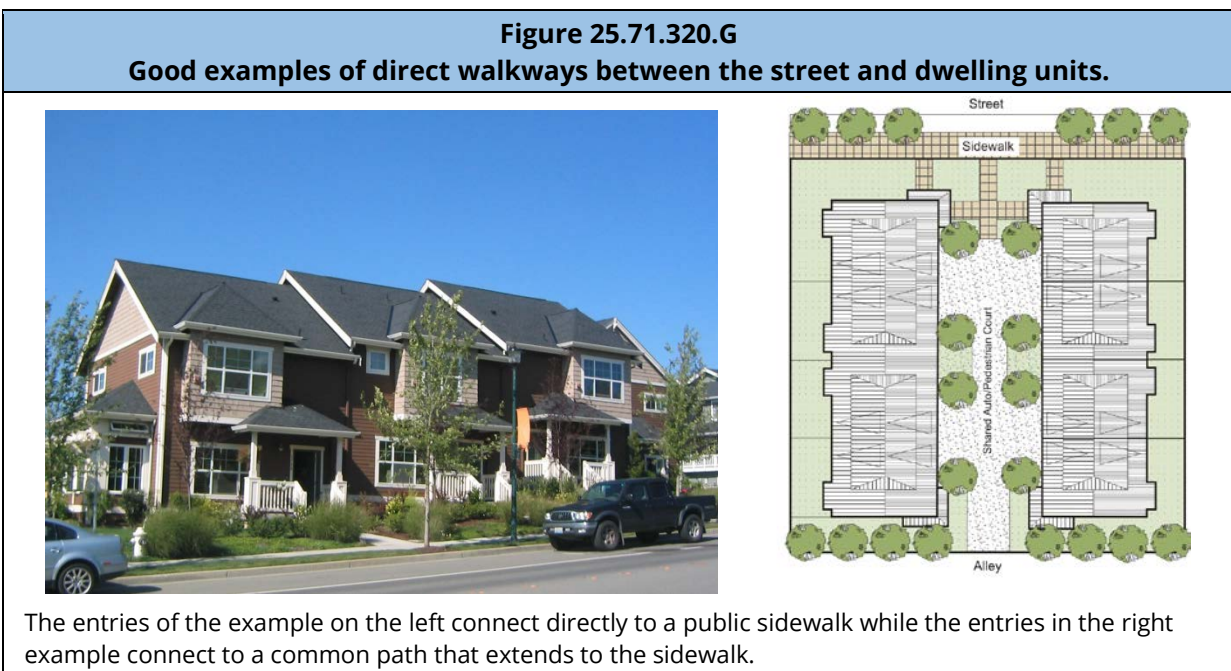
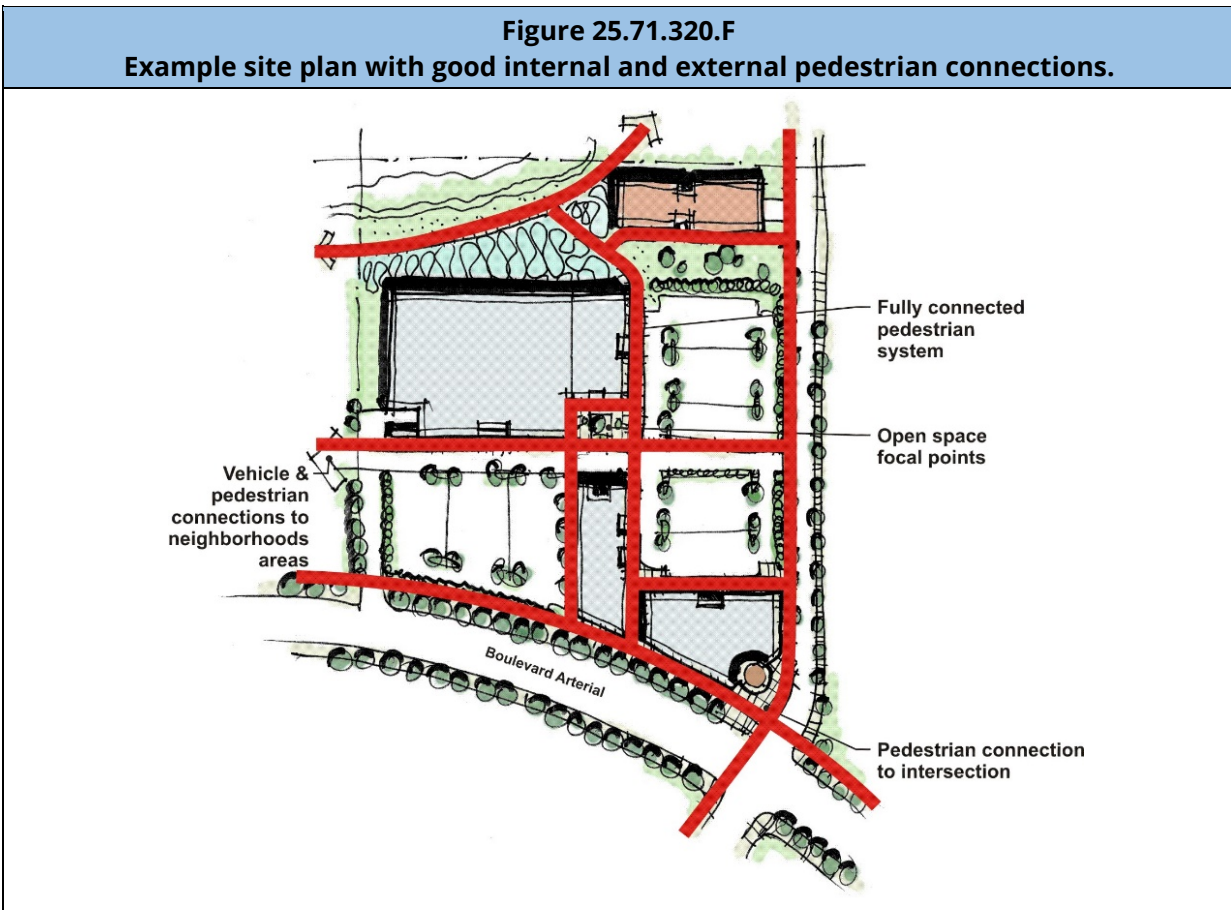
(i) For sites with multiple buildings:

- A. Internal walkways connecting businesses and residential entries on the same development site shall be provided. Route distances shall be minimized to the extent practical.
- B. **DEPARTURES** will be considered where an indirect route would enhance the design or use of a common usable open space. See subsection (D) below for walkway design standards.
- C. Connection intervals shall be no greater than 250 feet.

(ii) Sites with multifamily units. Direct pedestrian access shall be provided between all ground level unit entries and a public street or to a clearly marked walkway network or open space that has direct access to a public street. Multifamily developments shall provide a pedestrian circulation network that connects all main entrances on the site to other areas of the site, such as:

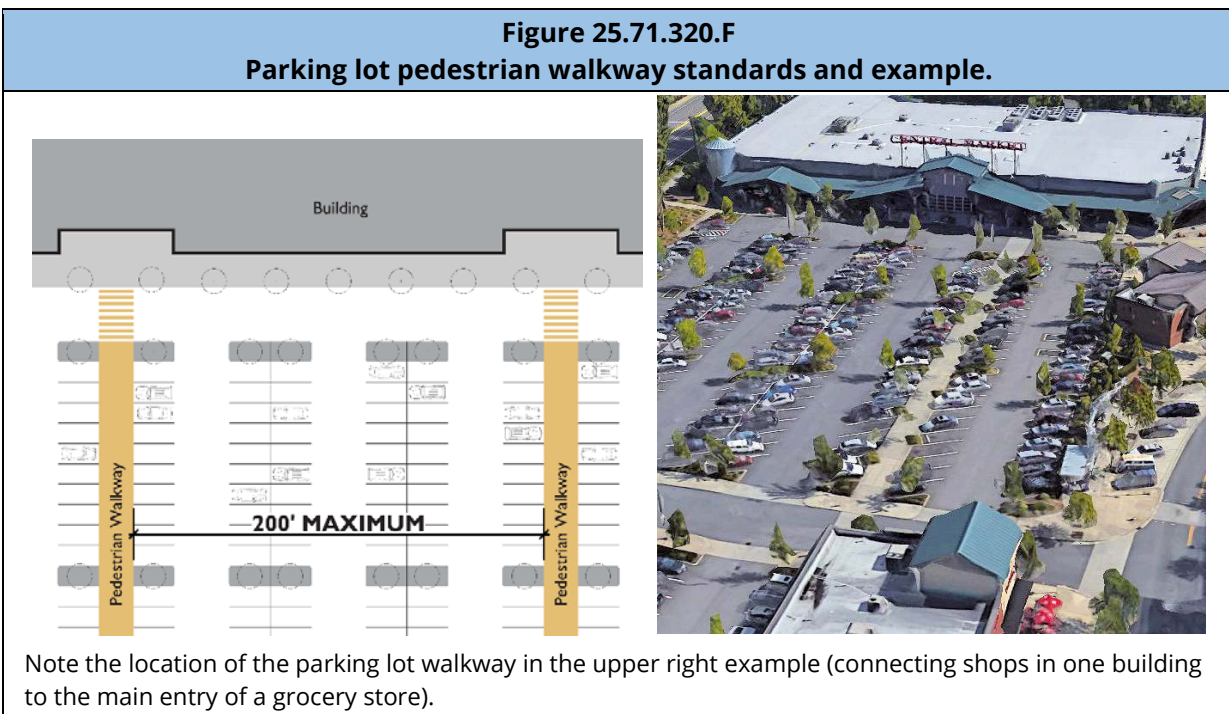
- A. Parking areas.
- B. Recreational areas.
- C. Common outdoor areas.
- D. Any pedestrian amenities.

For multifamily units fronting the street, the sidewalk may be used to meet this standard.



- (iii) **Crosswalks.** Crosswalks are required when a walkway crosses an on-site paved area accessible to vehicles.

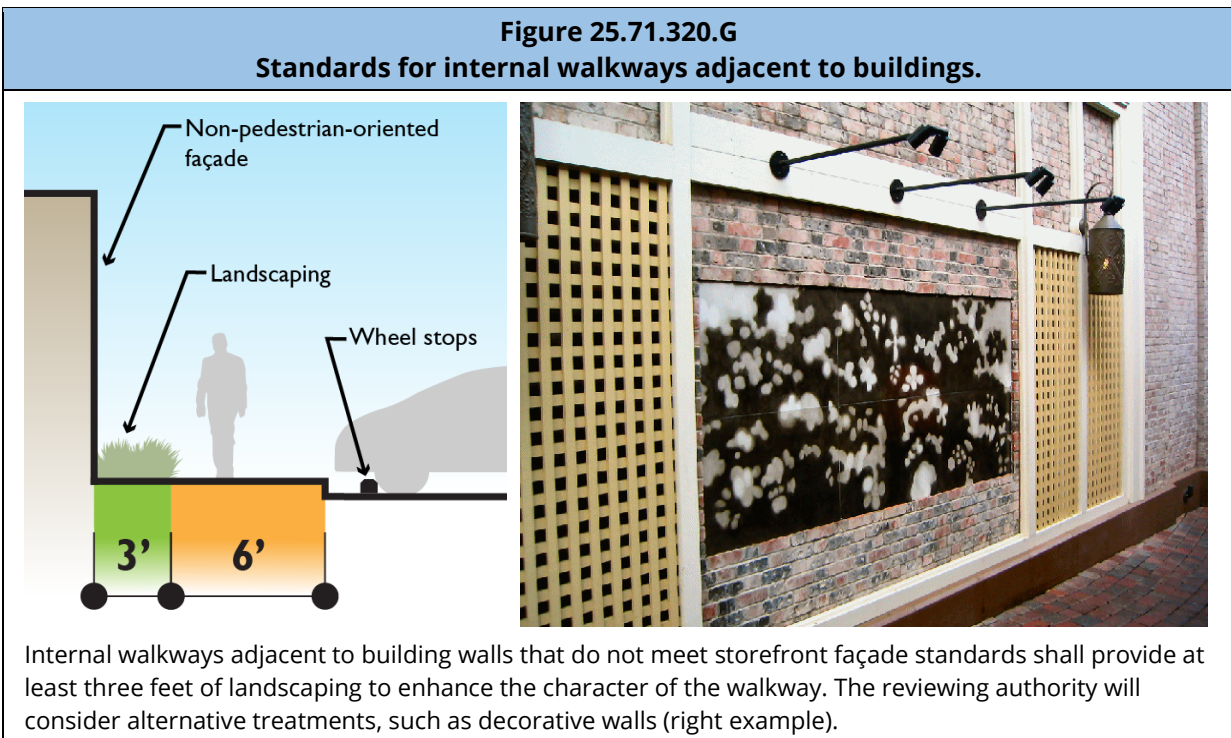
- A. Appearance. All crosswalks shall contain contrasting material (such as concrete) and/or patterns (such as stamped asphalt), excluding painted surfaces.
 - B. Raised crosswalks (speed tables). On sites larger than one acre, all crosswalks near major building entrances, parking garage entries, vehicular entries to the site, and other high-traffic areas shall be vertically raised to sidewalk level. The purpose of raised crosswalks is to provide a continuous walking or rolling surface, increase the visibility of pedestrians, and slow the speed of vehicular traffic. This requirement does not apply to crosswalks crossing public roadways.
- (iv) **Pedestrian walkways through parking lots.** Developments with 50 or more parking spaces shall include specially marked or paved walkways through parking areas. At least one walkway shall be provided for every four rows of parking, or at a maximum spacing of 200 feet. The walkways shall provide a safe connection to the building entrance and meet the walkway design standards in subsection (iv) of this section.



- (v) **Walkway design.**
- A. All internal walkways shall have a minimum six feet-wide unobstructed walking surface, except where wider walkways are prescribed elsewhere in this chapter or where the applicable uses and context dictate wider walkways.
 - B. Where an internal walkway is adjacent to perpendicular or angled parking, wheel stops are required to prevent encroachment of parked

vehicles over the walkway. In lieu of wheel stops, an extra two feet of walkway width shall be provided.

- C. Internal walkways shall be separated from structures by at least three feet for landscaping except where the adjacent building façade meets the storefront block frontage standards per DMC 25.71.310.
- D. **DEPARTURES** will be considered where other landscaping and/or façade design treatments to provide attractive walkways are proposed. Examples include, but are not limited to, sculptural, mosaic, bas-relief artwork, or other decorative treatments that meet the purpose. Figure 25.71.320.G below provides one example.



- E. Where walkways are between a parking lot and a multi-tenant commercial building which is 100 feet or more long, walkways shall feature a 12-foot-wide sidewalk with the following features:
 - 1. Eight feet minimum unobstructed width.
 - 2. Trees placed at an average of 50 feet on-center and placed in grates or in planting strips as set forth in subsection (c) below.
DEPARTURE: Breaks in the tree coverage will be considered near building entries to enhance visibility.
 - 3. Planting strips may be used between any vehicle access or parking area and the walkway; provided, that the trees required above are included, the walkway meets the applicable width

standards herein, and the combined walkway and planting strip is at least 12 feet wide.

(7) **Vehicular circulation and parking.**

The standards herein supplement the provisions of the Dupont Public Works Standards. Where there is a conflict, the provisions herein apply, except that the City Engineer may override this requirement and apply the Public Works standard for a driveway if the Public Works Director finds that a failure to apply the Public Works standards will result in a threat to public safety.

(a) **Intent.**

- (i) To create a safe, convenient, and efficient network for vehicle circulation and parking.
- (ii) To enhance the visual character of interior access roads.
- (iii) To minimize conflicts with pedestrian circulation and activity.

(b) **Driveways.** Driveways shall meet the standards of the Dupont Public Works Standards Manual, including, but not limited to, standards for intersection spacing, distance from crosswalks, and width.

(c) **Parking entry location.** Parking lot and parking garage entries shall provide vehicular access in the following order of preference:

- (i) Alleys.
- (ii) Basic block frontage streets.
- (iii) Landscaped block frontage streets.
- (iv) Secondary block frontage streets.

See related standards for parking location in DMC 25.71.310, Block Frontage Standards and Off-street parking quantities in DMC 25.71.280.

(d) **Garage and service area entries and pedestrian safety.**

- (i) Parking garage entries and service area entries shall be well-integrated into the design of the building and shall not dominate the streetscape. They should be designed and sited to complement, not subordinate, the pedestrian entry.
- (ii) Where vehicles enter and exit a parking garage or service area across a sidewalk or internal walkway, direct visibility between pedestrians and motorists shall be provided. Treatments shall include setback entries, cropped wall corners, wall openings, or other treatments to enhance safety and visibility. Treatments should also include pavement markings or changes in pavement materials. Mirrors and electronic visual/audio warnings alone are not acceptable methods of visibility.
- (iii) Parking garage entries are encouraged to have flat driveways behind the sidewalk for the length of at least one vehicle in order to enhance visibility between pedestrians and motorists exiting the garage. Steeply sloping

driveways immediately adjacent to a sidewalk or internal walkway require greater application of visibility treatments described in (B) above.

- (iv) Garage entry doors and gates, if provided, shall be at least 50 percent transparent between the bottom and top of the door or gate in order to enhance the safety of garage users.

(8) Service areas and mechanical equipment.

(a) Intent.

- (i) To minimize adverse visual, odor, fumes, and noise impacts of mechanical equipment, utility cabinets and other service areas.
- (ii) To provide adequate, durable, well-maintained, and accessible service and equipment areas.
- (iii) To protect residential uses and adjacent properties from impacts due to location and utilization of service areas.

(b) Location of ground-level service areas and mechanical equipment. Ground-level building service areas and mechanical equipment include loading docks, trash collection and compactors, dumpster areas, storage tanks, electrical panels, HVAC equipment, and other utility equipment. Any elements located outside the building envelope at ground level, the following standards apply:

- (i) Service areas shall be located for convenient service access while avoiding negative visual, auditory, olfactory, or physical impacts on the streetscape environment and adjacent residentially zoned properties.
- (ii) Service areas shall not be visible from the sidewalk and adjacent properties. Where the director finds that the only option for locating a service area is an area visible from a public right-of-way, resident/customer parking area, internal walkway, or pedestrian area, or from an adjacent property, the service area shall be screened with the structural and landscaping screening measures provided in subsection (iii) below.
- (iii) Service areas for multiple users or tenants shall be co-located or consolidated to the extent practical.
- (iv) Service areas shall be sited for alley access if available. Service elements accessible from an alley are exempt from the screening requirements of this section.
- (v) Trash collection areas shall include roofs or overhead weather protection and shall meet required stormwater standards. Drainage shall be designed to meet applicable NPDES standards.
- (vi) Exterior loading areas for commercial uses shall not be located within 20 feet of a residentially zoned property.

DEPARTURE: Exterior commercial loading areas are exempt from this standard if the reviewing authority finds such a restriction does not allow feasible development and alternative design measures can successfully

mitigate potential negative impacts. For example, areas and drives may be required to be separated from the residential lot by a masonry wall at least eight feet high.

- (vii) Other provisions of this section notwithstanding, service areas used by residents shall be located to avoid entrapment areas and other conditions where personal security is potentially a problem. Pedestrian-scaled lighting or other measures may be needed to enhance security.
- (viii) Noise-producing mechanical equipment, such as fans, heat pumps, etc., shall be located and/or shielded to minimize sounds and reduce impacts to adjacent dwelling units.
- (ix) Dumpster storage areas shall be provided for all development, located on site and not in the public right-of-way, and sized to accommodate the minimum dumpster sizes (see DMC 25.100.050).
- (c) **Screening of ground-level service areas and mechanical equipment.** Where screening of ground level service areas is required, the following applies:
 - (i) Structural enclosures shall be constructed of masonry, heavy-gauge metal, heavy timber, or other decay-resistant material that is also used with the architecture of the main building. Alternative materials other than those used for the main building are permitted if the finishes are similar in color and texture, or if the proposed enclosure materials are more durable than those for the main structure. The walls shall be sufficient to provide full screening from the affected roadway, pedestrian areas, or adjacent use, but shall be no greater than seven feet tall. The enclosure may use overlapping walls as a screening method. See Figure 25.71.320.H below.
 - (ii) Gates shall be made of heavy-gauge, sight-obscuring material. Chain link or chain link with slats is not an acceptable material for enclosures or gates.
 - (iii) Where the interior of a service enclosures is visible from surrounding streets, walkways, or residential units, an opaque or semi-opaque horizontal cover or screen shall be used to mitigate unsightly views. The horizontal screen/cover should be integrated into the enclosure design (in terms of materials and/or design).
 - (iv) Trash collection points shall be located and configured so that the enclosure gate swing does not obstruct pedestrian or vehicle vehicular traffic or does not require that a hauling truck project into any public right-of-way. Screening elements shall allow for efficient service delivery and removal operations.
 - (v) The service area shall be paved.
 - (vi) The sides and rear of service enclosures shall be screened with landscaping at least five feet wide in locations visible from the street, parking lots, and walkways to soften views of the screening element and add visual interest. Plants shall be arranged with a minimum of 50 percent coverage at time of

installation and be able to grow to fully screen or shield the equipment within three years.

- (vii) **DEPARTURES** will be considered, provided the enclosure and landscaping treatment meet the purpose of the standards and add visual interest to site users.

Figure 25.71.320.H
Acceptable trash screening enclosures.



All examples use durable and attractive enclosures with trees and shrubs to soften views of the enclosures from the side. Image C and D use a trellis and weather protection structure on top – a desirable feature particularly where the tops of the enclosures are visible from surrounding buildings, streets, and walkways (due to topography or building heights).

- (d) **Utility meters, electrical conduit, and other service utility apparatus.** These elements shall be located and/or designed to minimize their visibility to the public. Project designers are strongly encouraged to coordinate with applicable service providers early in the design process to determine the best approach in meeting these standards. If such elements are mounted in a location visible from the street, internal walkway, common outdoor recreation area, or shared auto courtyards, they shall be screened with vegetation and/or integrated into the building's architecture.



(e) **Roof-mounted mechanical equipment.**

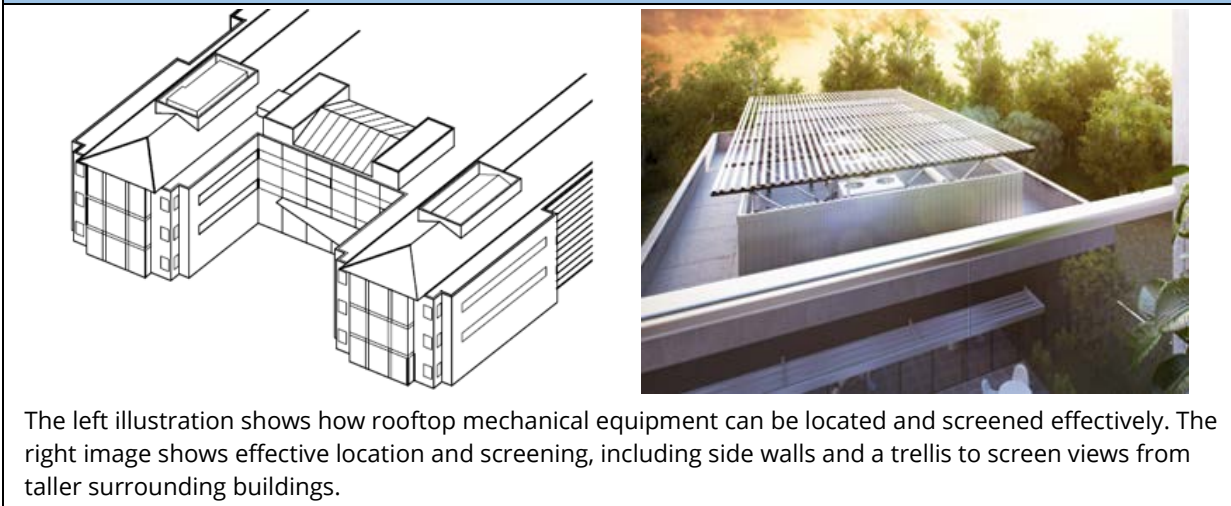
- (i) All rooftop mechanical equipment, including air conditioners, heaters, vents, and similar equipment shall be fully screened from public view at the street level and from rooftop residential amenity spaces. Screening shall be located so as not to interfere with operation of the equipment.
Exception: Roof-mounted wind turbines, solar energy and photovoltaic systems, and rainwater reuse systems do not require screening.
- (ii) For rooftop equipment, all screening devices shall be well integrated into the architectural design through such elements as parapet walls, false roofs, roof wells, clerestories, or equipment rooms. Screening walls or unit-mounted screening is allowed but less desirable. Wood shall not be used

for screens or enclosures. Louvered designs are acceptable if consistent with building design style.

- (iii) The screening materials shall be of material requiring minimal maintenance and shall be as high as the equipment being screened.
- (iv) Noise producing mechanical equipment, such as fans, heat pumps, etc., shall be located and/or shielded to minimize sounds and reduce impacts to adjacent dwelling units.

Figure 25.71.320.J

Examples of how to screen roof-mounted mechanical equipment.



(9) Site lighting.

(a) Intent.

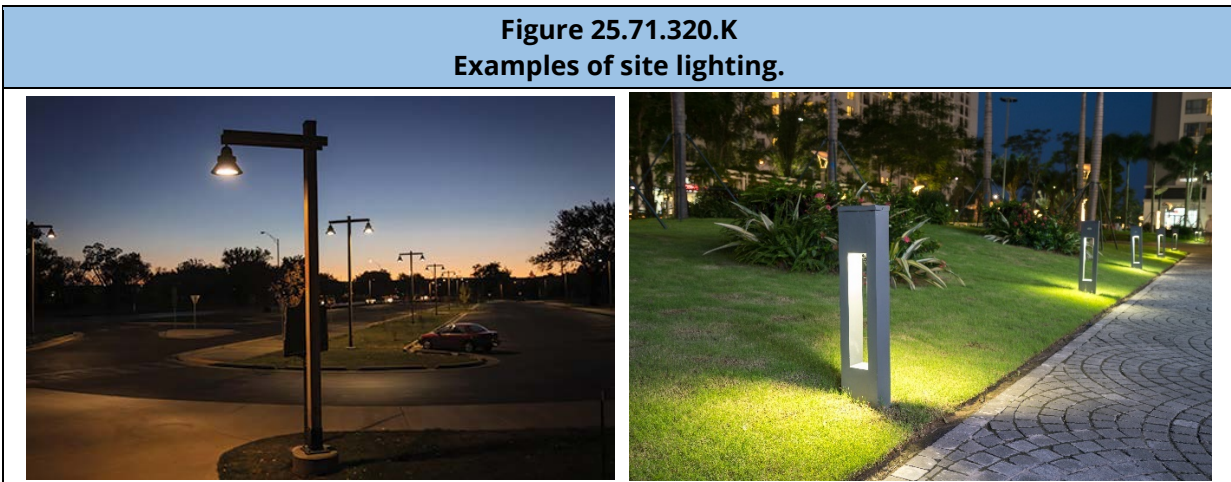
- (i) To ensure that lighting contributes to the character of the streetscape and does not disturb adjacent developments and residences.
- (ii) Protect against light pollution, thereby reclaiming the ability to view the night sky and helping to preserve the quality of life and scenic value of this desirable visual resource throughout the region and nearby natural open spaces.
- (iii) Help protect and enhance human health and wellness and wildlife habitation and migration by minimizing light pollution and its impact on all forms of life.
- (iv) Promote lighting practices and systems to conserve energy, decrease dependence on fossil fuels, and limit greenhouse gas emissions.
- (v) Ensure that sufficient lighting can be provided where needed to promote safety and security on public and private property, and to allow for reasonable lighting for outdoor activities.
- (vi) Provide attractive lighting that supports and enhances the urban environment, emphasizes architectural elements, and encourage

pedestrian activity and wayfinding beyond daylight hours, especially during the long nights of Pacific Northwest winters.

- (b) **Applicability.** All outdoor lighting shall comply with the provisions herein, unless otherwise exempted. This includes, but is not limited to, new lighting, replacement lighting, additions and alterations, or any other lighting whether attached to buildings, poles, structures, the earth, or any other location.
 - (i) The following types of lighting are exempt from the provisions of this section:
 - A. Lighting solely for signs.
 - B. Underwater lighting.
 - C. Temporary and seasonal cord-and-plug portable lighting.
 - D. Construction or emergency lighting.
 - E. Outdoor rope and string lights for outdoor seating and gathering areas.
- (c) **General standards.**
 - (i) All luminaires shall be fully shielded and shall not emit light into the upper hemisphere around the luminaire or onto adjacent properties and structures, either through exterior full cut-off shields or through optics within the fixture. Support and mounting systems for luminaires shall not allow post-installation adjustments that could defeat compliance of this requirement.
 - (ii) City-approved standardized fixtures shall be used for sidewalk lighting located within the right-of-way or publicly accessible easements on private property.
 - (iii) On-site lighting elements should be complementary, including internal walkway lighting, accent and parking lot lighting, and lighting of adjacent developments and the public right-of-way.
 - (iv) Except as provided in this section, outdoor lighting is encouraged to follow the intensity, technology, and other recommendations of the International Dark Sky Association and the Illuminating Engineering Society of North America.
- (d) **Height.**
 - (i) Freestanding lighting fixtures in parking lots shall not exceed 20 feet in height. Lighting fixtures on the top level of parking garages shall not exceed 12 feet in height.
 - (ii) Pedestrian scale lighting shall not exceed 16 feet in height.
 - (iii) Building-mounted exterior lighting shall not be placed at any point greater than 20 feet above the adjacent grade, except the height limit is 14 feet when within 100 feet of a residential zone. This standard does not apply to

fully recessed lights, such as when mounted on the underside of a gas station fueling canopy or a building roof overhang.

- (iv) Building-mounted exterior lighting for roof decks is permitted provided the luminaires are located at least 10 feet horizontally from the edge of the roof.
- (v) Recreational facility lighting heights are dependent on the facility design. Such lights must be designed to limit the light spill to adjacent properties to no more than 1.0 foot candle.



- (e) **Parking lot lighting.** Lighting in parking lots shall be appropriate to create adequate visibility at night and evenly distributed to increase security. Lighting shall be located so that trees within the parking lot do not obscure the operation of the light fixture.
- (f) **Lighting color (chromaticity).** The correlated color temperature of all outdoor lighting shall be 3,500 Kelvin maximum or lower (refer to American National Standard Institutes publication C78.377 for guidance on LED lighting). Exceptions may be made for architectural floodlighting, accent lighting, or outlining.
- (g) **Exterior lighting controls.**
 - (i) Automated control systems, such as energy management systems, photoelectric switches, motion sensors, and astronomic timer switches, shall be used to meet the hours of operation requirements and the technical and energy efficiency requirements of the applicable Washington State Energy Code.
 - (ii) Exceptions:
 - A. Egress lighting as required by the Building Code.
 - B. Lighting required for accessibility.
 - C. Lighting required by statute, law, or ordinance to operate all night.
 - D. A manual override at each exit door is allowed regardless of automatic control device.

E. Seasonal holiday lighting and event lighting.

(h) **Decorative lighting** is permitted and should be limited to meet the purpose of this section. Consider dimming or curfews for such lighting after midnight. Such lighting includes:

- (i) Landscape lighting.
- (ii) Architectural floodlighting, accent lighting, and outlining.
- (iii) Lighting to illuminate flags, public art, water features, and similar edifices.
- (iv) Outdoor rope and string lights for outdoor seating and gathering areas.

(i) **Prohibited lighting.**

- (i) Dynamic lighting.
- (ii) Luminaires exceeding 500,000 peak candelas and/or 500,000 lumens.
- (iii) Laser lighting.
- (iv) Any lighting of undeveloped environmentally sensitive areas.
- (v) Any lighting that may be confused with warning signals, emergency signals, or traffic signals.
- (vi) Mercury, low pressure sodium, or other light sources in public areas that can impede or distort the perception of actual colors.
- (vii) Blinking, flashing, intermittent, and/or moving lights unless specifically allowed elsewhere in the Dupont Municipal Code or Public Works Manual.
- (viii) Lighting permanently attached to trees.

(10) **Landscaping.**

(a) **Intent**

- (i) To emphasize landscaping as one of the character-defining features of the Old Fort Lake Subarea.
- (ii) To accommodate flexibility for the total amount of landscaped area for mixed-use and multifamily areas.

(b) **Wildland-Urban Interface standards.** Old Fort Lake Subarea is within defined Wildland-Urban Interface areas and are thus subject to special landscaping standards for such areas. Where these landscaping standards conflict with applicable Wildland-Urban Interface standards, the Wildland-Urban Interface standards apply.

(c) **Standards.** Developments are subject to the landscaping provisions of DMC Chapter 25.90, with the following exceptions:

- (i) Minimum landscaped area for multifamily areas where more than 50 percent of the off-street parking is contained within or under buildings shall be 25 percent.
- (ii) The following landscaped types and credits may be used within the interior landscaping of multifamily developments set forth in subsections (1) above to meet the standards:

- A. Ground level planting beds qualify as landscaped surfaces at a 100 percent rate.
 - B. Green roof. Green roofs qualify as a landscaped surface at a 50 percent rate (i.e., two square feet of green roof qualifies as one square foot of landscaped area) provided they comply with Wildland-Urban Interface standards. Green roof areas with soil depths greater than 12 inches and planned to support large shrubs and trees qualify as a landscaped surface at a 100 percent rate.
- (d) **Other landscaping standards** are set forth in the following sections:
- (i) Block frontage standards of DMC 25.71.310.
 - (ii) Most of the site planning standards of DMC 25.71.320.
 - (iii) Blank wall treatment standards of DMC 25.71.470.

25.71.400 Building Design

25.71.410	Intent
25.71.420	Applicability
25.71.430	Building character and variety
25.71.440	Building massing and articulation
25.71.450	Building details
25.71.460	Building materials
25.71.470	Blank walls

25.71.410 Intent.

This section provides standards to promote buildings with an architectural character that reflects the envisioned Old Fort Lake aesthetic and is based on human-scaled design details, durable high-quality materials, and responds uniquely to the site's context.

25.71.420 Applicability

These building design standards are applicable to all nonresidential and multifamily developments in the Old Fort Lake Subarea.

25.71.430 Building character and variety.

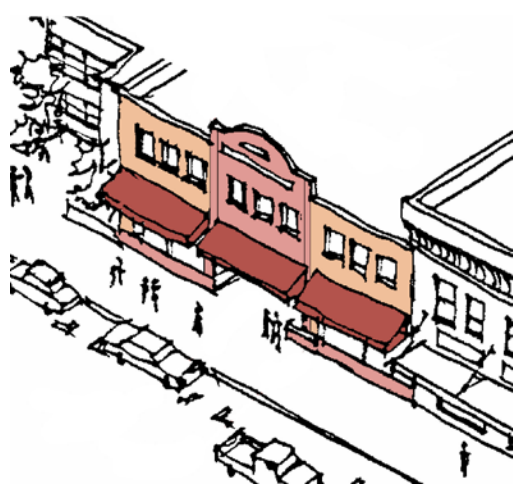
- (1) **Intent.**
 - (a) To avoid generic, corporate architectural design that degrades the character and identity of Dupont.
 - (b) To avoid monotonous repetition of the same building forms, materials, and colors in larger developments.
- (2) **Corporate architecture prohibited.** Architecture that is defined predominately by corporate identity features and is difficult to adapt to other uses is prohibited. For example, some franchise convenience uses have very specific architectural features (such as a distinctive roofline design that functions as a sign) that reinforce their identity. As tenants change in these types of buildings, these corporate identity features can negatively impact the character of the area and identity of new tenants. These features can also be very expensive to reconfigure and adapt to new uses.
- (3) **Building design variety.** Buildings in multi-building developments shall visibly vary in at least one significant aspect so that they are clearly not identical as viewed from public streets. Aspects can include forms, massing and the composition and articulation of exterior building materials, fenestration patterns, building entries, weather protection features, and rooflines.

25.71.440 Building massing and articulation.

- (1) **Intent.** This section contains standards that affect the massing of buildings through façade design articulation, façade width, and roofline design. The purpose of this section is:
 - (a) To employ architectural elements (like windows, balconies, entries, etc.) that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces.
 - (b) To integrate substantial articulated/modulated features on large buildings to break up the massing and add visual interest.
- (2) **Exemptions.** Buildings with less than 50 horizontal feet of façade are exempt from the standards in this section.
- (3) **Façade articulation.** Façade articulation to create a human-scaled pattern is required for street-facing building façades and other building elevations facing parks or the golf course, containing primary building entrances, and adjacent to lower intensity zones.
 - (a) For non-residential buildings at least three articulation features shall be employed at intervals no greater than 40 feet in the Commercial and Entertainment zone, and 60 feet in the Neighborhood Business zone.
 - (b) Multifamily buildings in all applicable zones shall employ at least three articulation features at intervals that relate to the location/size of individual units within the building (or no more than every 50 feet).
- (4) **Articulation features** to meet the standards of (3) above include:
 - (a) Use of window patterns and/or entries that reinforce an articulation pattern.
 - (b) Use of awnings or similar weather protection features (not applicable to residential buildings).
 - (c) Use of vertical piers/columns.
 - (d) Change in roofline with a difference in height, slope or pitch, direction, or shape (such as towers or dormers).
 - (e) Change in building material or siding style.
 - (f) Use of vertical building modulation of at least 12 inches in depth if tied to a change in roofline per subsection (d) of this section or a change in building material, siding style, or color. On residential buildings balconies may be used to qualify for this option if they are recessed or projected from the façade by at least 18 inches. Juliet balconies or other balconies that appear to be tacked on to the façade will not qualify for this option unless they employ high quality materials and effectively meet the purpose of the standards.
 - (g) Other design techniques that effectively break up the massing of structures and add visual interest.

DEPARTURE: Other articulation features may be approved, provided they meet the purpose of the standards and the design criteria set forth in subsection (5) of this section.

Figure 25.71.440.A
Non-residential articulation examples.



The left image uses window patterns, weather protection elements, and roofline modulation. The photo example to the right also includes window patterns and weather protection along with a change in masonry texture and color to articulate the façade. The lower example illustrates how a multitenant retail building can successfully be articulated (windows, weather protection, vertical building modulation, and roofline changes).



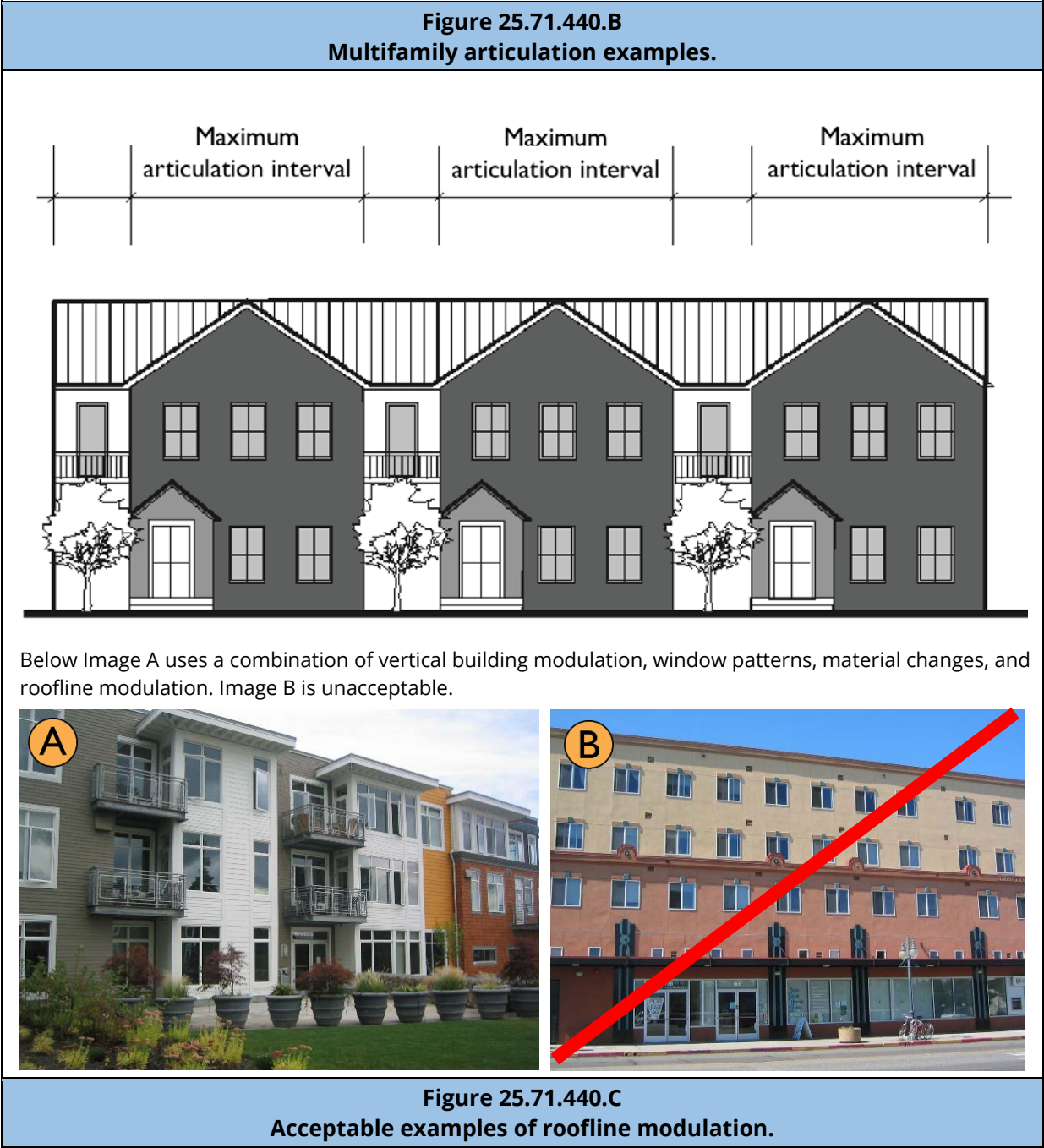
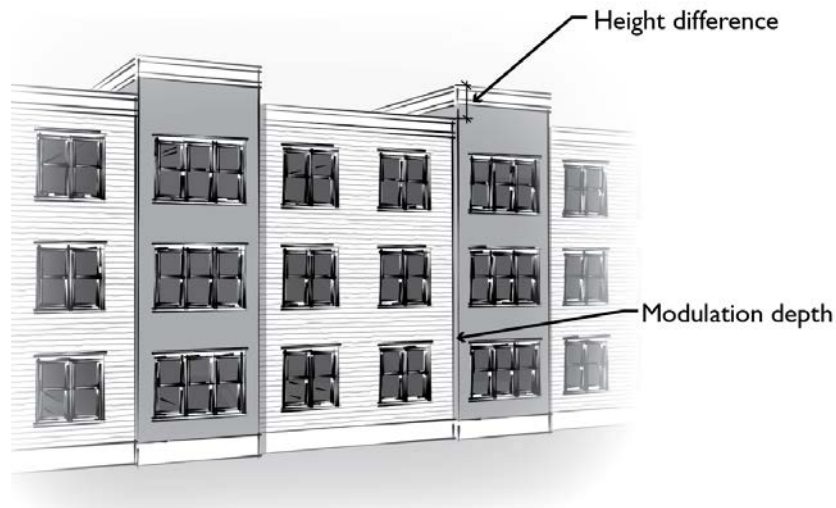


Figure 25.71.440.B
Multifamily articulation examples.



Roofline modulation qualifies as an articulation feature when combined with vertical building modulation techniques.

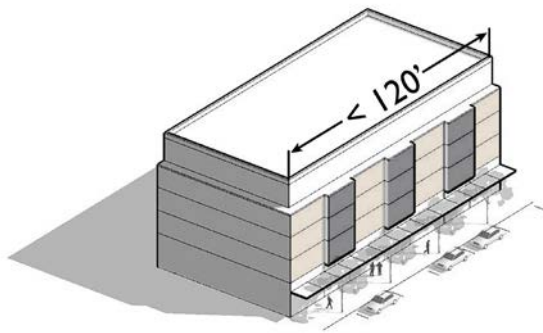


The left building illustrates a pitched roof example, and the right building illustrates a flat roof example.

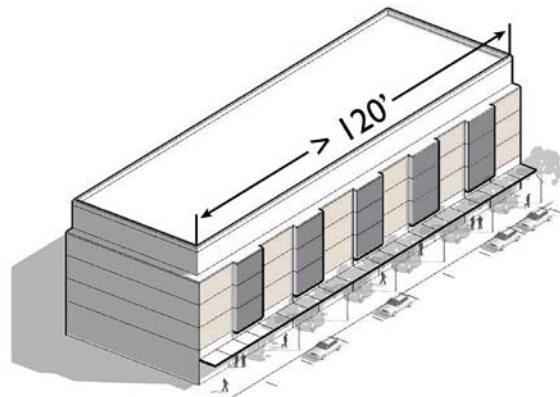
- (5) **Departure criteria associated with articulation standards.** The following criteria will be considered in determining whether the proposed articulation treatment meets the intent:
- (a) The type and width of the proposed articulation treatment and how effective it is in meeting the purpose given the building's context.
 - (b) The applicable block frontage designation. Basic block frontages warrant more flexibility than block frontages designated as Secondary or landscaped.
 - (c) The size and width of the building. Smaller buildings warrant greater flexibility than larger buildings.
 - (d) The quality of façade materials in concert with doors, windows, and other façade features and their ability to add visual interest to the street from a pedestrian scale and more distant observable scales.

- (6) **Maximum façade width.** Street-facing building facades and other building elevations facing lower intensity zone edge must include at least one of the following features to break up the massing of the building and add visual interest. This standard applies to applicable building elevations wider than 120-feet (wider than 200-feet in the Neighborhood Business zone).
- (a) Provide vertical building modulation at least six-feet deep and 15-feet wide. For multi-story buildings, the modulation must extend through at least one-half of the building floors.
 - (b) Use of a contrasting vertical modulated design component featuring all of the following:
 - (i) Utilizes a change in building materials that effectively contrast from the rest of the façade.
 - (ii) Component is modulated vertically from the rest of the façade by an average of six inches.
 - (c) Façade employs building walls with contrasting articulation that make it appear like multiple distinct buildings. To qualify for this option, these contrasting façades must employ all of the following:
 - (i) Different building materials and/or configuration of building materials.
 - (ii) Contrasting window design (sizes or configurations).
 - (d) **DEPARTURES** to subsections (6)(a-c) will be considered provided the design meets the intent of the standards. Supplemental consideration for approving alternative designs:
 - (i) Width of the façade. The larger the façade, the more substantial articulation/ modulation features need to be.
 - (ii) Block frontage designation. Storefront designated block frontages warrant the most scrutiny while undesignated streets warrant more flexibility.
 - (iii) The type of articulation treatment and how effective it is in meeting the purpose given the building's context.

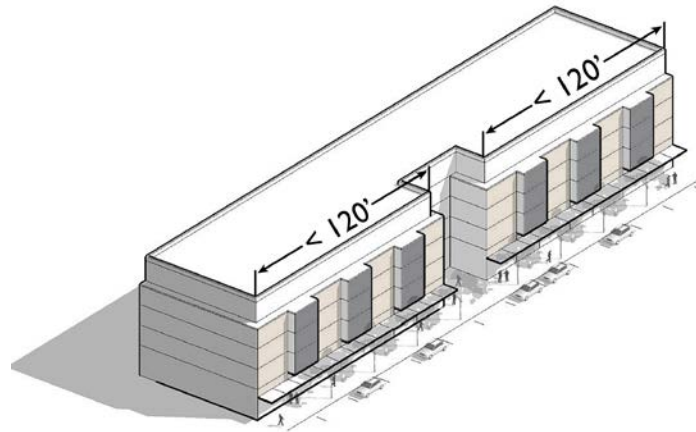
Figure 25.71.440.D
Illustrating maximum façade width standards and good and bad examples.



Less than 120' wide: Meets standard.



More than 120' wide: Does not meet standard.



Building incorporates a courtyard along the façade (technique #1 noted above) to effectively break it up into smaller components: Meets standard.



The left building uses technique # 1 (vertical building modulation at least six-feet deep and 15-feet wide). The right building uses technique #2 (contrasting vertical modulated design component). Both examples are effective in breaking up the perceived scale of the building and adding visual interest.

25.71.450 Building details.

- (1) **Intent.** Building details affect the human experience of architecture at the ground level and the quality of windows. The intent of this section is to:
 - (a) Encourage the incorporation of design details and small-scale elements into building façades that are attractive at a pedestrian scale.
 - (b) Integrate windows that add depth, richness, and visual interest to the façade.
 - (c) Create clear and welcoming building entries.
- (2) **Applicability.** This section applies to nonresidential street-facing building façades and other nonresidential or multifamily building facades facing parks and/or the golf course and containing primary building entrances.
- (3) **Façade details – nonresidential buildings.** The ground floor of commercial buildings shall be enhanced with appropriate details.
 - (a) This standard applies to building façades and building elevations facing parks or the golf course and containing primary building entrances.
 - (b) All new buildings shall employ at least one detail element from each of the three categories in subsection (4) for each façade articulation interval. For example, a building with 120 feet of street frontage with a façade articulated at 40 feet intervals will need to meet the standards for each of the three façade segments below.
- (4) **Façade detail categories.**
 - (a) Window and/or entry treatment:
 - (i) Display windows divided into a grid of multiple panes.
 - (ii) Transom windows.
 - (iii) Roll-up windows/doors.
 - (iv) Other distinctive window treatment that meets the purpose of the standards.
 - (v) Recessed entry.
 - (vi) Decorative door.
 - (vii) Other decorative or specially designed entry treatment that meets the purpose of the standards.
 - (b) Building element, façade attachment, or façade detail:
 - (i) Custom-designed weather protection element such as a steel canopy, cloth awning, or retractable awning.
 - (ii) Decorative building-mounted light fixtures.
 - (iii) Bay windows, trellises, towers, and similar elements.
 - (iv) Decorative, custom hanging sign(s) (option only available for building remodels).
 - (v) Other details or elements that meet the intent of these standards.

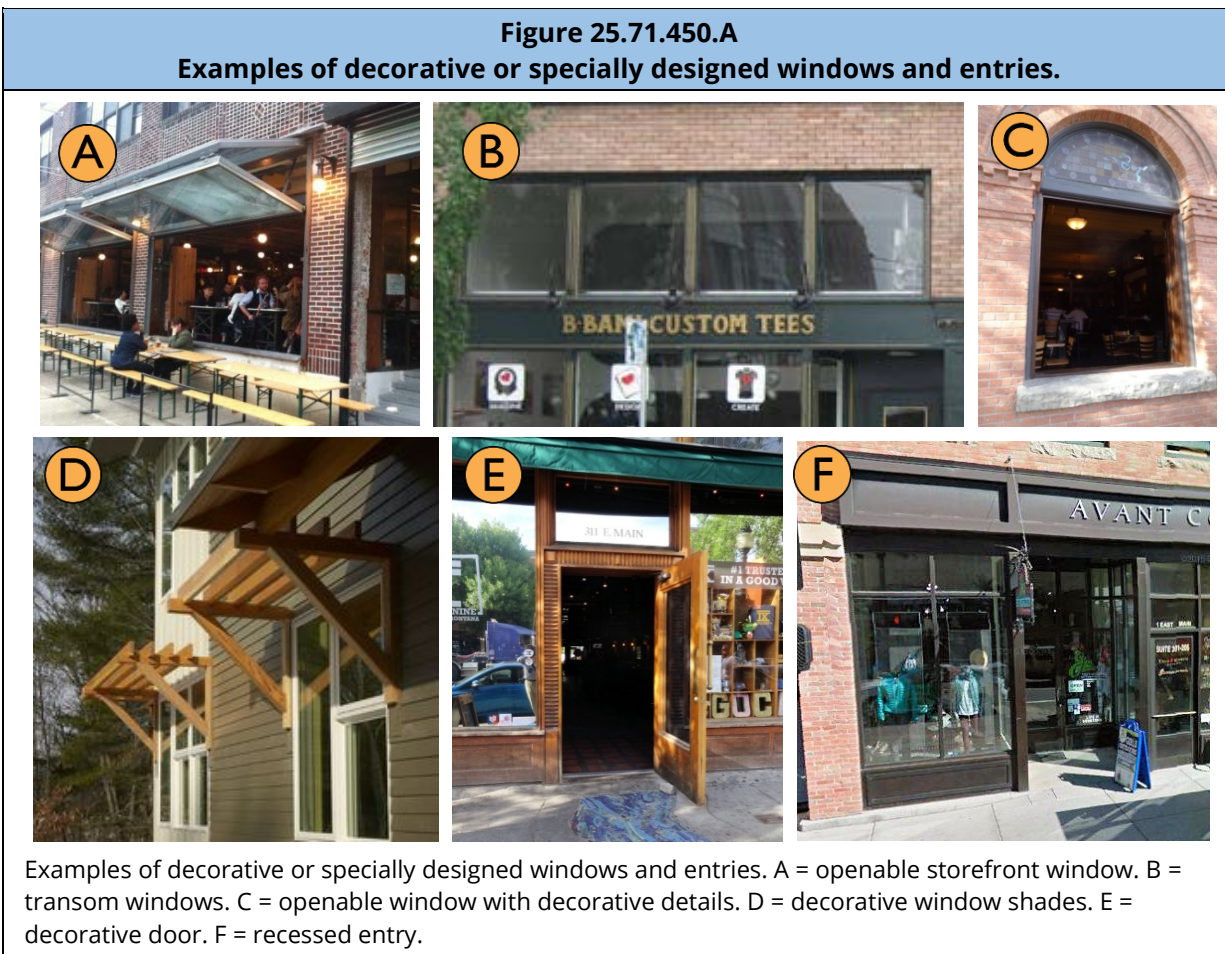
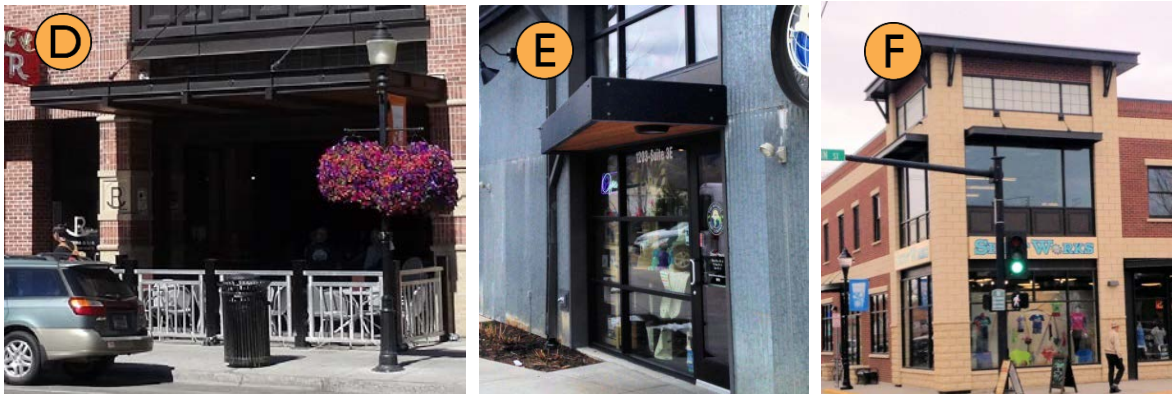


Figure 25.71.450.B
Examples of decorative or specially designed windows and entries.



(c) Decorative material and artistic elements:

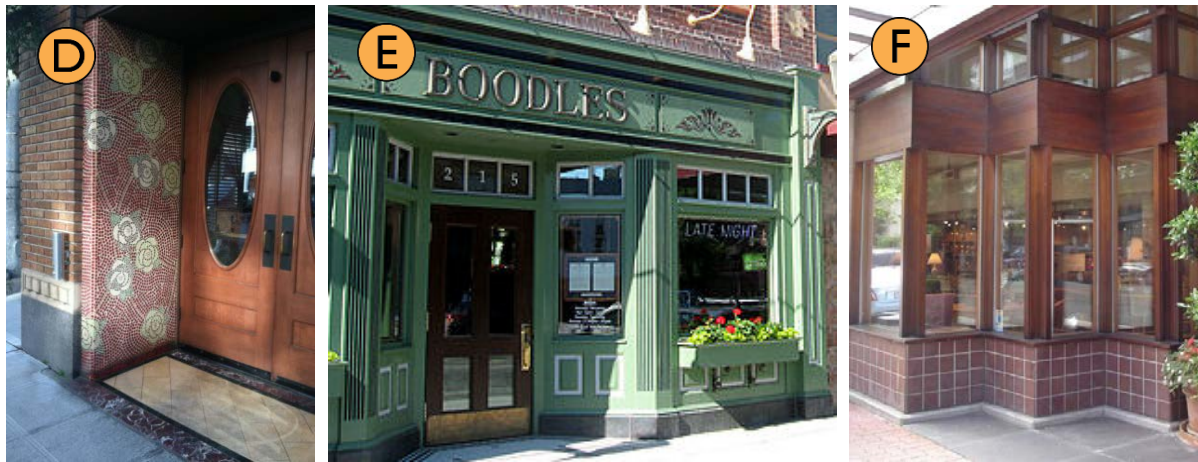
- (i) Decorative building materials/use of building materials. Examples include, but are not limited to, decorative use of brick, tile, or stonework.
- (ii) Artwork on building, such as a mural or bas-relief sculpture.
- (iii) Decorative kick-plate, pilaster, base panel, or other similar feature.
- (iv) Hand-crafted material, such as special wrought iron or carved wood.
- (v) Other details that meet the purpose of the standards.

DEPARTURES will be considered, provided the façade (at the overall scale and at the individual articulation scale) meets the intent of the standards above.

Figure 25.71.450.C
Examples of decorative surface materials.



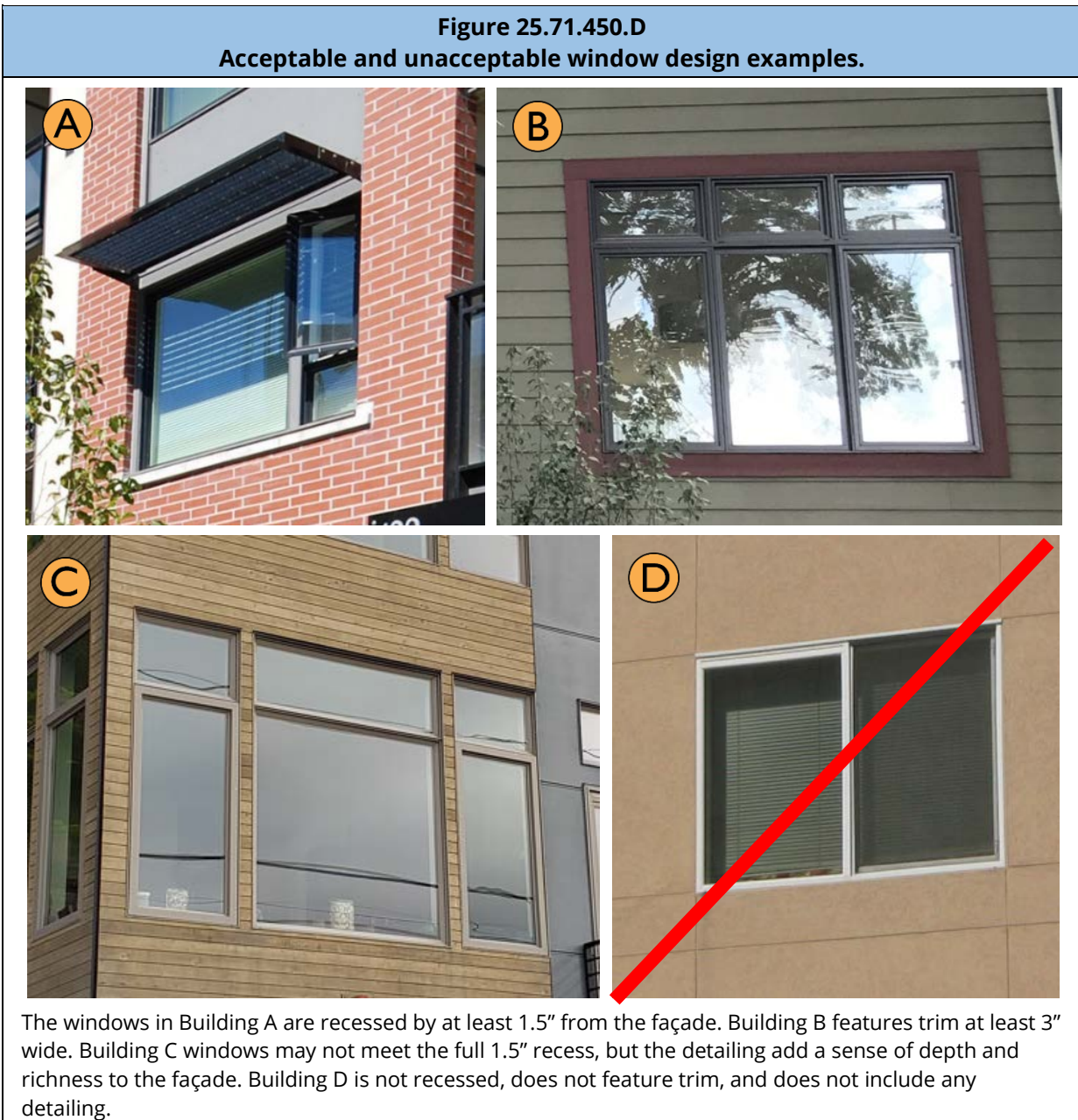
Figure 25.71.450.C
Examples of decorative surface materials.



Examples of decorative surface materials. A = decorative brick/design. B = decorative tile work and column pattern. C = decorative medallion. D = decorative mosaic tile work. E = decorative bulkhead. F = decorative materials and design.

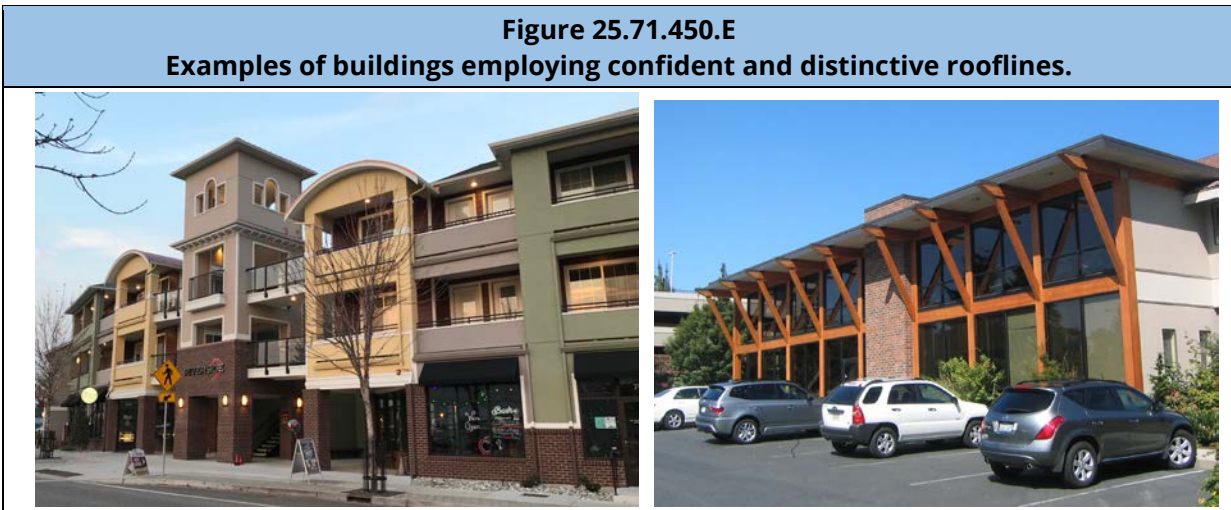
(5) **Window design standards.**

- (a) All windows (except storefront display windows) shall employ designs that add to the façade. At least one of the following features shall be included:
 - (i) Recess windows at least 1.5 inches from the façade.
 - (ii) Incorporate window trim (at least three inches wide) around windows.
 - (iii) Incorporate other design treatments that add depth, richness, and visual interest to the façade.
- (b) **DEPARTURES** from the window standards above will be considered, provided the design meets the intent of the standards.
- (c) Standards for specialty glass and treatments:
 - (i) Ground floor windows on all buildings may not use glass that is highly reflective, mirrored, darkly tinted, frosted, perforated, or otherwise treated to obscure visibility into the building.
 - (ii) On upper floors, highly reflective and mirrored glass shall not be used on more than ten percent of a building façade or other building elevations facing parks, the golf course, and containing primary building entrances.



- (6) **Cornice/roofline design for flat roofs.** Nonresidential buildings employing a flat roof shall employ a distinctive roofline that effectively provides an identifiable "top" to the building, including one of the following (see Figure 25.71.450.E below):
- (a) A traditional cornice line or a contemporary interpretation of a traditional cornice line. Such rooflines shall be proportional to the size and scale of the building.
 - (b) Understated cornice lines are permitted depending on the materials and design of the base and middle elements in reinforcing the base/middle/top configuration.

- (c) Rooftop solar units are permitted, provided the placement and design of units visible from the surrounding streetscape are carefully integrated into the overall design concept of the building.
- (d) **DEPARTURE:** Alternative roofline designs may be acceptable, provided the building design, collectively, meets the intent of the standards. For example, additional articulation treatments and/or detailing may help the building meet the departure criteria.



- (7) **Articulated building entries.** The primary building entrance for an office building, hotel, multifamily building (when provided), public or community-based facility or other multi-story commercial building shall be designed as a clearly defined and demarcated standout architectural feature of the building. Such entrances shall be easily distinguishable from regular storefront entrances on the building and shall be scaled proportional to the building. See Figure 25.71.450.F below for good examples.

Figure 25.71.450.F
Building entry examples.



25.71.460 Building materials.

- (1) **Intent.**
 - (a) To encourage the use of durable, high quality building materials that minimize maintenance cost and provide visual interest from all observable vantage points.
 - (b) To promote the use of a distinctive mix of materials that helps to articulate façades and lends a sense of depth and richness to the buildings.
 - (c) To place the highest priority on the first floor in the quality and detailing of materials at the pedestrian scale.
- (2) **Wildland-Urban Interface standards.** Old Fort Lake Subarea is within defined Wildland-Urban Interface (WUI) areas and are thus subject to special development standards for such areas. Where these building materials standards conflict with applicable Wildland-Urban Interface standards, the Wildland-Urban Interface standards apply.
- (3) **Quality building materials.**
 - (a) Applicants shall use high quality durable materials. This is most important for the base of buildings, particularly for commercial and neighborhood business buildings where the façade is sited close to sidewalks.
 - (b) Prohibited exterior building materials:
 - (i) Fiberglass.
 - (ii) Vinyl and plastic siding.
 - (iii) Plywood.
 - (iv) T-111 siding.

- (v) Exterior insulation and finish system (EIFS).
- (c) The use of sustainably harvested, salvaged, recycled, or reused products is encouraged wherever possible.
- (4) **Special conditions and limitations for concrete block (also known as concrete masonry unit or CMU).**
 - (a) Concrete block may be used as a cladding material for single story non-residential buildings or on the ground floor of any multi-story building provided it is incorporated with other permitted materials and/or incorporates a combination of textures and/or colors to add visual interest. For example, combining split or rock-façade units with smooth blocks can create distinctive patterns. The figure below illustrates acceptable concrete block use/designs.
 - (b) **DEPARTURES** will be considered, provided the material's integration and overall façade composition meets the intent of the standards.

Figure 25.71.460.A
Acceptable concrete block use and design.

A

B



Building A uses alternating rows of concrete block and brick as an effective and contrasting accent material for its podium structure. Building B uses CMU as the primary cladding material for the ground level. Note the use of split-façade CMUs above each of the awnings and coupled with the use of smooth-façade CMUs on the vertical columns (which employ black accent tiles for added interest).

- (5) **Special conditions and limitations for metal siding.** Metal siding may be used as a secondary cladding material (no more than 35 percent of the cladding for the front façade and no more than 50 percent for other buildings elevations) if it is incorporated with other permitted materials and complies with the following standards:
- (a) Metal siding shall not extend lower than two feet above grade. Masonry, concrete, or other durable material shall be incorporated between the metal siding and the ground plane.
 - (b) Metal siding shall be factory finished with a matte, nonreflective surface.
 - (c) Metal siding shall feature visible corner molding and trim
 - (d) Use of at least two colors of is encouraged but not required.
 - (e) **DEPARTURES** will be considered, provided the material's integration and overall façade composition meets the intent of the standards.

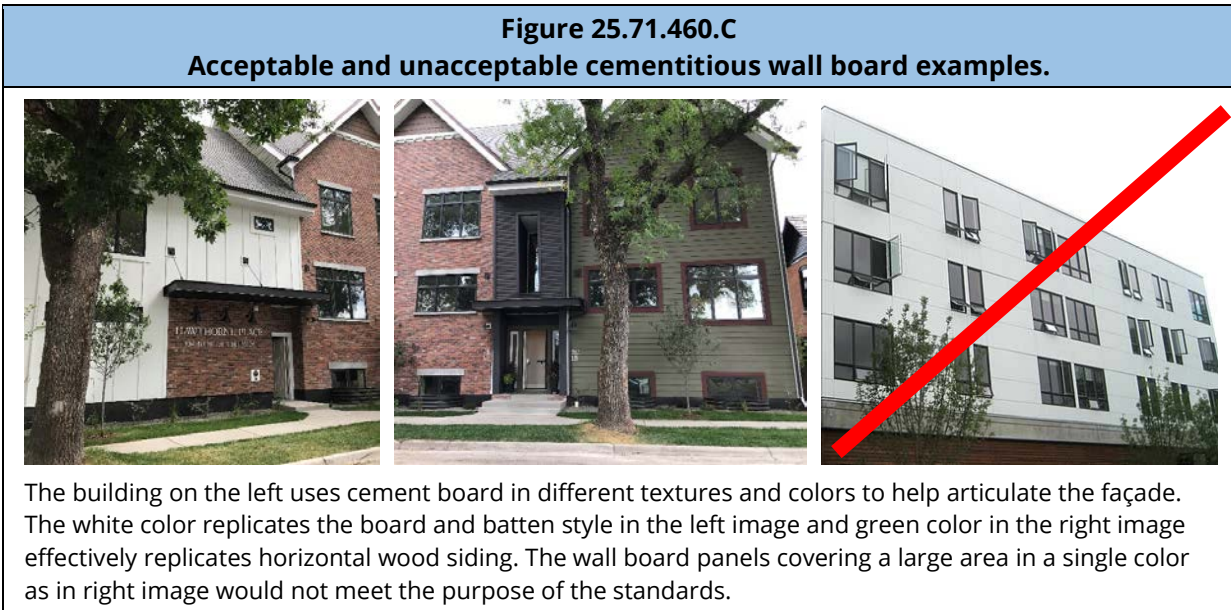
Figure 25.71.460.B
Acceptable metal siding examples.



The buildings in Image A and B integrate a range of metal siding with masonry and other materials.

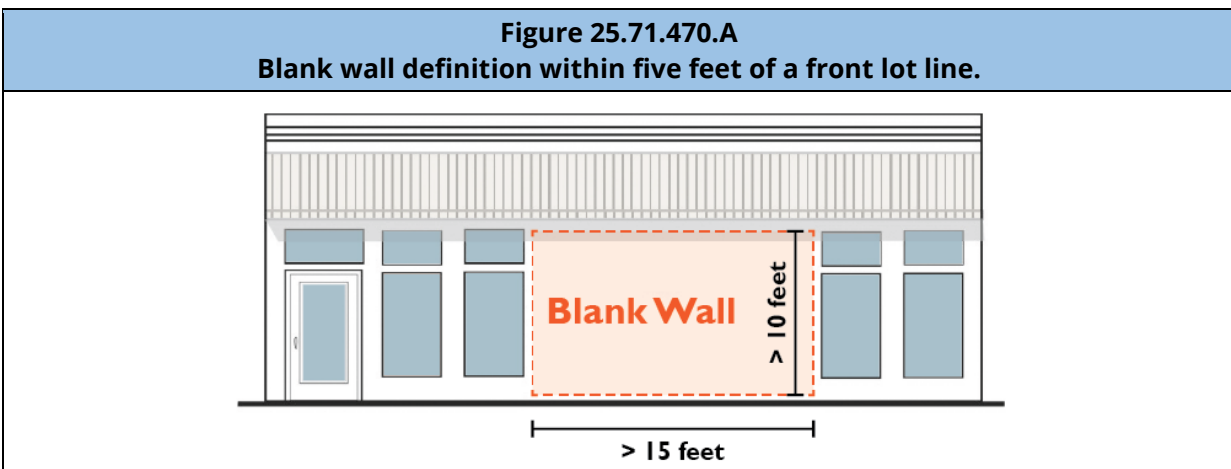
- (6) **Special conditions and limitations for cementitious wall board paneling/siding.** Such material may be used, provided it meets the following provisions:
- (a) No more than 30 percent of the façade's cladding and 40 percent of other building elevations cladding may be one texture and color of cement board.
 - (b) Cement board paneling/siding may not be used on the ground floor of nonresidential buildings where adjacent to a sidewalk or other internal walkway.
 - (c) Where cement board paneling/siding is used, the design shall integrate a mix of colors and/or textures that are articulated consistent with windows, balconies, and modulated building surfaces and are balanced with façade details that add visual interest from the ground level and adjacent buildings.

- (d) **DEPARTURES** will be considered, provided the material's integration and overall façade composition meets the intent of the standards.



25.71.470 Blank wall treatment.

- (1) **Intent.**
 - (a) To avoid untreated blank walls.
 - (b) To retain and enhance the character of Old Fort Lake's streetscapes.
- (2) **Blank wall definition.** A ground floor wall (including building façades and retaining walls) is considered a blank wall if it does not include a transparent window or door, it is over ten feet in height, and it has a horizontal length greater than:
 - (a) 15 feet (when the wall is located less than five feet from the front lot line).
 - (b) 20 feet (when the wall is located five to ten feet from the front lot line).
 - (c) 25 feet (when the wall is located more than ten feet from the front lot line).



- (3) **Blank wall treatment options.** Untreated blank walls visible from a street, public space, ground-level residential amenity space, or internal walkway are prohibited. Methods to treat blank walls include the following (a variety may be required):
- (a) Display windows at least 16 inches of depth to allow for changeable displays. Tack on display cases do not qualify as a blank wall treatment.
 - (b) Landscape planting bed at least five feet wide or a raised planter bed at least two feet high and three feet wide in front of the wall with planting materials that are sufficient to screen at least 60 percent of the wall's surface within three years.
 - (c) Installing a vertical trellis or "green wall" in front of the wall with climbing vines or plant materials. The method shall be sufficient to screen at least 60 percent of the wall surface within three years. This option requires an irrigation and maintenance plan sufficient to maintain healthy plants for the life of the building.
 - (d) Installing a non-commercial mural or other permanent art feature, such as metal work or mosaics, subject to final approval by the director.
 - (e) Building detailing that adds visual interest at a pedestrian scale such as belt courses of masonry, decorative tile work, or accent lighting. Such detailing shall use a variety of surfaces; monotonous designs will not meet the purpose of the standards.

Figure 25.71.470.B
Blank wall treatment examples.



Figure 25.71.470.B
Blank wall treatment examples.



Image A uses an artistic mural; Image B uses a landscape planting bed; Image C uses a trellis with a vine plant; Image D uses an elevated planting bed and a trellis.

DMC 25.71.500 Single-Family and Middle Housing

25.71.510	Intent
25.71.520	General provisions
25.71.530	Definitions
25.71.540	Applicability
25.71.550	Unit density
25.71.560	Housing types allowed
25.71.570	Dimensional standards
25.71.580	Design standards
25.71.590	Infrastructure standards

25.71.510 Intent.

The intent of DMC 25.71.500 is to:

- (1) To implement Engrossed Second Substitute House Bill 1110, codified in RCQ36.70A.030, 36.70A.280, 36.70A.635, 36.70A.636, 36.70A.637, 36.70A.638, 43.21C.495, and 43.21C.450, 64.32, 64.34, and 64.38, and 64.90, by providing land use, development, design, and other standards for middle housing developed on all lots zoned predominantly for residential use.
- (2) To implement the Community Character, Housing and Land Use goals and policies of the Old Fort Lake Subarea Plan.
- (3) To provide in one location all development standards for single-family and middle housing.

25.71.520 General Provisions.

- (1) Nothing in this ordinance prohibits the city from permitting detached single-family residences.
- (2) Nothing in this ordinance prohibits the city from requiring any development, including middle housing development, to provide affordable housing, either on-site or through an in-lieu payment, nor limit the city's ability to expand or modify the requirements of an existing affordable housing program enacted under RCW 36.70A.540.
- (3) Nothing in this ordinance requires the issuance of a building permit if other federal, state, and local requirements for a building permit are not met.
- (4) Nothing in this ordinance affects or modifies the responsibilities of the city to plan for or provide "urban governmental services" as defined in RCW 36.70A.030.
- (5) The city shall not approve a building permit for single-family or middle housing without compliance with the adequate water supply requirements of RCW 19.27.097.
- (6) The city shall not require through development regulations any standards for middle housing that are more restrictive than those required for detached single-family residences, but may apply any objective development regulations that are required for

detached single-family residences, including, but not limited to, set-back, lot coverage, stormwater, clearing, and tree canopy and retention requirements to ensure compliance with existing ordinances intended to protect critical areas and public health and safety.

- (7) The same development permit and environmental review processes shall apply to middle housing that apply to detached single-family residences, unless otherwise required by state law including, but not limited to, shoreline regulations under chapter 90.58 RCW, building codes under chapter 19.27 RCW, energy codes under chapter 19.27A RCW, or electrical codes under chapter 19.28 RCW.
- (8) Conflicts. In the event of a conflict between this ordinance and other development regulations applicable to single-family and middle housing, the standards of this ordinance control.

25.71.530 Definitions.

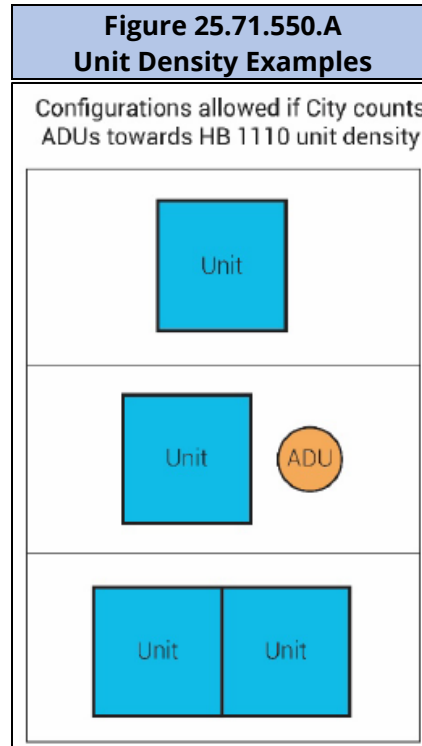
Definitions applicable to this Chapter are found in DMC 25.010.

25.71.540 Applicability.

- (1) The provisions of this ordinance shall apply in the Old Fort Lake Subarea to all housing within the Single-Family (SF) and Middle Housing (MH) zoning districts.
- (2) The provisions of this ordinance do not apply to:
 - (a) Lots designated with critical areas designated under RCW 36.70A.170 or their buffers as required by RCW 36.70A.170.
 - (b) Non-residential or multifamily uses.

25.71.550 Unit Density.

- (1) Unit density means the number of principal dwelling units on a lot, regardless of size. The permitted maximum unit density on all lots zoned predominantly for single-family is two units per lot. The allowed unit density for middle housing is six units per lot. See DMC 24.58.030 for higher densities associated with the multifamily zoning district. Accessory dwelling units (ADUs) count toward the unit density.
- (2) The standard of subsection (1) does not apply to lots after subdivision below 1,000 square feet.
- (3) Housing in the Old Fort Lake Subarea shall comply with the citywide regulations pertaining to Accessory Dwelling Units.



25.71.560 Housing Types Allowed.

Subject to the requirements of RCW 36.70A.635(5), the following housing types are permitted by-right, per the Permitted Uses provided in DMC 25.58.

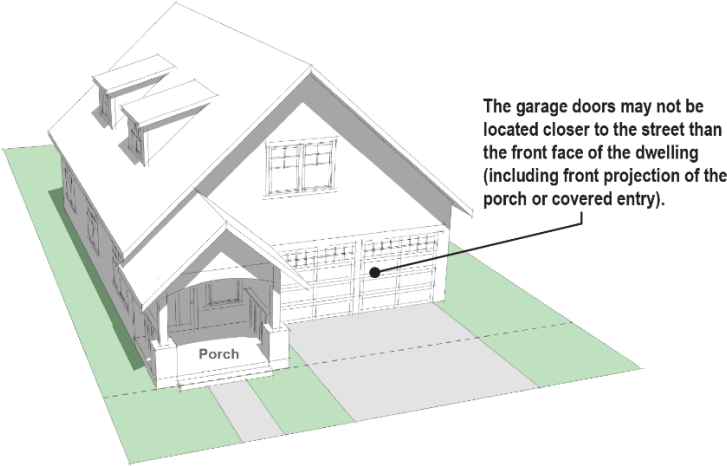
- (1) Single-Family District: Detached Single-Family and Duplexes.
- (2) Middle Housing District: Duplexes, Triplexes, Fourplexes, Fiveplexes, Sixplexes, Townhouses, Stacked flats, and cottage housing. A maximum of six attached units are considered middle housing.
- (3) Accessory Dwelling Units.

25.71.570 Dimensional Standards.

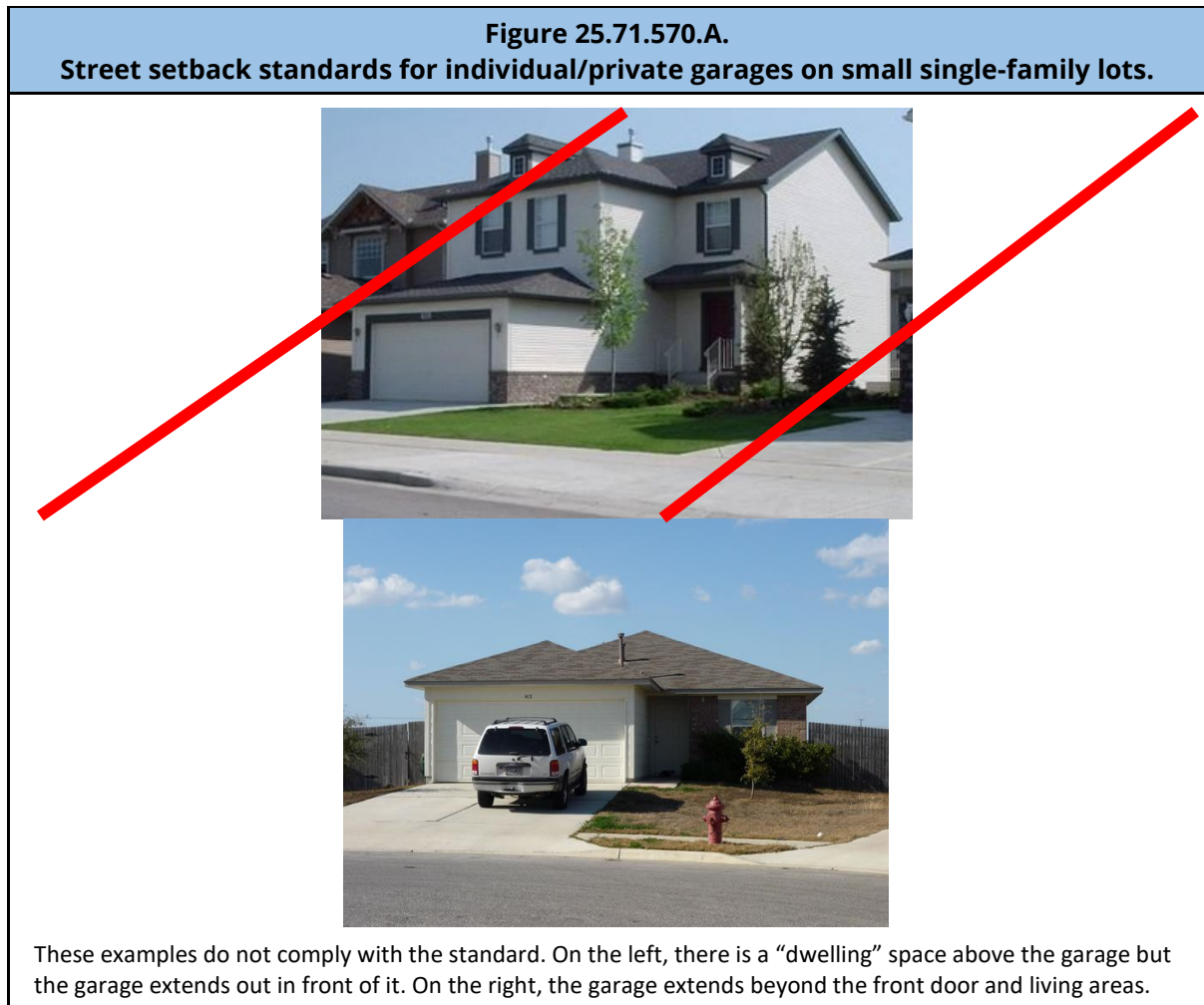
- (1) Applicability.
 - (a) The city shall not require through development regulations any standards for middle housing that are more restrictive than those required for detached single-family residences, but may apply any objective development regulations that are required for detached single-family residences. This includes, but is not limited to, the following types of dimensional standards: building height, setbacks, lot coverage, floor area ratio, lot area and lot dimension, impervious surface, open space, and landscaped area standards.

- (b) If a conflict exists between these standards for single-family and duplex housing and those provided elsewhere in the City's zoning code or Old Fort Lake Design Standards, the provisions of this chapter shall apply.
- (2) Density. Lot area requirements and unit density shall comply with DMC 25.71.570 (Unit Density) and the DMC 25.71.570(5) (Setbacks) and DMC 25.71.570(6) (Lot coverage) requirements of this chapter.
- (3) Units per structure. The minimum or maximum number of units per structure are guided by the definitions of housing types listed in Section 21.71.560 of this chapter and defined in DMC 25.10.
- (4) Maximum building height for all single-family and middle housing types: 35 feet
- (5) Minimum setbacks:
 - (a) The minimum required setbacks for single-family and middle housing are as follows.
 - (i) Street or front: 15 feet, or 10 feet for lots with three or more unit density.
 - (ii) Street or front, garage door (where accessed from a street): 20 feet
 - (iii) Side street: Five feet. The street side yard is that other than the street from which the lot fronts upon.
 - (iv) Side interior: Five feet, or zero feet for attached units internal to the development.
 - (v) Rear, without an alley: 20 feet.
 - (vi) Rear with access from an alley: Fifteen feet from the centerline of the alley.
 - (b) Allowed Setback projections:
 - (i) Covered porches and entries may project up to five feet into required front and rear setbacks.
 - (ii) Balconies, chimneys, bay windows, and similar appurtenances may project up to two feet into required front and rear setbacks as long as it does not constitute more than 20 percent of the wall façade to which it is attached.
 - (iii) Eaves may extend two feet beyond the line of the appurtenance or two feet into the required side yard, whichever is greater. If they eaves extend closer than 10 feet between structures, they shall be constructed of fire-rated materials.
 - (iv) Required parking spaces may occupy required setbacks.
 - (v) Storage sheds in rear yards that are less than 100 square feet in area and eight feet in height and decks, provided the deck is maximum six inches above finish grade.

Figure 25.71.570.A.
Street setback standards for individual/private garages on small single-family lots.



The examples above comply with the standard, as the garage doors are not placed in front of the dwelling (including covered porch or living areas above the garage).



- (6) Maximum Lot coverage.
- (a) The maximum lot coverage for single-family and middle housing is 40 percent.
 - (b) Lot coverage is measured as follows: the total area of a lot covered by buildings or structures divided by the total amount of site area minus any required or planned dedication of public rights-of-way and/or designation of private rights-of-way. Lot coverage does not include building overhangs such as roof eaves, bay windows, or balconies and it does not include paved surfaces.
- (7) Parks and Recreation Space
- Single family and middle housing projects with 10 or more units are required to dedicate and construct park land. See DMC 25.71.260 for the park size and design criteria.

25.71.580 Design Standards.

- (1) Applicability.
- (a) These standards apply to all single-family and middle housing types except cottage housing. Design standards for cottage housing are in DMC 25.71.580(5).

- (b) For the purposes of this section, a “street” refers to any public or private street and does not include alleys.
- (2) Purpose. The purpose of these standards is to:
 - (a) Promote compatibility between single-family and middle housing uses.
 - (b) De-emphasize garages and driveways as major visual elements along the street.
 - (c) Provide clear, safe, and accessible pedestrian routes between buildings and streets.
 - (d) Implement the definitions of cottage housing provided by state law.
 - (e) To enhance the character of the street and neighborhood.
 - (f) To provide usable open space for residents.
- (3) Design Review. The process used for reviewing compliance with these design standards shall be Type I administrative design review described in DMC 25.175.010 - 020.
- (4) Standards.
 - (a) Entries Each building shall incorporate a primary building entry or one or more private unit entries, such as a covered porch or recessed entry. Each entry shall feature minimum weather protection of three feet by three feet.
 - (b) Driveway access and garage standards. Where the garage door(s) face the street, they may occupy no more than 50-percent of the ground-level façade facing the street. Garage doors may exceed this limit up to a maximum of 65-percent of the ground level façade facing the street provided at least two of the following design details are utilized:
 - (i) A decorative trellis over at least the entire width of the garage door(s).
 - (ii) A window or windows are placed above the garage on a second story or attic wall.
 - (iii) A balcony that extends out over the driveway.
 - (iv) Utilizing all single vehicle car doors as an alternative to wider garage doors suitable for two car garages.
 - (v) Windows in the garage door.
 - (vi) Decorative details on the garage door. Standard squares on a garage door will not qualify as a decorative detail.
 - (vii) Driveway cut width. Driveway cuts are limited to the widths identified in Table 25.71.580.B, below.
 - (viii) Windows and doors. A minimum of 15 percent of the area of the street-facing façade elevation shall include windows or doors. Facades separated from the street by a dwelling or located more than 100 feet from a street are exempt from this standard.

Figure 25.71.580.A - Garage design detail examples.

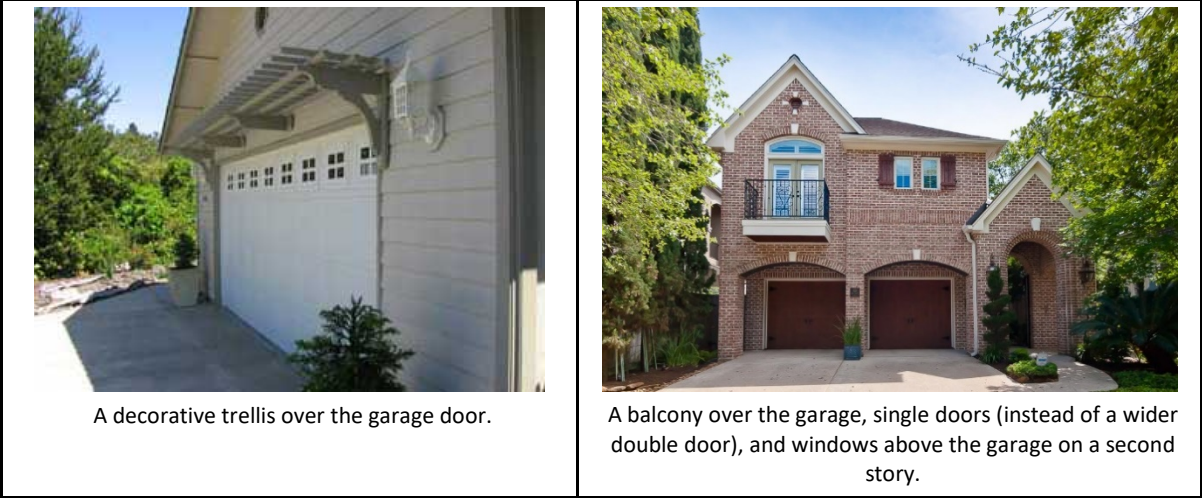


Table 25.71.580.B - Driveway cut width

Lot width	Minimum driveway width	Maximum driveway width
≥ 40 feet	10 feet	20 feet
< 40 feet	10 feet	12 feet

Figure 25.71.580.B
Windows and Doors Transparency



- (ix) Minimum Useable Open Space in Yards. For all single-family and duplex lots:
 - A. All new single-family and duplex units must provide a contiguous open space to the side or rear of the dwelling with a minimum

dimension of 15 feet on all sides. For duplexes, each unit must have access to its own space meeting the dimensions.

- B. Covered but unenclosed decks and porches may be used as a part of the usable open space, provided they are part of a space that meets the standards herein.

(5) Cottage Housing Design Standards.

- (a) Applicability. These standards apply to cottage housing proposals.
- (b) Design Review. The process used for reviewing compliance with cottage housing design standards shall be administrative design review.
- (c) Standards.
 - (i) Cottage size. Cottages shall each have no more than 1,600 square feet of net floor area, excluding attached garages.
 - (ii) Entries. All cottages shall feature a roofed porch at least three feet by three feet.
 - (iii) Open space. Open space shall be provided equal to a minimum 20 percent of the lot size. This may include common open space, private open space, setbacks, critical areas, and other open space.
 - (iv) Common open space
 - A. At least one outdoor common open space is required.
 - B. Common open space shall be provided equal to a minimum of 300 square feet per cottage. Each common open space shall have a minimum dimension of 15 feet on any side.
 - C. Orientation. Common open space shall be bordered by cottages on at least two sides. At least half of cottage units in the development shall abut a common open space and have the primary entrance facing the common open space.
 - D. Parking and vehicular areas shall not qualify as common open space.
 - E. Critical areas and their buffers, including steep slopes, shall not qualify as common open space.
 - (v) Community building.
 - A. A cottage housing development may contain no more than one community building. The community building is not to be counted toward the open space requirements.
 - B. A community building shall have no minimum off-street parking requirement.

(6) Parking Standards.

See DMC 25.71.270 for single-family and middle housing parking standards.

25.71.590 Infrastructure Standards.

- (1) Transportation. Regulations for driveways, frontage improvements, alley improvements, and other transportation public works and engineering standards shall not be more restrictive for middle housing than for detached single-family residences, except as addressed by this ordinance.
- (2) Infrastructure including driveways and fire apparatus roads, shall be designed in accordance with the city's Public Works Standards, building and fire codes or other fire, life, and safety standards.



DMC Chapter 25.10

Definitions

Draft, Nov. 4, 2024

25.10 Definitions

Sections:

- 25.10.010 "A" terms.
- 25.10.010.005 Abut.
- 25.10.010.010 Accessory.
- 25.10.010.015 Accessory Dwelling Units (ADUs).
- 25.10.010.020 Accessory living quarters.
- ~~25.10.010.020 Accessory residence.~~
- 25.10.010.025 Active recreation.
- 25.10.010.030 Adaptive mobility aids
- 25.10.010.035 Adjacent.
- 25.10.010.040 Administrative design review.
- ~~25.10.010.045~~ Administrator.
- 25.10.010.050 Adult arcade.
- 25.10.010.055 Adult assisted living facility.
- 25.10.010.060 Adult bookstore.
- ~~25.10.010.065~~ Adult cabaret.
- 25.10.010.070 Adult congregate care facility.
- 25.10.010.075 Adult continuing care facility.
- ~~25.10.010.080~~ Adult family home.
- ~~25.10.010.085~~ Adult motel.
- 25.10.010.090 Adult motion picture theater.
- 25.10.010.095 Adult retirement community.
- 25.10.010.100 Adult theater.
- ~~25.10.010.080~~ Adult assisted living facility.
- ~~25.10.010.085~~ Adult congregate care facility.
- ~~25.10.010.090~~ Adult continuing care facility.
- 25.10.010.105 Affected employee.
- 25.10.010.110 Affected employer.
- 25.10.010.115 Affordable housing.
- 25.10.010.120 Affordable dwelling unit.
- 25.10.010.125 Aged person.
- 25.10.010.130 Airport.
- 25.10.010.135 Airfield.
- 25.10.010.140 Alley.

25.10.010.145	Alteration.
25.10.010.150	Alternate work schedules.
25.10.010.155	Alternative mode.
25.10.010.160	Amendment.
25.10.010.165	Antenna.
25.10.010.170	Apartment.
25.10.010.175	As-graded.
25.10.010.180	<u>Assisted living facility.</u>
25.10.010.185	Attached wireless communication facility.
25.10.010.190	Automobile service station.
25.10.010.195	Automobile wrecking.
25.10.010.200	<u>Automotive repair.</u>
25.10.010.205	Average daily trips (ADT).
25.10.010.210	Average finish grade.
25.10.020	"B" terms.
25.10.020.005	Base year.
25.10.020.010	Basement.
25.10.020.015	Battery charging station.
25.10.020.020	Battery electric vehicle (BEV).
25.10.020.025	Battery exchange station.
25.10.020.030	Bench.
25.10.020.035	Berm.
25.10.020.040	Bluff.
25.10.020.045	Bluff tract.
25.10.020.050	Boarding house.
25.10.020.055	Borrow.
25.10.020.060	<u>Brewery.</u>
25.10.020.065	Buffer – Landscape.
25.10.020.070	Building.
25.10.020.075	Building, enclosed.
25.10.020.080	Building site.
25.10.020.085	Bulk.
25.10.020.090	Business.
25.10.030	"C" terms.
25.10.030.005	Carpool.
25.10.030.010	Cellar.
25.10.030.015	Cellular.
25.10.030.020	Charging levels.
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25.10.030.030	Church.
25.10.030.035	City.

25.10.030.040	Civil engineer.
25.10.030.045	Civil engineering.
25.10.030.050	Clearing.
25.10.030.055	Clinic.
25.10.030.060	Closed record appeal.
25.10.030.065	Collocation.
25.10.030.070	Commercial.
25.10.030.075	Commercial message.
25.10.030.080	<u>Commercial recreation, indoor.</u>
25.10.030.085	<u>Commercial recreation, outdoor.</u>
25.10.030.090	Commons.
25.10.030.095	<u>Community and cultural services.</u>
25.10.030.100	Community park.
25.10.030.105	Commute trip.
25.10.030.110	Commute trip reduction (CTR).
25.10.030.115	Commute trip reduction (CTR) plan.
25.10.030.120	Commute trip reduction (CTR) program.
25.10.030.125	Commute trip reduction (CTR) zone.
25.10.030.130	Commuter matching service.
25.10.030.135	Compaction.
25.10.030.140	Composted material.
25.10.030.145	Compressed work week.
25.10.030.150	Computation of time.
25.10.030.155	Concurrency test.
25.10.030.160	Conditional use.
25.10.030.165	Condominium.
25.10.030.170	<u>Convention Center.</u>
25.10.030.175	<u>Cottage Housing.</u>
25.10.030.180	<u>Country club.</u>
25.10.030.185	<u>Courtyard apartments.</u>
25.10.030.190	Coverage.
25.10.030.195	Custom bus/buspool.
25.10.040	"D" terms.
25.10.040.005	Day.
25.10.040.010	Dedication.
25.10.040.015	Density, average.
25.10.040.020	Density, gross.
25.10.040.025	Density, net.
25.10.040.030	<u>Development.</u>
25.10.040.035	Development activity.
25.10.040.040	Development permit.

25.10.040.045	Development project.
25.10.040.050	<u>Development regulations or regulation.</u>
25.10.040.055	Director.
25.10.040.060	District.
25.10.040.065	Drainage facility.
25.10.040.070	Drip line.
25.10.040.075	Drive-thru.
25.10.040.080	Duplex.
25.10.040.085	Dupont Municipal Code (DMC).
25.10.040.090	Dwelling.
25.10.040.095	Dwelling, multiple-family.
25.10.040.100	Dwelling, single-family.
25.10.040.105	Dwelling unit.
25.10.050	"E" terms.
25.10.050.005	Earth material.
25.10.050.010	Easement.
25.10.050.015	Electric vehicle.
25.10.050.020	Electric vehicle charging station.
25.10.050.025	Electric vehicle infrastructure.
25.10.050.030	Electric vehicle parking space.
25.10.050.035	Emergency amendment.
25.10.050.040	Employee.
25.10.050.045	Employee transportation coordinator.
25.10.050.050	Employer.
25.10.050.055	Enclosed structure.
25.10.050.060	Engineering geologist.
25.10.050.065	Engineering geology.
25.10.050.070	Entertainer.
25.10.050.075	Repealed.
25.10.050.080	Escort.
25.10.050.085	Escort agency.
25.10.050.090	Establishment.
25.10.050.095	Excavation.
25.10.050.100	Exemption.
25.10.050.105	Expansion.
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25.10.060.010	Family day care.
25.10.060.015	Fast food restaurant.
25.10.060.020	Fence.
25.10.060.025	Fill.

25.10.060.030	Financial commitment.
25.10.060.035	Finding of concurrency.
25.10.060.040	Finish grade.
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25.10.060.050	Flex-time.
25.10.060.055	Floor area ratio (FAR).
25.10.060.060	Foster-family home.
25.10.060.065	Fourplex.
25.10.060.070	Fraternal club.
25.10.060.075	Freestanding sign.
25.10.060.080	Freestanding WCF.
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25.10.060.090	Frontage, street.
25.10.060.095	Full-time employee.
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25.10.070.030	Grading.
25.10.070.035	Grading administrator.
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25.10.080.015	Hazardous waste generator.
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25.10.080.060	Home occupation.
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25.10.090.005	Impervious surfaces.
25.10.090.010	Implementation.
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25.10.110	"K" terms.
25.10.110.005	Key.
25.10.120	"L" terms.
25.10.120.005	Landmark tree.
25.10.120.010	Landscape area.
25.10.120.015	Landscape administrator.
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25.10.120.045	Long-term commercial significance.
25.10.120.050	Lot.
25.10.120.055	Lot area.
25.10.120.060	Lot coverage.
25.10.120.065	Lot line.
25.10.120.070	Lot width.
25.10.120.075	Low impact manufacturing.
25.10.120.080	Low Speed Vehicle (LSV).
25.10.130	"M" terms.
25.10.130.005	Manager.
25.10.130.010	Marquee.
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25.10.000 Definitions - General

- (1) Normal Meaning. For the purpose of the community development code, all words used in the code shall have their normal and customary meanings, unless specifically defined otherwise in this code.
- (2) Rules.
 - (a) Words used in the present tense include the future.
 - (b) The plural includes the singular, and vice versa.
 - (c) The words "shall" and "may not" and "no – may" are mandatory.
 - (d) The word "may" indicates that discretion is allowed.
 - (e) The word "used" includes "designed, intended or arranged" to be used.
 - (f) The masculine gender includes the feminine and vice versa.
 - (g) Distances shall measure horizontally unless otherwise specified.
 - (h) The "building" includes a portion of a building or lot.
- (3) Adopted Codes. Where a code or codes have been adopted by reference or incorporation and which may contain a definition or definitions conflicting with those set forth in this chapter, for the purpose of that particular reference or incorporated code, and only that code, the definition therein shall prevail.
- (4) Cross-References. Sections which make only cross-reference to another term are not intended to be synonymous with the other term, but are only intended to serve as a finding aid to the other term unless specifically stated to mean the same. (Ord. 18-1045 § 2 (Exh. A))

25.10.010 "A" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 17-1017 § 2 (Exh. B); Ord. 12-937 § 1; Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.010.005 Abut.

"Abut" means to be contiguous with or touching property lines or right-of-way. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.010 Accessory.

"Accessory" means a use, a building or structure, or part of a building or structure, which is subordinate to and the use of which is incidental to that of the main building, structure or use on the same lot, including a private garage. If an accessory building is attached to the main

building by a common wall or roof, such an accessory building shall be considered a part of the main building. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.015 Accessory Dwelling Units (ADUs).

"Accessory Dwelling Units (ADUs) means a residential living unit providing independent living facilities and permanent provisions for sleeping, cooking, sanitation, and living on the same lot as a single-family home, duplex, triplex, townhome, or other housing unit. An attached ADU is a dwelling unit located within or attached to another housing unit. A detached ADU is separate and detached from another housing unit.

25.10.010.020 Accessory living quarters.

"Accessory living quarters" means living quarters within an accessory building for the sole use of the family or of persons employed on the premises, or for the temporary use of guests of the occupants of the premises. Such quarters have no kitchen facilities and are not rented or otherwise used as a separate dwelling unit. (Ord. 18-1045 § 2 (Exh. A))

~~25.10.010.020 Accessory residence.~~

~~"Accessory residence" means a single-family residence which:~~

- ~~(1) —Is on the same lot as another single-family residence (either detached or attached);~~
- ~~(2) —Has no more than one-half the square feet of floor area of the primary residence; and~~
- ~~(3) —Meets the setback requirements for residences. (Ord. 18-1045 § 2 (Exh. A))~~

25.10.010.025 Active recreation.

"Active recreation" means recreational activities which require buildings, impervious surfaces, or special purpose playing fields. Examples of facilities for active recreation include swimming pools, recreation halls, tennis courts, playground equipment, and picnic shelters. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.030 Adaptive mobility aids.

"Adaptive mobility aids" means physical equipment that help adults and children with physical impairments to participate in activities, perform tasks, be more active, and live a more independent and functional life. Examples include motorized wheelchairs, scooters and strollers.

25.10.010.035 Adjacent.

"Adjacent" means close, near, or directly across a street, but not abutting. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.040 Administrative design review.

"Administrative design review" means a development permit process whereby an application is reviewed, approved, or denied by the planning director or the planning director's designee based solely on objective design and development standards without a public predecision hearing, unless such review is otherwise required by state or federal law, or the structure is a designated landmark or historic district established under a local preservation ordinance. A city may utilize public meetings, hearings, or voluntary review boards to consider, recommend, or approve requests for variances from locally established design review standards.

25.10.010.045 Administrator.

"Administrator" means the community development director or designee. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.050 Adult arcade.

"Adult arcade" means an establishment where, for any form of consideration, one or more still or motion picture projectors, slide projectors, or similar machines, or other image-producing machines, for viewing by five or fewer persons each, are used to show films, motion pictures, video cassettes, slides, or other photographic or computer-generated reproductions which are characterized by the depiction or description of "specified sexual activities" or "specified anatomical areas." (Ord. 18-1045 § 2 (Exh. A))

25.10.010.055 Adult assisted living facility.

Adult Assisted Living Facility. See DMC 25.10.010.075, Adult retirement community. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.060 Adult bookstore.

"Adult bookstore" means a bookstore, novelty store, or video store, a significant portion of the stock-in-trade, revenues, interior business, or advertising of which relates to the sale or rental of books, magazines, periodicals, or other printed matter, photographs, films, motion pictures, video cassettes, slides, or other visual representations depicting or describing "specified sexual activities" or "specified anatomical areas." Video stores that sell or rent only videotapes or other photographic or computer-generated reproductions and associated equipment shall come within this definition if 20 percent or more of their stock-in-trade or revenues comes from the rental or sale of videotapes or other photographic reproductions or associated equipment which depict or describe specified sexual activities or specified anatomical areas. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.065 Adult cabaret.

“Adult cabaret” means a nightclub, bar, restaurant, or similar commercial establishment, whether or not alcoholic beverages are served, which features:

- (1) Persons who appear nude or semi-nude;
- (2) Live performances which are characterized by the exposure of “specified anatomical areas” or by “specified sexual activities”; or
- (3) Films, motion pictures, video cassettes, slides, or other photographic reproductions which are characterized by the depiction or description of “specified sexual activities” or “specified anatomical areas.” (Ord. 18-1045 § 2 (Exh. A))

25.10.010.070 Adult congregate care facility.

Adult Congregate Care Facility. See DMC 25.10.010.075, Adult retirement community. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.075 Adult continuing care facility.

Adult Continuing Care Facility. See DMC 25.10.010.075, Adult retirement community. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.080 Adult family home.

“Adult family home” means a ~~residential home regular family~~ abode in which a person or persons provide personal care, special care, room and board to more than one but not more than six adults who are not related by blood or marriage to the person or persons providing the services, as defined by RCW 70.128.010(1). An adult family home may provide services to up to eight adults upon approval from the Washington State Department of Health Services under RCW 70.128.066, as defined by RCW 70.128.010(1). Adult family homes shall be a permitted use in all areas zoned for residential and commercial purposes including those areas zoned for single family dwellings, as required by RCW 70.128.175(2). (Ord. 18-1045 § 2 (Exh. A))

25.10.010.085 Adult motel.

“Adult motel” means a hotel, motel, or similar commercial establishment which has the primary function of:

- (1) Offering accommodation to the public for any form of consideration and provides patrons with closed-circuit television transmissions, films, motion pictures, video cassettes, slides, or other photographic reproductions which are characterized by the depiction or description of “specified sexual activities” or “specified anatomical areas,” and has a sign visible from the public right-of-way which advertises the availability of this adult type of photographic reproductions; and
- (2) Offering a sleeping room for rent for a period of time that is less than 20 hours; or

- (3) Allowing a tenant or occupant of a sleeping room to sub-rent the room for a period of time that is less than 20 hours. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.090 Adult motion picture theater.

"Adult motion picture theater" means a commercial establishment where films, motion pictures, video cassettes, slides, or similar photographic reproductions characterized by the depiction or description of "specified anatomical areas" or "specified sexual activities" are regularly shown for any form of consideration. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.095 Adult retirement community.

"Adult retirement community" means a planned multifamily development designed for persons, of whom at least one is more than ~~62~~55 years old, and that emphasizes social and recreational activities, and may also provide personal services, limited health facilities and transportation. Adult retirement community is also referred to as independent senior housing or independent living units but does not include assisted living facility. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.100 Adult theater.

"Adult theater" means any theater which is providing entertainment through the showing of motion picture films or live performances predominantly distinguished or characterized by their emphasis on matter explicitly depicting sexual activities, or a theater, concert hall, auditorium, or similar commercial establishment which, for any form of consideration, regularly features persons who appear nude or semi-nude, or live performances which are characterized by the exposure of "specified anatomical areas" or "specified sexual activities." (Ord. 18-1045 § 2 (Exh. A))

25.10.010.105 Affected employee.

"Affected employee" means a full-time employee who begins their regular workday at a single worksite between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least 12 continuous months. Seasonal agriculture employees, including seasonal employees of processors of agricultural products, are excluded from the count of affected employees. Construction workers who work at a construction site with an expected duration of less than two years are excluded from the count of affected employees. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.110 Affected employer.

"Affected employer" means an employer that employs 100 or more full-time employees at a single worksite who are scheduled to begin their regular workday between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least 12 continuous months. Construction worksites, when the expected duration of the construction is less than two years, are excluded from this definition. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.110 — Affordable housing.

~~“Affordable housing” (formerly “HUD-defined affordable housing”) means a dwelling unit for use as primary residence by a household in any of the income groups described as “low,” “moderate,” or “middle” which may be rented or purchased (including utilities other than telephone and cable TV) without spending more than 30 percent of monthly household income. Income level eligibility threshold levels shall be set using HUD levels for the Seattle-Tacoma-Bellevue metropolitan statistical area. (Ord. 18-1045 § 2 (Exh. A))~~

25.10.010.115 Affordable Housing.

“Affordable Housing” means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

- (a) For rental housing, sixty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or
- (a)(b) For owner-occupied housing, eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

25.10.010.120 Affordable dwelling unit.

Affordable Dwelling Unit. See DMC 25.10.010.110115, Affordable housing. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.125 Aged person.

“Aged person” means a person of the age 65 years or more, or a person of less than 65 years who by reason of infirmity requires domiciliary care, as defined by RCW [18.20.020](#)(1). (Ord. 18-1045 § 2 (Exh. A))

25.10.010.130 Airport.

“Airport” means any runway, landing area or other facility, whether publicly or privately owned and operated, which is designed, used, or intended to be used either by public carriers or by private aircraft for landing and taking off of aircraft, including all necessary taxiways, aircraft storage and tie-down areas, hangars and other necessary buildings and open spaces, but not including manufacturing, servicing or testing facilities located in the vicinity of any landing area associated with the manufacturing or testing of commercial or military aircraft or activities associated therewith. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.135 Airfield.

Airfield. See DMC 25.10.010.125~~130~~, Airport. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.140 Alley.

“Alley” is a publicly dedicated right-of-way which provides a secondary means of access; the definition of street shall include an alley; provided, however, that an alley shall not be considered a street for the purpose of calculating the setback and front yard requirements. No lot fronting on a street and an alley shall be considered either a corner lot or a lot having two street frontages. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.145 Alteration.

“Alteration” means any change, addition, or modification in construction or occupancy or any change, addition, or modification to a site, building, or occupancy. For critical areas, see DMC [25.105.030](#). (Ord. 19-1069 § 2 (Exh. A); Ord. 18-1045 § 2 (Exh. A))

25.10.010.150 Alternate work schedules.

“Alternate work schedules” means programs such as compressed work weeks that eliminate work trips for affected employees. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.155 Alternative mode.

“Alternative mode” refers to any means of commuting other than that in which the single-occupant motor vehicle is the dominant mode, including telecommuting and compressed work weeks if they result in reducing commute trips. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.160 Amendment.

“Amendment” means a change in the wording, context or substance of this zoning code, or a change in the zone boundaries on the zoning map. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.165 Antenna.

“Antenna” means any exterior apparatus designed for sending and/or receiving of electromagnetic waves, and includes equipment attached to a tower or building for the purpose of providing personal wireless services. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.170 Apartment.

“Apartment” means a building or a portion of a building arranged or designed to be occupied by ~~five~~ seven or more families living independently of each other. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.175 As-graded.

"As-graded" means the extent of surface conditions on completion of grading. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.180 Assisted living facility.

"Assisted living facility" means any home or other institution, however named, which is advertised, announced, or maintained for the express or implied purpose of providing housing, basic services, and assuming general responsibility for the safety and well-being of the residents, and may also provide domiciliary care and supportive housing services to seven or more residents. "Assisted living facility" shall not include facilities certified as group training homes pursuant to RCW 71A.22.040, nor any home, institution, or section thereof which is otherwise licensed and regulated under the provisions of state law providing specifically for the licensing and regulation of such home, institution, or section thereof. Nor shall it include adult retirement community, independent senior housing, and independent living units in continuing care retirement communities, or other similar living situations.

25.10.010.185 Attached wireless communication facility.

Attached Wireless Communication Facility (WCF). See DMC 25.10.230.045, Wireless communication facility (WCF), attached. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.190 Automobile service station.

"Automobile service station" means a use which provides for the servicing of passenger automobiles and trucks not exceeding one and one-half tons capacity and operations incidental thereto, but not including body repair, painting, or automobile wrecking. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.195 Automobile wrecking.

"Automobile wrecking" means any dismantling or wrecking of motor vehicles or trailers, or the storage, sale or dumping of dismantled or wrecked vehicles or their parts. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.200 Automotive repair.

"Automotive repair" means shops and car washes on sites less than one-acre in size. Typical uses include general repair shops, transmission and engine rebuild shops, vessels and outboard motor repair shops, muffler shops, glass repair shops, automobile upholstery services, and lube/oil shops. On-site rental and lease of motor vehicles is not included.

25.10.010.205 Average daily trips (ADT).

~~"ADT" is an abbreviation for a~~ Average daily trips (ADT) ~~and~~ means the number of vehicle trips generated by a project, calculated by multiplying the project's density unit (i.e., dwelling units, employees, square footage, as the case may be) by the applicable vehicle trip generation rate which may be derived from national and local transportation data. (Ord. 18-1045 § 2 (Exh. A))

25.10.010.210 Average finish grade.

"Average finish grade" means a reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished grade slopes away from the exterior walls, average finish grade shall be established by the lowest points within three feet of the building foundation. Where the finish grade does not slope uniformly along the length of an exterior wall, average finish grade shall be established by averaging the corner elevation of each exterior wall, then averaging the four subtotals. (Ord. 18-1045 § 2 (Exh. A))

25.10.020 "B" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 11-919 § 1; Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.020.005 Base year.

"Base year" means the period on which goals for vehicle miles traveled (VMT) per employee and proportion of single-occupant vehicle (SOV) trips shall be based. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.010 Basement.

"Basement" means that portion of a building between floor and ceiling which is partly below and partly above grade, but so located that the vertical distance from grade to floor below is less than the vertical distance from grade to ceiling. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.015 Battery charging station.

"Battery charging station" means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles, which meet or exceed any standards, codes, and regulations set forth by Chapter [19.28](#) RCW and are consistent with rules adopted under RCW [19.27.540](#). (Ord. 18-1045 § 2 (Exh. A))

25.10.020.020 Battery electric vehicle (BEV).

~~"Battery electric vehicle ("BEV")"~~ means ~~a battery electric vehicle. A battery electric vehicle, or~~ BEV, is a type of electric vehicle (EV) that uses chemical energy stored in rechargeable battery packs. As with other electric vehicles, BEVs use electric motors and motor controllers instead of internal combustion engines (ICEs) for propulsion. Generally, all-electric vehicles are referred to

as BEVs (although a plug-in hybrid vehicle is also a battery electric vehicle). (Ord. 18-1045 § 2 (Exh. A))

25.10.020.025 Battery exchange station.

“Battery exchange station” means a fully automated facility that will enable an electric vehicle with a swappable battery to exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations set forth by Chapter [19.27](#) RCW and consistent with rules adopted under RCW [19.27.540](#). (Ord. 18-1045 § 2 (Exh. A))

25.10.020.030 Bench.

“Bench” means a relatively level step excavated into earth material on which fill is to be placed. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.035 Berm.

“Berm” means a narrow ledge or shelf of land. As used in this zoning code, a berm is intended to serve as a buffer between adjoining uses. It generally consists of earth material and may be natural or artificial. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.040 Bluff.

“Bluff” means the landform generally having a slope in excess of 30 percent from the 180-foot contour line down to Puget Sound. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.045 Bluff tract.

“Bluff tract” means a tract of land containing a bluff. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.050 Boarding house.

“Boarding house” means any home or other institution, however named, which is advertised, announced, or maintained for the express or implied purpose of providing board and domiciliary care to three or more aged persons not related by blood or marriage to the operator. It shall not include facilities certified as group training homes pursuant to RCW [71A.22.040](#), nor any home, institution or portion thereof which is otherwise licensed and regulated under the provisions of state law providing specifically for the licensing and regulation of such homes, institutions or portion thereof, as defined by RCW [18.20.020](#). Boarding houses shall not include any independent senior housing, independent living units in continuing care retirement communities, or other similar living situations including those subsidized by the Department of Housing and Urban Development. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.055 Borrow.

“Borrow” means earth material acquired from an off-site location for use in grading on a site. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.060 Brewery.

“Brewery” means an establishment primarily engaged in the production of beer, ale, and/or other malt or brewed beverages, including all of the equipment and materials required for such production, and may include accessory uses such as tours of the brewery, sales, and/or on-site consumption, e.g., a tasting room.

25.10.020.065 Buffer – Landscape.

“Buffer – landscape” means a strip of trees, shrubs, and ground cover of sufficient height, width, and density to screen, within three years of planting, an unsightly or nuisance-generating land use from a more sensitive land use, even in the winter months. The minimum visual screening is 100 percent for full buffers, 50 percent for moderate buffers, and 25 percent for light buffers. Berms, grade separations, walls, and fences may be incorporated to achieve up to 50 percent of the minimum screening. For critical areas, see DMC [25.105.030](#). (Ord. 19-1069 § 2 (Exh. A); Ord. 18-1045 § 2 (Exh. A))

25.10.020.070 Building.

“Building” means any structure used or intended for supporting or sheltering any use or occupancy. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.075 Building, enclosed.

“Building, enclosed” means a building enclosed on all sides with wall and roof and having no openings other than closable, glazed windows and doors and vents. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.080 Building site.

“Building site” means a parcel of land assigned to a use, to a main building, or to a main building and its accessory buildings, together with all yards and open spaces required by this zoning code. A “building site” may be comprised of one lot, a combination of lots, or a combination of lots and fractions of lots. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.085 Bulk.

“Bulk” means the size and location of buildings and structures in relation to the lot. Bulk regulations generally include height of building, lot area, front, side and rear yards, and lot coverage. (Ord. 18-1045 § 2 (Exh. A))

25.10.020.090 Business.

“Business” means the purchase, sale, offering for sale, or other transaction involving the handling or disposition of any article, service, substance or commodity for livelihood or profit; or the management, occupancy, or maintenance of recreational or amusement enterprises, office buildings, offices, structures or premises by professions and trades or persons rendering services. (Ord. 18-1045 § 2 (Exh. A))

25.10.030 “C” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 17-1017 § 2 (Exh. B); Ord. 11-919 § 2; Ord. 02-707 § 1)

25.10.030.005 Carpool.

“Carpool” means a motor vehicle occupied by two to six people traveling together for their commute trip that results in the reduction of a minimum of one motor vehicle commute trip. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.010 Cellar.

Cellar. See DMC 25.10.020.010, “Basement.” (Ord. 18-1045 § 2 (Exh. A))

25.10.030.015 Cellular.

“Cellular” means a wireless communication system that divides a geographical area into cells and assigns the same frequencies to multiple, nonadjacent cells. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.020 Charging levels.

“Charging levels” means the electrical current, or voltage, at which an electric vehicle’s battery is recharged. Levels 1, 2, and 3 are the most common EV charging levels, and include the following specifications:

- (1) Level 1 is considered slow charging. It requires a 15- or 20-amp circuit-breaker on a 120-volt AC circuit and standard outlet. This level of charging can fully recharge a BEV between eight and 32 hours and a PHEV between three and 15 hours.
- (2) Level 2 is considered medium charging. It requires a 40-amp to 100-amp circuit-breaker on a 240-volt AC circuit. This level of charging can fully recharge a BEV between four and six hours and a PHEV between one and two hours.
- (3) Level 3 is considered fast charging. It requires a 60-amp or higher dedicated circuit-breaker on a 480-volt or higher three-phase circuit with special grounding equipment. Level 3 charging uses an off-board charger to provide the AC-to-DC conversion, delivering DC directly to the car battery. Charging time ranges from 25 to 40 minutes for BEVs and less than 20 minutes for PHEVs. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.025 Child day care center.

"Child day care center" and "child care center" mean an agency that regularly provides early childhood education and early learning services for a group of children for periods of less than 24 hours as defined by RCW 43.216.010.~~means an agency which regularly provides care for a group of children for periods of less than 24 hours as defined by RCW 74.15.020(2). Subsets of this definition, per WAC 338-73-020, include: (1) "mini day care program," a day care facility for the care of 12 or fewer children in a facility other than the family abode of the person or persons under whose direct care and supervisions the children are placed; and (2) "day treatment program," an agency providing care, supervision, and appropriate therapeutic and education services during part of the 24-hour day for a group of persons under 18 years of age and the persons are unable to adjust to full-time regular or special school programs or full-time family living. (Ord. 18-1045 § 2 (Exh. A))~~

25.10.030.030 Church.

"Church" means an establishment which is principally devoted to religious worship, which may include accessory uses such as Sunday school rooms, religious education classrooms, assembly rooms, a library, and residences on site for clergy. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.035 City.

"City" means the city of DuPont, Washington. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.040 Civil engineer.

"Civil engineer" means a professional engineer registered in the state to practice in the field of civil works. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.045 Civil engineering.

"Civil engineering" means the application of the knowledge of the forces of nature, principles of mechanics and the properties of materials to the evaluation, design, and construction of civil works. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.050 Clearing.

"Clearing" means the cutting or removal of vegetation or other organic material by physical, mechanical, chemical, or other means. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.055 Clinic.

"Clinic" means a building or portion of a building containing offices for providing medical, dental, psychiatric or chiropractic services for out-patients only, but not including the sale of drugs or medical supplies. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.060 Closed record appeal.

“Closed record appeal” means an administrative appeal on the record to the city council, following an open record hearing on a project permit application, when the appeal is on the record with no or limited new evidence or information allowed to be submitted and only appeal argument allowed. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.065 Collocation.

“Collocation” means the use of a single support structure, including but not limited to a building, monopole, lattice tower, or water tank, by more than one licensed personal wireless communication service provider. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.070 Commercial.

Commercial. See DMC 25.10.020.085090, Business. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.075 Commercial message.

“Commercial message” means a sign wording, logo, or other representation that, directly or indirectly, names, advertises, or calls attention to a business, product, service, or other commercial activity. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.080 Commercial recreation, indoor.

“Commercial recreation, indoor” means an establishment providing completely enclosed recreation activities. Accessory uses shall be permitted to include the preparation and serving of food and/or the sale of equipment related to the enclosed uses. Included in this definition are bowling, roller-skating, or ice-skating, pool, and related amusements.

25.10.030.085 Commercial recreation, outdoor.

“Commercial recreation, outdoor” means an area free of buildings except for restrooms, dressing rooms, equipment storage, maintenance buildings, and admission sales. Includes amphitheaters, open-air pavilions and similar structures used primarily for privately owned and managed recreational activities.

25.10.030.090 Commons.

“Commons” means a continuous uncovered area which is accessible to the public at all times. To qualify for a bonus under this zoning code, a commons must be at least 10 feet in depth extending along a street, with a minimum area of 300 square feet. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.095 Community and cultural services.

“Community and cultural services” means establishments primarily engaged in the provision of services that are strongly associated with community, social, or public importance. Typical uses include libraries, museums, art galleries, senior centers, community centers, performing arts theaters, community clubs and organizations, boys and girls clubs, granges and grange halls, wedding facilities including on-site food preparation, blood banks, organizational camps, food banks, fraternal organizations, cemeteries and associated services, and shelters for the homeless.

25.10.030.100 Community park.

“Community park” means a public recreation facility primarily designed and located to provide active and structured recreation opportunities for young people and adults in the immediate community. The service area is at least a one- to two-mile radius. In general, community park facilities are designed for organized activities and sports, although individual and family activities are also encouraged. Community parks may provide indoor facilities to meet a wider range of recreation interests. Community parks serve a larger area than neighborhood parks and offer more facilities such as parking, restrooms, covered play areas, etc. Community parks usually exceed 20 acres in size and often have sports fields, water bodies, gardens, nature trails or similar facilities as the central focus of the park. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.105 Commute trip.

“Commute trip” means a trip that is made from a worker’s home to a worksite with a regularly scheduled arrival time of 6:00 a.m. to 9:00 a.m. (inclusive) on weekdays. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.110 Commute trip reduction (CTR).

“Commute trip reduction “(CTR)”. See DMC 25.10.030.115, Commute trip reduction plan and DMC 25.10.030.120, Commute trip reduction (CTR) program. means commute trip reduction. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.115 Commute trip reduction (CTR) plan.

“Commute trip reduction (CTR) plan” means a city’s plan and ordinance to regulate and administer the CTR programs of affected employees within its jurisdiction. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.120 Commute trip reduction (CTR) program.

“CTR program” means an employer’s strategies to reduce affected employees’ SOV use and VMT per employee. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.125 Commute trip reduction (CTR) zone.

“Commute trip reduction (CTR) zone” means an area, such as a census tract or combination of census tracts, within the city characterized by similar employment density, population density, level of transit service, parking availability, access to high occupancy vehicle facilities, and other factors that are determined to affect the level of SOV commuting. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.130 Commuter matching service.

“Commuter matching service” means a system that assists in matching commuters for the purpose of commuting together. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.135 Compaction.

“Compaction” means the densification of a fill by mechanical means. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.140 Composted material.

“Composted materials” means organic solid waste that has been subjected to controlled aerobic degradation in an appropriately designed and maintained composting facility. Natural decay of organic solid waste under uncontrolled conditions does not result in composted material. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.145 Compressed work week.

“Compressed work week” means an alternative work schedule, in accordance with employer policy, that regularly allows a full-time employee to eliminate at least one workday every two weeks by working longer hours the remaining days, resulting in fewer commute trips. This definition is primarily intended to include weekly and biweekly arrangements, the most typical being four 10-hour days or 80 hours in nine days, but may also include other arrangements. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.150 Computation of time.

Computation of Time. For the purposes of computing the time for processing land use development applications, the day the application is filed shall not be counted. If the last day of the calculated time period includes Saturday, Sunday, or holiday designated by RCW [1.16.050](#) or by a city ordinance, then the time period shall end on the conclusion of the next business day. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.155 Concurrency test.

“Concurrency test” means the comparison of the traffic generated by a proposed development with the unused or uncommitted capacity of existing and planned transportation facilities, in

order to assess the impact of the proposed development on the transportation level of service. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.160 Conditional use.

"Conditional use" means a use permitted in one or more zones as defined by this title, but which, because of characteristics peculiar to each such use, or because of size, technological processes or equipment, or because of the exact location with reference to surroundings, streets, and existing improvements or demands upon public facilities, requires a special degree of control to make such uses consistent and compatible with other existing or permissible uses in the same zone or zones. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.165 Condominium.

"Condominium" means the division of a building or land pursuant to the Horizontal Property Regimes Act, Chapter [64.32](#) RCW. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.170 Convention Center.

"Convention Center" means a facility which provides convention and/or entertainment services for the greater region. These facilities are typically located on 10 acre or larger sites and are comprised of meeting and banquet rooms, together with support services such as food services.

25.10.030.175 Cottage housing.

"Cottage housing" means residential units on a lot with a common open space that either: (a) Is owned in common; or (b) has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space.

25.10.030.180 Country club.

"Country club" means an incorporated or unincorporated association of persons organized for social and recreational purposes, such as golf clubs, tennis clubs, etc. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.185 Courtyard apartments.

"Courtyard apartments" means up to four attached dwelling units arranged on two or three sides of a yard or court.

25.10.030.190 Coverage.

"Coverage" means the percentage of a lot or site covered by buildings or roofed areas, including covered porches and accessory buildings, measured at the building foundation. (Ord. 18-1045 § 2 (Exh. A))

25.10.030.195 Custom bus/buspool.

“Custom bus/buspool” means a commuter bus service arranged specifically to transport employees to work. (Ord. 18-1045 § 2 (Exh. A))

25.10.040 “D” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 18-1032 § 2 (Exh. 5); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.040.005 Day.

“Day” means calendar day. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.010 Dedication.

“Dedication” means the transfer of property interests from private to public ownership for a public purpose. The transfer may be a fee-simple interest or of a less than fee interest, including an easement. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.015 Density, average.

“Density, average” means the average number of dwelling units per acre of land. Fractional numbers less than 0.50 shall be rounded down to the nearest whole number. Fractional numbers 0.50 and greater shall be rounded up to the nearest whole number. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.020 Density, gross.

“Density, gross” means the number of dwelling units per acre computed by using all land within the project boundaries. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.025 Density, net.

“Density, net” means all land within the project boundaries minus environmentally constrained areas, public roads and other land uses not intended for construction of dwellings as stated on the plat maps or development drawings. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.030 Development.

“Development” means the construction or reconstruction of a structure or other modifications of the natural landscape above and below ground or water on a particular site. For critical areas, see DMC [25.105.030](#). (Ord. 19-1069 § 2 (Exh. A); Ord. 18-1045 § 2 (Exh. A))

25.10.040.035 Development activity.

“Development activity” means any permit or approval which requires a permit or approval under this code or DMC Title [12](#), Building and Construction. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.040 Development permit.

“Development permit” means any permit or approval which requires a permit or approval under this code or DMC Title [12](#), Building and Construction, that must be issued before initiating a use or development activity. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.045 Development project.

“Development project” means divisions of land into two or more parcels; construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, landfill, or land disturbance; and any use or extension of the use of the land. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.050 Development regulations.

“Development regulations” or “regulation” means the controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances together with any amendments thereto. A development regulation does not include a decision to approve a development permit application, as defined in RCW 36.70B.020, even though the decision may be expressed in a resolution or ordinance of the legislative body of the city.

25.10.040.055 Director.

“Director” means the community development director, or designee. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.060 District.

“District” means an area of the city of DuPont designated by a single land use classification with uniform use regulations. A district may be either a primary district or an overlay district. All property within the city is included within a primary land use district. An overlay district is any additional district established by the land use code that may be more or less restrictive than the primary land use district. Where a property is located within an overlay district, it is subject to the provisions of both the primary land use district and the overlay district. Where the provisions are in conflict, the overlay district governs. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.065 Drainage facility.

“Drainage facility” means the system of collecting, conveying, and storing surface and storm runoff. Drainage facilities shall include but not be limited to all surface and stormwater runoff conveyance and containment facilities including streams, pipelines, channels, ditches, infiltration facilities, retention/detention facilities, and other drainage structures and appurtenances, both natural and manmade. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.070 Drip line.

“Drip line” means the imaginary line around a tree aligning with the outer edge of the tree’s canopy. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.075 Drive-thru.

“Drive-thru” means a building element that allows a customer to obtain goods and services through a building opening, other than a door, while seated in an automobile. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.080 Duplex.

“Duplex” means a detached building containing two dwelling units. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.085 DuPont Municipal Code (DMC).

“DMC” means the DuPont Municipal Code. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.090 Dwelling.

“Dwelling” means any building or portion thereof which is designed or used for residential purposes. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.95 Dwelling, multiple-family.

“Dwelling, multiple-family” means a building or portion thereof containing ~~two~~ three or more dwelling units. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.100 Dwelling, single-family.

“Dwelling, single-family” means a detached building containing one dwelling unit or duplex. (Ord. 18-1045 § 2 (Exh. A))

25.10.040.105 Dwelling unit.

“Dwelling unit” means one or more rooms or structures providing complete, independent living facilities for one family, including permanent provisions for living, sleeping, cooking and

sanitation. Dwelling unit does not include recreation vehicles or mobile homes. This definition shall not include rooms normally associated with state-licensed nursing home facilities, assisted living facilities, or similar uses. (Ord. 18-1045 § 2 (Exh. A))

25.10.050 “E” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 17-1017 § 2 (Exh. B); Ord. 11-919 § 3; Ord. 02-707 § 1)

25.10.050.005 Earth material.

“Earth material” means any rock, natural soil or fill or any combination thereof. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.010 Easement.

“Easement” means the authorization by a property owner of the use by another and for a specified purpose of any designated part of his property. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.015 Electric vehicle (EV).

“Electric vehicle (EV)” means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. “Electric vehicle” includes: (1) a battery electric vehicle; (2) a plug-in hybrid electric vehicle; (3) a neighborhood electric vehicle; (4) medium-speed electric vehicle; and (5) electric motorcycles. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.020 Electric vehicle charging station.

“Electric vehicle charging station” means a public or private parking space located together with a battery charging station which permits the transfer of electric energy (by conductive or inductive means) to a battery or other storage device in an electric vehicle. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.025 Electric vehicle infrastructure.

“Electric vehicle infrastructure” means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.030 Electric vehicle parking space.

“Electric vehicle parking space” means any marked parking space that identifies the use to be exclusively for an electric vehicle. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.035 Emergency amendment.

“Emergency amendment” means a proposed change or revision to the comprehensive plan that arises from a situation that necessitates the immediate preservation of the public peace, health, or safety or support of the city government and its existing institutions. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.040 Employee.

“Employee” means any and all persons, including managers, entertainers, and independent contractors who work at or render any services directly related to the operation of any sexually oriented business, whether for compensation or not. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.045 Employee transportation coordinator.

“Employee transportation coordinator” means a designated person who is responsible for administering the employer’s commute trip reduction program. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.050 Employer.

“Employer” means a sole proprietorship, partnership, corporation, unincorporated association, cooperative, joint venture, agency, department, district or other individual or entity, whether public, nonprofit, or private, that employs workers. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.055 Enclosed structure.

Enclosed Structure. See DMC 25.10.020.075, “Building, enclosed.” (Ord. 18-1045 § 2 (Exh. A))

25.10.050.060 Engineering geologist.

“Engineering geologist” means a geologist experienced and knowledgeable in engineering geology. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.065 Engineering geology.

“Engineering geology” means the application of geologic knowledge and principles in the investigation and evaluation of naturally occurring rock and soil for use in the design of civil works. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.070 Entertainer.

“Entertainer” means any person who provides sexually oriented entertainment in an adult cabaret whether or not an employee of the operator and whether or not a fee is charged or accepted for such entertainment. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.075 Erosion.

Repealed by Ord. 19-1069. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.080 Escort.

“Escort” means a person who, for consideration, agrees or offers to act as a companion, guide, or date for another person, or who agrees or offers to privately model lingerie or to privately perform a striptease. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.085 Escort agency.

“Escort agency” means a person or business association who furnishes, offers to furnish, or advertises to furnish escorts as one of its primary business purposes for a fee, tip, or other consideration. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.090 Establishment.

“Establishment” means the opening of a new sexually oriented business, the conversion of an existing business to a sexually oriented business, the addition of a sexually oriented business to any existing sexually oriented business, or the relocation of a sexually oriented business. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.095 Excavation.

“Excavation” means the removal of earth material by other than natural means. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.100 Exemption.

“Exemption” means a waiver from any or all CTR program requirements granted to an employer by the city of DuPont based on unique conditions that apply to the employer or employment site. (Ord. 18-1045 § 2 (Exh. A))

25.10.050.105 Expansion.

“Expansion” means enlargement of building floor area or parking area of a permitted land use. (Ord. 18-1045 § 2 (Exh. A))

25.10.060 “F” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 18-1034 § 2 (Exhs. 6, 7); Ord. 17-1017 § 2 (Exh. B); Ord. 12-937 § 1; Ord. 02-707 § 1)

25.10.060.005 Family.

“Family” means one or more related persons living together, or one or more disabled persons protected by the Fair Housing Amendments Act ([42 U.S.C. Section 3601](#) et seq.) living together. Except for disabled persons as described above, in no case shall a family include more than six persons who are not related by genetics, adoption or marriage. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.010 Family day care.

“Family day care” means a child day care provider who regularly provides child day care, early childhood education and early learning services for not more than 12 children at any given time in the provider’s home in the family living quarters, as defined by in RCW 74.15.020(1)(e). (Ord. 18-1045 § 2 (Exh. A))

25.10.060.015 Fast food restaurant.

“Fast food restaurant” means an establishment whose principal business is the sale of food and/or beverages in a ready-to-consume state for consumption within the restaurant building, within a motor vehicle parked on the premises, or off the premises as carry-out orders, and whose principal method of operation includes the following characteristics: food and/or beverages usually served in edible containers or on paper, plastic or other disposable containers. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.020 Fence.

“Fence” means a linear structure or linear plant growth which encloses, divides, or screens. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.025 Fill.

“Fill” means the depositing on land, whether submerged or not, of sand, gravel, earth, or other materials of any composition whatsoever. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.030 Financial commitment.

“Financial commitment” means revenue sources forecast to be available and designated for transportation facilities or strategies in the comprehensive plan or in the transportation element of the comprehensive plan, other unanticipated revenue from federal or state grants, or other sources for which the city has received a notice of commitment, and/or revenue that is assured by an applicant in a form approved by the city. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.035 Finding of concurrency.

“Finding of concurrency” means the finding that is a part of the building permit or residential preliminary plat approval issued by the city indicating that the transportation system has

adequate unused or uncommitted capacity, or will have adequate capacity, to accommodate traffic generated by the proposed development, without causing the level of service standards to decline below the adopted standards, at the time of development. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.040 Finish grade.

"Finish grade" means the final grade of the site which conforms to the approved plan. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.045 Fiveplex.

"Fiveplex" means a townhome building containing five dwelling units.

25.10.060.050 Flex-time.

"Flex-time" is an employer policy allowing individual employees some flexibility in choosing the time, but not the number, of their working hours to facilitate the use of alternative modes. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.055 Floor area ratio (FAR).

"Floor area ratio (FAR)" means the floor area of the building or buildings on any lot divided by the area of the lot or parcel exclusive of critical areas and associated buffers. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.060 Foster-family home.

"Foster-family home" means an agency which regularly provides care on a 24-hour basis to one or more children, expectant mothers, or persons with developmental disabilities in the family abode of the person or persons under whose direct care and supervision the child, expectant mother, or person with a developmental disability is placed, as defined by RCW [74.15.020](#)(1). (Ord. 18-1045 § 2 (Exh. A))

25.10.060.065 Fourplex.

"Fourplex" means a ~~detached building~~ townhome building containing four dwelling units. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.070 Fraternal club.

"Fraternal club" means an incorporated or unincorporated association of persons organized for a social purpose. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.075 Freestanding sign.

“Freestanding sign” means a sign mounted in or on the ground, independent from buildings. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.080 Freestanding WCF.

Freestanding WCF. See DMC 25.10.230.050, Wireless communication facility (WCF), freestanding. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.085 Front yard.

Front Yard. See DMC 25.10.250.015, Yard, front. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.090 Frontage, street.

Frontage, Street. See DMC 25.10.190.150, Street frontage. (Ord. 18-1045 § 2 (Exh. A))

25.10.060.095 Full-time employee.

“Full-time employee” means a person other than an independent contractor, scheduled to be employed on a continuous basis for 52 weeks for an average of at least 35 hours per week. (Ord. 18-1045 § 2 (Exh. A))

25.10.070 “G” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 02-707 § 1)

25.10.070.005 Garage, private.

“Garage, private” means a sheltered or enclosed space designed and used for the storage of motor vehicles or boats of the residents of the premises. (Ord. 18-1045 § 2 (Exh. A))

25.10.070.010 Garage, public.

“Garage, public” means a building or portion thereof designed and used for storage, repair or servicing of motor vehicles or boats as a business. (Ord. 18-1045 § 2 (Exh. A))

25.10.070.015 Geotechnical engineer.

“Geotechnical engineer” means a practicing geotechnical/civil engineer who has a valid Washington State engineering license and a valid certificate of registration in civil engineering, at least four years of professional employment as a geotechnical engineer with experience in landslide evaluation, and appropriate training and experience as specified in Chapter [18.43](#) RCW. (Ord. 19-1069 § 2 (Exh. A); Ord. 18-1045 § 2 (Exh. A))

25.10.070.020 Good faith effort.

“Good faith effort” means that an employer has met the minimum requirements identified in RCW [70.94.531](#) and this chapter, and is working collaboratively with the city of DuPont to continue its existing CTR program or is developing and implementing program modifications likely to result in improvements to its CTR program over an agreed-upon length of time. (Ord. 18-1045 § 2 (Exh. A))

25.10.070.025 Grade.

“Grade” means the vertical location of the ground surface. (Ord. 18-1045 § 2 (Exh. A))

25.10.070.030 Grading.

“Grading” means any excavation, filling, removal of topsoil, or any combination thereof. (Ord. 18-1045 § 2 (Exh. A))

25.10.070.035 Grading administrator.

“Grading administrator” means whomever the mayor designates to administer this chapter. (Ord. 18-1045 § 2 (Exh. A))

25.10.070.040 Gross acre.

“Gross acre” means land designated for residential purposes in the comprehensive plan, inclusive of related streets and neighborhood parks. On-street parking aisles within the subject area are excluded from the calculation. (Ord. 18-1045 § 2 (Exh. A))

25.10.070.045 Gross floor area ratio.

“Gross floor area ratio” means the gross floor area of all structures, excluding parking and mechanical areas, divided by the total site area. (Ord. 18-1045 § 2 (Exh. A))

25.10.070.050 Group-care facility.

“Group-care facility” means an agency, other than a foster-family home, which is maintained and operated for the care of a group of children on a 24-hour basis as defined by RCW [74.15.020](#)(1). (Ord. 18-1045 § 2 (Exh. A))

25.10.080 “H” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.080.005 Hazardous substance.

“Hazardous substance” means any liquid, solid, gas, or sludge, including any material, substance, product, commodity, or waste, regardless of quantity, that exhibits any of the characteristics or criteria of hazardous waste as described by Chapter [70.105](#) RCW or WAC [173-303-090](#) or [173-303-100](#). (Ord. 18-1045 § 2 (Exh. A))

25.10.080.010 Hazardous waste.

“Hazardous waste” means any dangerous and extremely hazardous waste, as those terms are defined by RCW [70.105.010](#)(5) and (6), respectively, including substances composed of radioactive and hazardous components. A moderate risk waste as described by RCW [70.105.010](#)(17) is not a hazardous waste. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.015 Hazardous waste generator.

“Hazardous waste generator” means any person or site whose act first causes a dangerous waste to become subject to regulation under the dangerous waste regulations, Chapter [173-303](#) WAC. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.020 Hazardous waste storage.

“Hazardous waste storage” means the holding of dangerous waste for a temporary period. Accumulation of dangerous waste by the generator on the site of generation is not storage as long as the generator complies with the applicable requirements of WAC [173-303-200](#) and [173-303-201](#). (Ord. 18-1045 § 2 (Exh. A))

25.10.080.025 Hazardous waste treatment.

“Hazardous waste treatment” means the physical, chemical, or biological processing of dangerous waste to make such wastes nondangerous, safer for transport, amenable for energy or material resource recovery, amenable for storage, or reduced in volume. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.030 Heavy industrial.

“Heavy industrial” means an industrial land use such as chemical processing or machinery manufacturing which has environmental impacts which may require regulation (e.g., heavy truck traffic, noise, vibration, light, glare, and odors). (Ord. 18-1045 § 2 (Exh. A))

25.10.080.035 Height.

“Height” (of a structure) means the vertical distance between the average finished grade within three feet of the building foundation and the highest point of the structure’s roof, walls, or other principal elements, excluding such accessory building elements as skylights, flagpoles,

chimneys, church steeples, and roof structures housing building equipment. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.040 Heliport.

Heliport. See DMC 25.10.010.425~~130~~, Airport. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.045 High-intensity sales and service.

“High-intensity sales and service” means businesses that typically generate high levels of traffic per square foot of floor area, such as those offering the following goods and services:

- (1) Food;
- (2) Clothing;
- (3) Hardware;
- (4) Household goods;
- (5) Pharmaceuticals;
- (6) Arts and crafts;
- (7) Auto parts;
- (8) Sporting goods;
- (9) Office equipment;
- (10) Books;
- (11) Plants;
- (12) Jewelry;
- (13) Liquor;
- (14) Musical instruments;
- (15) Barber and beauty shops;
- (16) Laundromats. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.050 High-occupancy vehicle (HOV).

“High-occupancy vehicle (HOV)” means a carpool, vanpool, or transit vehicle. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.055 Historic.

“Historic” means associated with local historical events, such as the works of the first European settlers. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.060 Home occupation.

“Home occupation” means an occupation conducted by the persons residing in the dwelling unit that includes any personal, business, or professional service, offices and repair shops for household items, and does not involve automotive, truck or motorcycle repair and any land use that meets the criteria stated in Chapter [25.140](#) DMC. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.065 Homeowners' association.

"Homeowners' association" means a group of persons organized as an association, corporation or other entity which represents homeowners residing in a subdivision or other development entity. A homeowners' association need not have any official status as a separate legal entity under the laws of the state of Washington. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.070 Hospital.

"Hospital" means an institution, whether a building or group of buildings, designed and used for the medical and surgical diagnosis and treatment (temporary and emergency services included) and housing of persons under the care of doctors and nurses providing general medical care, as distinguished from treatment of mental and nervous disorders and alcoholics, and specifically excluding rest homes, nursing homes, and convalescent homes. (Ord. 18-1045 § 2 (Exh. A))

25.10.080.075 Hotel.

"Hotel" means a building or portion thereof designed or used for the lodging with or without meals of six or more persons for compensation. A central kitchen and dining facility and accessory shops and services catering to the general public may be provided. Institutions housing persons under legal restraint or requiring medical attention or care shall not be considered hotels. (Ord. 18-1045 § 2 (Exh. A))

25.10.090 "I" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 02-707 § 1)

25.10.090.005 Impervious surfaces.

"Impervious surfaces" means areas or surfaces that cannot be easily penetrated by rain or surface water runoff. These areas include structures and roof projections, impervious decks, roads, driveways, and surfaces which substantially reduce and alter the natural filtration characteristics of the soil. (Ord. 19-1069 § 2 (Exh. A); Ord. 18-1045 § 2 (Exh. A))

25.10.090.010 Implementation.

"Implementation" means active pursuit by an employer of the CTR goals of RCW [70.94.521](#) through [70.94.551](#) and Chapter [25.75](#) DMC as evident by appointment of a transportation coordinator, distribution of information to employees regarding alternatives to SOV commuting, and commencement of other measures according to its approved CTR program and schedules. (Ord. 18-1045 § 2 (Exh. A))

25.10.090.015 Incidental sign.

"Incidental sign" means a sign which:

- (1) Is incidental to the use of the premises on which it is located, such as "no parking," "entrance," "loading only," "telephone," "Building A," address signs, and similar directives; and
- (2) Conveys no commercial message legible from off the premises. (Ord. 18-1045 § 2 (Exh. A))

25.10.090.020 Independent senior housing.

Independent Senior Housing. See DMC 25.10.010.075-095, Adult retirement community. (Ord. 18-1045 § 2 (Exh. A))

25.10.090.025 Infrastructure.

"Infrastructure" includes only water, sewer, road, storm sewer and street lighting systems. (Ord. 18-1045 § 2 (Exh. A))

25.10.090.030 Interior lot line.

"Interior lot line" means the boundary line of a lot which separates one lot from another. (Ord. 18-1045 § 2 (Exh. A))

25.10.100 "J" terms.

Reserved. (Ord. 18-1045 § 2 (Exh. A); Ord. 02-707 § 1)

25.10.110 "K" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 02-707 § 1)

25.10.110.005 Key.

"Key" means a designed compacted fill placed in a trench excavated in earth material beneath the toe of a proposed fill slope. (Ord. 18-1045 § 2 (Exh. A))

25.10.120 "L" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 17-1017 § 2 (Exh. B); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.120.005 Landmark tree.

"Landmark tree" means an existing healthy, well-formed tree which poses no safety hazard due to potential collapse and that is of the following species, trunk type, and minimum diameter measured at breast height:

Trunk type	Species	
	Oregon white oak, Pacific yew, or madrona	Douglas fir, western red cedar, western hemlock, or big leaf maple
Single trunk	24 inches	30 inches
Multi-trunk (sum of diameters)	30 inches	45 inches

(Ord. 18-1045 § 2 (Exh. A))

25.10.120.010 Landscape area.

“Landscape area” means land with permeable soils covered with plantings, grasses, or vegetation native to the area. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.015 Landscape administrator.

“Landscape administrator” means the community development director, or designee. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.020 Lead-in sign.

“Lead-in sign” means a private directional sign that leads prospective buyers to an area being developed from raw land. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.025 Level of service standard.

“Level of service standard” means a measurement of the quality of service provided by a facility, including traffic conditions along a given roadway or at a particular intersection, and of transit service. Roadway and intersection level of service standards are commonly denoted by a letter ranking from “A,” the highest level of service, to “F,” the lowest level of service. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.030 Linear park.

“Linear park” means a developed, landscaped area that follows corridors such as abandoned railroad rights-of-way, streets, canals, power lines, or other linear, elongated features. This type of park usually includes trails, viewpoints, seating, and landscaping. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.035 Light manufacturing.

“Light manufacturing” means an indoor facility used for the assembly, fabrication, and conversion of semi-processed material into finished products, where the intensity, scale, and characteristics of the operation are unlikely to negatively impact surrounding land uses. Light manufacturing also includes intermediate services such as machining, welding, grinding, and

machine/industrial repair. Examples of light manufacturing uses include, but are not limited to, clothing and fabric manufacturing; food and beverage products, including ice production; electronic, optical, and instrumentation assembly; jewelry production; and manufacturing musical instruments. Outdoor storage or processing of equipment or materials is prohibited. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.040 Lodge.

Lodge. See DMC 25.10.060.070, “Fraternal club.” (Ord. 18-1045 § 2 (Exh. A))

25.10.120.045 Long-term commercial significance.

“Long-term commercial significance” means the mineral composition of the land for long-term economically viable commercial production, in consideration with the mineral resource land’s proximity to population areas, product markets, and the possibility of more intense uses of the land. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.050 Lot.

“Lot” means a platted or unplatted parcel of land unoccupied, occupied or to be occupied by a principal use or building and accessory buildings, together with such yards and open spaces as are required by the zoning code, which has direct legal access to a street or has access to a street over an easement approved by the city. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.055 Lot area.

“Lot area” means the area within the boundary lines of a lot. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.060 Lot coverage.

“Lot coverage” means that portion of a lot occupied by the principal building and its accessory buildings, including all structures greater than three feet in height. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.065 Lot line.

“Lot line” means the boundary lines of a lot. (See also DMC 25.10.160.115, “Property line.”) (Ord. 18-1045 § 2 (Exh. A))

25.10.120.070 Lot width.

“Lot width” means width of the lot at the building setback line. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.075 Low impact manufacturing.

"Low impact manufacturing" uses include, but are not limited to: (1) electrical component assembly, including assembly of computer products, systems, and related components; (2) printing; and (3) manufacture of handcrafted products. (Ord. 18-1045 § 2 (Exh. A))

25.10.120.080 Low speed vehicle (LSV).

"Low speed vehicle (LSV)" means ~~low speed vehicle~~, an electric vehicle that is capable of traveling at a maximum speed of 25 miles per hour. They generally are equipped with safety features such as headlights, turn signals and seat belts. They may also be referred to as neighborhood electric vehicles or NEVs. (Ord. 18-1045 § 2 (Exh. A))

25.10.130 "M" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 16-1011 § 2 (Exh. 1) (Att. B); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.130.005 Manager.

"Manager" means any person who manages, directs, or administers a sexually oriented business. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.010 Marquee.

"Marquee" means a permanent roof-like structure projecting from a building, intended to shelter pedestrians. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.015 Microcell.

"Microcell" means a wireless communication facility consisting of an antenna that is either four feet in height and with an area of not more than 580 square inches or a tubular antenna no more than four inches in diameter and no more than six feet in length. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.020 Middle housing.

"Middle housing" means buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, and cottage housing.

25.10.130.025 Mineral extraction.

"Mineral extraction" means all mine-related activities, including:

- (1) The mining or extraction of rock, stone, gravel, sand, earth, and other minerals;

- (2) On-site mineral processing including sorting, washing, crushing and loading, concrete batching, concrete recycling, and other aggregate recycling;
- (3) Equipment maintenance;
- (4) Transporting minerals to and from the mine, on-site road maintenance, road maintenance for roads used extensively for surface mining activities, traffic safety, and traffic control. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.030 Mineral resource lands.

“Mineral resource lands” means lands containing mineral deposits, both active and inactive, that have a known or potential long-term significance for the extraction of minerals and which are in close economic proximity to locations where the deposits are likely to be used. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.035 Minerals.

“Minerals” means clay, coal, gravel, industrial minerals, valuable metallic substances, peat, sand, stone, topsoil, and any other similar solid materials or substances to be excavated from natural deposits on or in the earth for commercial, industrial, or construction use. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.040 Mini park.

“Mini park” means a small tract of land usually about the same size as a building lot. These parks may be improved with children’s play equipment. They are intended to serve the needs of a portion of a village in which it is located. They are not intended for city ownership due to higher maintenance costs associated with these parks when compared to public parks of equal size and the fact that they may not be equally accessible to all segments of the community. These facilities are owned by the homeowners’ association. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.045 Mixed use occupancy (or structure).

“Mixed use occupancy (or structure)” means a building designed or intended to be used for more than one type of principal use, i.e., retail and office uses. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.050 Mobile home.

“Mobile home” means a factory-assembled structure with necessary service connections, made to be readily movable on city streets and designed to be used as a dwelling unit. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.055 Mobile home park.

“Mobile home park” means a parcel of land designed and improved to accommodate two or more mobile homes on a permanent basis. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.060 Mode.

"Mode" means the means of transportation used by employees, such as single-occupant motor vehicle, rideshare vehicle (carpool, vanpool), transit, ferry, bicycle, walking, compressed work schedule and telecommuting. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.065 Motel.

"Motel" means a group of attached or detached buildings containing individual sleeping units, a majority of such units open individually and directly to the outside, including tourist courts, motor courts, and motor lodges. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.070 Multifamily project.

"Multifamily project" means multifamily residences built as a single project, in one or more buildings. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.075 Multifamily residence.

"Multifamily residence" means a residence located in a building which contains more than ~~one~~ two residences, such as a ~~duplex unit~~, condominium, apartment, or a residence designed to be attached to other residences, such as a townhouse or apartments. (Ord. 18-1045 § 2 (Exh. A))

25.10.130.080 Multiple use project.

"Multiple use project" means a development containing two or more principal uses located in one or more structures. (Ord. 18-1045 § 2 (Exh. A))

25.10.140 "N" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 11-919 § 4; Ord. 02-707 § 1)

25.10.140.005 Neighborhood electric vehicle (NEV).

~~"Neighborhood electric vehicle (NEV)" means a neighborhood electric vehicle. This is an electric vehicle that is capable of traveling at a maximum speed of 25 miles per hour. They generally are equipped with safety features such as headlights, turn signals and seat belts. They may also be referred to as low-speed vehicles or LSVs. (Ord. 18-1045 § 2 (Exh. A))~~

25.10.140.010 Neighborhood park.

"Neighborhood park" means public recreation facilities consisting of a combination playground and park designed primarily for nonsupervised, nonorganized recreation activities. In addition to their recreation value, they also provide a source of open space and aesthetic quality in the neighborhood. Neighborhood parks are generally small in size (three to 10 acres) and serve an area of approximately one-half-mile radius. Neighborhood parks are located within walking and

bicycling distance of most users and are frequently located adjacent to or upon school property. Neighborhood parks sometimes provide space for organized community events. The facilities generally located in a neighborhood park include: children's playground, picnic facilities, trails, open space and nature areas, tennis courts, outdoor basketball court, and multi-use open field for soccer, youth baseball, etc. (Ord. 18-1045 § 2 (Exh. A))

25.10.140.015 Nonconforming.

A "nonconforming" building or use is one which was lawfully established but no longer conforms to the regulations for the zone where it is located. (Ord. 18-1045 § 2 (Exh. A))

25.10.140.020 Non-electric vehicle.

"Non-electric vehicle" means any motor vehicle that does not meet the definition of "electric vehicle." (Ord. 18-1045 § 2 (Exh. A))

25.10.140.025 Nude or nudity.

"Nude" or "nudity" means the appearance of human bare buttock, anus, male genitals, female genitals, or the areola or nipple of the female breast. (Ord. 18-1045 § 2 (Exh. A))

25.10.140.030 Nude or semi-nude model studio.

"Nude or semi-nude model studio" means any place where a person, who appears nude or semi-nude or displays "specified anatomical areas," is provided for money or any form of consideration to be observed, sketched, drawn, painted, sculptured, photographed, or similarly depicted by other persons. (Ord. 18-1045 § 2 (Exh. A))

25.10.140.035 Nursery or garden center.

"Nursery" or "garden center" means an enterprise which conducts the retail and wholesale sale of plants generally grown on site, as well as accessory items (excluding farm equipment) directly related to plant care and maintenance. (Ord. 18-1045 § 2 (Exh. A))

25.10.140.040 Nursing home.

"Nursing home" means any home, place or institution which operates or maintains facilities providing convalescent or chronic care, or both, for a period in excess of 24 consecutive hours for three or more patients, not related by blood or marriage to the operator, who by reason of illness or infirmity are unable properly to care for themselves, as defined by RCW [18.51.010](#)(43). (Ord. 18-1045 § 2 (Exh. A))

25.10.150 "O" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.150.005 Odor threshold.

“Odor threshold” means the amount of odorous material in one cubic foot of air that can be detected by 50 percent of a group of human observers. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.010 Off-site hazardous waste treatment and storage.

“Off-site hazardous waste treatment and storage” means hazardous waste treatment and storage facilities that treat and store waste from generators on properties other than those on which the off-site facility is located. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.015 Office building.

“Office building” means a building primarily designed for office uses. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.020 Office use.

“Office use” generally refers to a service business, rather than the production, distribution and/or retail sales of goods or commodities. The services provided are generally professional, educational, administrative, financial, or governmental in nature. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.025 On-site hazardous waste treatment and storage.

“On-site hazardous waste treatment and storage” means hazardous waste treatment and storage facilities that treat and store wastes generated on the same lot. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.030 Open-air vending.

“Open-air vending” means any commercial activity which is conducted without the shelter of a building on the premises. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.035 Open record hearing.

“Open record hearing” means a hearing, conducted by a single hearing body or officer authorized by the city to conduct such hearings, that creates the city’s record through testimony and submission of evidence and information, under procedures prescribed by the city by ordinance or resolution. An open record hearing may be held prior to the city’s decision on a project permit, to be known as an “open record predecision hearing.” An open record hearing may be held on an appeal, to be known as an “open record appeal hearing,” if no open record predecision hearing has been held on the project permit. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.040 Open space.

“Open space” means generally a portion of the area of a site, other than required yards, which is required by this zoning code to be maintained free of impervious surfaces, although it may

include features for public use such as community buildings, swimming pools, trails, tennis courts, and parking (when specifically provided for public users of the open space). (Ord. 18-1045 § 2 (Exh. A))

25.10.150.045 Open space, common.

“Open space, common” means that area permanently owned in common or held for use by more than one individual property owner or resident for recreational use, landscape buffering, preservation of sensitive areas or other publicly beneficial uses. “Common open space” is largely free of impervious surfaces although it may include features for communal use such as community buildings, swimming pools, trails, and tennis courts. “Common open space” does not include the uncovered portions within any road right-of-way. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.050 Open space, dedicated.

“Open space, dedicated” means that area permanently dedicated to the city and held for public use or interest as part of the city’s comprehensive open space system. Dedicated open space is largely free of impervious surfaces, although it may include features for public use such as community buildings, swimming pools, trails, tennis courts, and parking (when specifically provided for public users of the dedicated open space). (Ord. 18-1045 § 2 (Exh. A))

25.10.150.055 Open space, parcel.

“Open space, parcel” means the sum of the common and private open spaces within a given development parcel. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.060 Open space, private.

“Open space, private” means that open space within a privately owned lot which is not covered by buildings, paving, or other impervious surfaces. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.065 Operator.

“Operator” means the owner, permit holder, custodian, manager, operator, or person in charge of any sexually oriented business. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.070 Outdoor storage.

“Outdoor storage” means the storage of fuel, raw materials, products, and equipment outside of an enclosed building. Mechanical equipment necessary for the operation of the building shall be excluded from the definition. (Ord. 18-1045 § 2 (Exh. A))

25.10.150.075 Overlay district.

“Overlay district” means a classification contained in this title that combines with the underlying district classification and adds specific restrictions to properties located within the district. The combination of district, for the purpose of this definition and title, shall be considered as separately zoned area and shall not be construed as applying different standards to properties within the same district. An example of an overlay district would be the mineral resource overlay designation. (Ord. 18-1045 § 2 (Exh. A))

25.10.160 “P” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 11-919 § 5; Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.160.005 Parking administrator.

“Parking administrator” means the community development director or designee. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.010 Passive recreation.

“Passive recreation” means recreational activities other than organized, competitive sports, which require little or no covering of the soil with buildings or impervious surfaces. Examples of facilities for passive recreation include paved and unpaved trails, lawns, gardens, pedestrian piers, tables, benches, signs, and waste receptacles. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.015 Peak period.

“Peak period” means the hours from 6:00 a.m. to 9:00 a.m. (inclusive), Monday through Friday, except legal holidays. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.020 Peak period trip.

“Peak period trip” means any employee trip that delivers the employee to begin their regular workday between 6:00 a.m. and 9:00 a.m. (inclusive), Monday through Friday, except legal holidays. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.025 Permitted uses.

“Permitted uses” are those so stated in each zone, plus accessory uses, that is, uses or structures incidental to a permitted use or building on the same premises. Examples include a garage on a residential lot, an administrative office associated with an industrial plant, and an on-site employee cafeteria. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.030 Permittee.

“Permittee” means a person in whose name a sexually oriented business permit has been applied for or issued. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.035 Person.

“Person” means any individual, firm, joint venture, co-partnership, association, social club, fraternal organization, corporation, estate, trust, business trust, receiver or any other group or combination acting as a unit. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.040 Personal communication services (PCS).

“Personal communication services (PCS)” means commercial mobile services, unlicensed wireless services, and common carrier wireless exchange access services. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.045 Personal services.

“Personal services” means provision of recurrently needed services of a personal nature. This classification includes services such as barber and beauty shops, tanning, seamstresses, tailors, shoe repair, dry cleaning agencies (excluding plants), photocopying, and self-service laundries; provision of instructional services or facilities such as photography, fine arts, crafts, dance or music studios, driving schools, diet centers, reducing salons, and fitness studios.

25.10.160.050 Places of assembly.

“Places of assembly” means facilities for gatherings, such as churches, funeral homes, halls, and stadiums. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.055 Plat.

“Plat” means the map or representation of a subdivision. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.060 Plaza.

“Plaza” means a continuous and unoccupied space, other than a street or alley, which is readily accessible to the public at all times. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.065 Plug-in hybrid electric vehicle (PHEV).

~~A “Plug-in hybrid electric vehicle (PHEV)” means a plug-in hybrid electric vehicle, also known as a plug-in hybrid.~~ It is means a hybrid vehicle with rechargeable batteries that can be restored to full charge by connecting a plug to an external electric power source. A PHEV shares the characteristics of both a conventional hybrid electric vehicle, having an electric motor and an internal combustion engine; and of an all-electric vehicle, also having a plug to connect to the

electrical grid. Most PHEVs on the road today are passenger cars, but there are also PHEV versions of commercial vehicles and vans, utility trucks, buses, trains, motorcycles, scooters, and military vehicles. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.070 Pocket park.

Pocket Park. See DMC 25.10.130.435040, Mini park. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.075 Political sign.

“Political sign” means a sign advertising a candidate(s) or issue appearing on the ballot at the next scheduled election. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.080 Prehistoric.

“Prehistoric” means relating to or existing in times predating written history. This term generally refers to those North American cultures in existence prior to AD 1540. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.085 Premises.

“Premises” means the premises of a sexually oriented business. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.090 Primary use.

“Primary use” means the principal use of a property. (See also DMC 25.10.210.025, “Use.”) (Ord. 18-1045 § 2 (Exh. A))

25.10.160.095 Priority habitat.

Repealed by Ord. 19-1069. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.100 Priority species.

Repealed by Ord. 19-1069. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.105 Private yard.

“Private yard” means that area within a privately owned lot which is required by this zoning code to remain uncovered by structures. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.110 Professional inspection.

“Professional inspection” means the inspection required by this code to be performed by the civil engineer, soils engineer or engineering geologist. Such inspections include those

performed by persons supervised by such engineers or geologists and shall be sufficient to form an opinion relating to the conduct of the work. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.115 Property line.

“Property line” means those lines enclosing a lot and those lines defining a recorded vehicular access easement. The following are categories of property lines:

- (1) “Front property line” is any property line that is adjacent to a street or vehicular access easement or tract more than 21 feet in width, except when said vehicular access easement or tract:
 - (a) Is located entirely on an adjacent lot or lots and does not serve the subject property; or
 - (b) Encompasses a hammerhead turnaround required by the fire department, whether or not it is located on or serves the subject property.
- (2) “Rear property line” is any property line that is farther from and essentially parallel to a front property line except on a lot which contains two or more front property lines; or any property line that is adjacent to a street, alley or vehicular access easement or tract 21 feet or less in width, except when said vehicular access easement or tract serves only one lot, or is located entirely on an adjacent lot or lots and does not serve the subject property; or any property line that is adjacent to a vehicular access easement or tract which encompasses a hammerhead turnaround required by the fire department.
- (3) “Side property line” is any property line other than a front property line or a rear property line. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.120 Project permit.

“Project permit” or “project permit application” means any land use or environmental permit or license required from the city for a project action, including but not limited to building permits, subdivisions, binding site plans, planned unit developments, conditional uses, shoreline substantial development permits, site plan review, land use application, permits or approvals required by critical area ordinances, site-specific rezones authorized by a comprehensive plan or subarea plan, but excluding the adoption or amendment of a comprehensive plan, subarea plan, or development regulations except as otherwise specifically included in this subsection. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.125 Provider.

“Provider” means any corporation, company, association, joint stock company, firm, partnership, limited liability company, other entity, and/or individual licensed to provide personal wireless service or personal wireless communication facilities. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.130 Public open space.

Public Open Space. See DMC 25.10.150.050, Open space, dedicated. (Ord. 18-1045 § 2 (Exh. A))

25.10.160.135 Public uses.

“Public uses” shall mean civic buildings, including City Hall, police department, fire department, community center, library, transit center, museum, and public schools (except where specifically prohibited). (Ord. 18-1045 § 2 (Exh. A))

25.10.160.140 Public utility.

“Public utility” means a private business organization such as a public service corporation performing some public service and subject to special governmental regulations, or a governmental agency performing similar public services, the services by either of which are paid for directly by the recipients thereof, including water supply, electrical power, gas and transportation, telephone, and other transmission services. (Ord. 18-1045 § 2 (Exh. A))

25.10.170 “Q” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 02-707 § 1)

25.10.170.005 Quasi-public use.

“Quasi-public use” means a use which serves nonprofit social ~~—or religious—~~ ends, such as churches, clubhouses, ~~private schools,~~ and community/social service organizations such as Rotary Club, Chamber of Commerce, Girl Scouts, etc. (Ord. 18-1045 § 2 (Exh. A))

25.10.180 “R” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 18-1032 § 2 (Exh. 5); Ord. 11-919 § 6; Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.180.005 Rapid charging station.

“Rapid charging station” means an industrial grade electrical outlet that allows for faster re-charging of electric vehicle batteries through higher power levels, which meets or exceeds any standards, codes, and regulations set forth by Chapter [19.28](#) RCW and consistent with rules adopted under RCW [19.27.540](#). (Ord. 18-1045 § 2 (Exh. A))

25.10.180.010 Ravine.

Repealed by Ord. 19-1069. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.015 Ravine sidewalk.

Repealed by Ord. 19-1069. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.020 Rear yard setback.

Rear Yard Setback. See DMC 25.10.250.020, Yard, rear. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.025 Reclamation.

“Reclamation” means rehabilitation for the appropriate future use of disturbed areas resulting from surface mining, including areas under associated mineral processing equipment and areas under stockpiled materials. Although the need for reclamation will control the type and degree of reclamation in any specific surface mine, the basic objective is to reestablish on a perpetual basis the vegetative cover, soil stability, and water conditions appropriate to the approved subsequent use of the surface mine and to prevent or mitigate future environmental degradation. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.030 Recreation, indoor.

“Recreation, indoor” means an establishment providing completely enclosed recreation activities. Accessory uses shall be permitted to include the preparation and serving of food and/or the sale of equipment related to the enclosed uses. Included in this definition are bowling, roller-skating or ice-skating, pool, and related amusements. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.035 Recreation, outdoor.

“Recreation, outdoor” means an area free of buildings except for restrooms, dressing rooms, equipment storage, maintenance buildings, open-air pavilions and similar structures used primarily for recreational activities. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.040 Recyclable material.

“Recyclable material” means those solid wastes that are separated for recycling or reuse, such as papers, metals, and glass that are identified as recyclable material by the Pierce County solid waste plan. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.045 Recycling.

“Recycling” means transforming or remanufacturing waste materials into usable or marketable material for use other than land fill disposal or incineration. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.050 Research and Development.

"Research and Development" means establishments primarily engaged in the research, development, and controlled production of high-technology electronic, industrial, or scientific products or commodities for sale. This classification includes biotechnology firms and manufacturers of nontoxic computer components.

~~25.10.180.053 Residence.~~

~~"Residence" means a permanently installed building or portion thereof providing complete housekeeping facilities for only one household, including manufactured homes constructed after June 15, 1976, in accordance with U.S. Department of Housing and Urban Development requirements. (Ord. 18-1045 § 2 (Exh. A))~~

~~25.10.180.055 Residential care facility.~~

~~"Residential care facility" means a facility that cares for at least five but not more than 15 functionally disabled persons that is not licensed pursuant to Chapter 70.128 RCW, Adult Family Home. (Ord. 18-1045 § 2 (Exh. A))~~

25.10.180.055 Residential use.

"Residential use" means a type of or intended use of a building or structure designed to provide a place of abode for human beings, but not including hotels or motels. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.060 Retail establishment.

"Retail establishment" means a commercial enterprise which provides goods and/or services directly to the consumer, whose goods are available for immediate purchase and removal from the premises by the purchaser and/or whose services are traditionally not permitted within an office use. The sale and consumption of food are included if: (1) the seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use, and (2) it can be demonstrated to the city that the floor plan is designed to preclude the seating area from being expanded. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.065 Restaurant.

"Restaurant" means a building where food is sold to the public for on-premises consumption or to go. It may include alcoholic beverage service only if under a Class C, D, or H state liquor license. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.070 Retain.

“Retain,” when applied to trees, means to neither cut down, top, nor otherwise damage. Maintenance and pruning not in conflict with the preceding are not prohibited. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.075 Revised Code of Washington (RCW).

“Revised Code of Washington (RCW)” means the Laws of the State of Washington Revised Code of Washington. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.080 Right-of-way.

“Right-of-way” means land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondly, the land provides space for utility lines and appurtenances and other publicly owned devices. (Ord. 18-1045 § 2 (Exh. A))

25.10.180.085 Rough grade.

“Rough grade” means the stage at which the grade approximately conforms to the approved plan. (Ord. 18-1045 § 2 (Exh. A))

25.10.190 “S” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 16-1011 § 2 (Exh. 1) (Att. B); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.190.005 Semi-nude.

“Semi-nude” means a state of dress in which clothing covers no more than the genitals, pubic region, and areola of the female breast, as well as portions of the body covered by supporting straps or devices. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.010 Sensitive areas.

“Sensitive areas” means, for the purposes of this title, those areas defined and established as critical areas under the provisions of the Washington State Growth Management Act and identified in this code. For critical areas, see Chapter 25.105 DMC. (Ord. 19-1069 § 2 (Exh. A); Ord. 18-1045 § 2 (Exh. A))

25.10.190.015 Setback.

“Setback” means the shortest distance between a lot line and any structure for which a building permit is required; provided, that eaves, noncombustible chimneys and fireplaces, and similar protrusions may extend up to an additional 24 inches from the vertical wall of the building. For critical areas, see Chapter [25.105](#) DMC. (Ord. 19-1069 § 2 (Exh. A); Ord. 18-1045 § 2 (Exh. A))

25.10.190.020 Sexually oriented business.

“Sexually oriented business” means an adult arcade, adult bookstore, adult cabaret, adult motel, adult motion picture theater, adult theater, escort agency, nude or semi-nude model studio. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.025 Sexually oriented entertainment.

“Sexually oriented entertainment” means a live performance at an adult cabaret which is characterized by the performer’s exposure of “specified anatomical areas.” (Ord. 18-1045 § 2 (Exh. A))

25.10.190.030 Side yard.

Side Yard. See DMC 25.10.250.025, Yard, side. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.035 Sign.

“Sign” means any device, structure, fixture, or placard that uses colors, words, letters, numbers, symbols, logos, or trademarks for the purpose of providing information or directions, or identifying or advertising any place, establishment, product, good, or service and includes all supports, braces, guywires, and anchors associated with such signs. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.040 Sign administrator.

“Sign administrator” means community development director, or designee. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.045 Sign, community-wide event.

“Sign, community-wide event” means a temporary nonilluminated sign advertising a general public and/or community-wide event within the city that is sponsored by an organization within the city. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.050 Single Family zones.

“Single Family zones” means those zones where single-family detached housing is the predominant land use. Both detached single family and duplex are allowed in Single Family zones.

25.10.190.055 Single-occupant vehicle (SOV).

“Single-occupant vehicle (SOV)” means motor vehicle occupied by one employee for commute purposes, including a motorcycle. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.060 Single worksite.

“Single worksite” means a building or group of buildings on physically contiguous parcels of land or on parcels separated solely by roads or rights-of-way occupied by one or more affected employers. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.065 Site area.

“Site area” means that area of land associated with a certain development application. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.070 Site plan amendment, major.

“Site plan amendment, major” means an amendment to an approved site plan that substantially changes the site design, increases density by more than five percent or increases building area by greater than 10 percent, reduces open space or landscape area by more than 10 percent, requires a modification to a condition of approval or other requirements and conditions of the approved and site plan, or includes new requests to deviate from the standards of the applicable district. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.075 Site plan amendment, minor.

“Site plan amendment, minor” means an amendment to an approved site plan for modifications to the dimensions or footprint location of a building(s) but does not substantially modify the arrangement or increase the number of buildings approved in the plan. Increases to density shall be less than five percent and building size/area shall be less than 10 percent. The amount and quality of landscaping may be increased but may not be reduced by more than 10 percent, provided it complies with the minimum landscaping requirements of the zone in which the property is located. Proposed amendments shall not deviate from standards of the applicable district. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.080 Sixplex.

“Sixplex” means a townhome building containing six dwelling units.

25.10.190.085 Soils engineer.

Repealed by Ord. 19-1069. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.090 Soils engineering (geotechnical engineering).

Repealed by Ord. 19-1069. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.095 Solid waste.

“Solid waste” means all solid and semi-solid wastes including, but not limited to, garbage, rubbish, ashes, industrial wastes, swill, sewage sludge, demolition, and construction wastes, abandoned vehicles or parts thereof, and recyclable materials. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.100 SOV rate.

“SOV rate” means the number of commute trips over a set period made by affected employees in SOVs divided by the number of affected employees working during that period. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.105 SOV trips.

“SOV trips” means commute trips made by affected employees in SOVs. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.110 Specified anatomical areas.

“Specified anatomical areas” means less than completely and opaquely covered human genitals, pubic region, buttocks, anus, or female breasts below a point immediately above the top of areola, or human male genitals in a discernibly turgid state, even if completely and opaquely covered. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.115 Specified criminal acts.

“Specified criminal acts” means any conviction or acts which are sexual crimes against children, sexual abuse, rape, or crimes connected with another sexually oriented business, including, but not limited to, distribution of obscenity or material harmful to minors, prostitution, or pandering. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.120 Specified sexual activities.

“Specified sexual activities” means:

- (1) The fondling or other intentional touching of human genitals, pubic region, buttocks, anus, or female breasts; or
- (2) Sex acts, normal or perverted, actual or simulated, including intercourse, oral copulation, or sodomy; or
- (3) Masturbation, actual or simulated; or
- (4) Human genitals in a state of sexual stimulation, arousal, or tumescence; or
- (5) Excretory functions as part of or in connection with any of the above. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.125 Specimen tree.

"Specimen tree" means an existing healthy tree which poses no safety hazard due to potential collapse and is of the following species and minimum diameter measured at breast height; provided, that the measure of multi-trunk trees shall be the sum of the diameters:

- (1) Douglas fir, western red cedar, western hemlock, or big leaf maple: 15 inches;
- (2) Oregon white oak, Pacific yew, or madrona: 12 inches;
- (3) Historic fruit trees: no size limit. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.130 Square feet.

"Square feet" means square feet of the combined horizontal area of all floors of a building measured from the exterior faces of the exterior walls, excluding spaces lacking standing head room. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.135 Stacked flat.

"Stacked flat" means dwelling units in a residential building of no more than three stories on a residential zoned lot in which each floor may be separately rented or owned.

25.10.190.140 State siting criteria.

"State siting criteria" means criteria for the siting of hazardous waste treatment and storage facilities contained in WAC [173-303-285](#). (Ord. 18-1045 § 2 (Exh. A))

25.10.190.145 Storage, indoor.

"Storage, indoor" means a structure containing separate, individual, and private storage spaces of varying sizes leased or rented on individual leases for varying periods of time for the storage of goods such as furniture, files, or other unused or seldom used items. The definition excludes hazardous material storage, outdoor storage, warehousing and distribution, and vehicle or recreational vehicle storage. The access to the storage units is from building interiors. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.150 Storage, mini-.

"Storage, mini-" means a structure containing separate, individual, and private storage spaces of varying sizes leased or rented on individual leases for varying periods of time for dead storage only. Storage of boats, trailers, and recreational vehicles is permitted. Auctions except auctions authorized by legal action, commercial wholesale or retail businesses, garage sales, repair of motorized equipment and/or vehicles, operation of power tools, and storage of flammable or hazardous materials and explosives are prohibited. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.155 Story.

“Story” means the portion of a building included between the upper surface of a floor and the upper surface of the floor or roof next above. It is measured as the vertical distance from top to top of two successive tiers of beams for finished floor surfaces and, for the topmost story, from the top of the floor finish to the top of the ceiling joists or, where there is not a ceiling, to the top of the roof rafters. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.160 Stream.

“Stream” means an area where surface waters flow sufficiently to produce a defined channel or bed. A defined channel or bed need not contain water year-round. This definition is not meant to include storm or surface runoff devices or other entirely artificial watercourses unless they were constructed within or in association with a naturally occurring stream or drainage course. For critical areas, see Chapter [25.105](#) DMC. (Ord. 19-1069 § 2 (Exh. A); Ord. 18-1045 § 2 (Exh. A))

25.10.190.165 Street.

“Street” means a public right-of-way. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.170 Street frontage.

“Street frontage” means the boundary of a lot separating such lot from an abutting street. For multi-tenant buildings, street frontage shall be the width of the front of the suite. The front of the suite is defined as the wall plane to which the suite address is assigned and contains the main customer entrance. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.175 Street tree.

“Street tree” means a tree planted or retained in a public right-of-way or parking strip. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.180 Structure.

“Structure” means anything constructed or erected, the use of which requires location on the ground or attachment to something having location on the ground, but not including fences and walls less than six feet in height. (Ord. 18-1045 § 2 (Exh. A))

25.10.190.185 Subdivision.

“Subdivision” means the division of land into two or more lots, parcels, or sites for the purpose of sale or lease. (Note: For purposes of this development code, the term “subdivision” includes the short subdivision of land.) See Chapter [58.17](#) RCW. (Ord. 18-1045 § 2 (Exh. A))

25.10.200 “T” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 17-1017 § 2 (Exh. B); Ord. 12-937 § 1; Ord. 02-707 § 1)

25.10.200.005 Tavern.

“Tavern” means a commercial use which sells prepared food or beverages and where the seating and associated circulation areas exceed 10 percent of the gross floor area of the use. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.010 Telecommuting.

“Telecommuting” means the use of telephones, computers, or other similar technology to permit an employee to work from home, eliminating a commute trip, or to work from a work place closer to home, reducing the distance traveled in a commute trip by at least half. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.015 Temporary wireless communications facility.

Temporary Wireless Communication Facility. See DMC 25.10.230.060, Wireless communication facility (WCF), temporary. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.020 Threshold date.

“Threshold date” means the first May 1st that falls after the date when an employer becomes an affected employer, whether by passage of the ordinance codified in this chapter, moving into the city of DuPont, or by growing in employment. (Ord. 18-1045 § 2 (Exh. A))

~~25.10.200.025 Townhouse.~~

~~“Townhouse” means a building designed exclusively for occupancy by one family and containing one dwelling unit, occupying space from the ground to the roof and not lying vertically under or over adjacent units, and attached to one or more other dwelling units by common walls which may be located on lot lines. (Ord. 18-1045 § 2 (Exh. A))~~

25.10.200.025

25.10.200.025 Townhouses.

“Townhouses” means buildings that contain three or more attached single-family dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.

25.10.200.030 Traffic study.

“Traffic study” means a specialized study of the impacts that a certain type and size of development in a specific location will have on the surrounding transportation system. The scope of work for the study will be determined by the city. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.035 Transient guest facilities.

“Transient guest facilities” means temporary commercial accommodations such as hotels, motels, and bed and breakfasts. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.040 Transit.

“Transit” means a multiple-occupant vehicle operated on a shared-ride basis, including bus, ferry, rail, shared-ride taxi, and shuttle bus. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.045 Transportation demand management.

“Transportation demand management” means a broad range of strategies that are primarily intended to reduce and reshape demand on the transportation system. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.050 Transportation facilities.

“Transportation facilities” means arterials and transit routes owned, operated, or administered by the state of Washington and its political subdivisions, such as the city of DuPont.

- (1) “Existing transportation facilities” means those transportation facilities in place at the time a concurrency test is applied; and
- (2) “Planned transportation facilities” means those transportation facilities scheduled to be completed no later than the sixth year of the capital facilities plan and/or transportation element in effect at the time the city approves the development. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.055 Transportation facility capacity.

“Transportation facility capacity” means the maximum number of vehicles that can be accommodated during a specified travel period at a specified level of service. Capacity will be calculated according to the methodology used in the most current highway capacity manual. An alternative methodology may be used only if it is preapproved by the director of public works or their designee. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.060 Transportation strategies.

“Transportation strategies” means transportation demand management plans, schemes, techniques, programs, and methodologies for minimizing transportation facility demand, such

as improved transit service, off-peak travel, and ride-sharing programs. (Ord. 18-1045 § 2 (Exh. A))

25.10.200.065 Triplex.

“Triplex” means a ~~detached~~ townhome building containing three dwelling units. (Ord. 18-1045 § 2 (Exh. A))

25.10.210 “U” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.210.005 Unit density.

“Unit density” means the number of principal dwelling units on a lot, regardless of size.

25.10.210.010 Unit lot subdivision.

“Unit lot subdivision” means the creation of two or more unit lots within a development which are created from a parent lot and approved through the unit lot subdivision process.

25.10.210.015 Unlicensed wireless services.

“Unlicensed wireless services” are defined as the offering of telecommunication services using duly authorized devices which do not require individual licenses; direct-to-home satellite services are excluded from this definition. (Ord. 18-1045 § 2 (Exh. A))

25.10.210.020 Unlisted words and phrases.

Unlisted Words and Phrases. The definition of any word or phrase not listed in this chapter which is in question when administering this regulation shall be defined from one of the following sources which are incorporated herein by reference. Said sources shall be utilized by finding the desired definition from source number one, but if it is not available there, then source number two may be used and so on. The sources are as follows:

- (1) City development regulations;
 - (2) Any city resolution, ordinance, code or regulation;
 - (3) Any statute or regulation of the state of Washington (i.e., the most applicable);
 - (4) Legal definitions from case law or a law dictionary;
 - (5) Webster’s Third New International Dictionary of the English Language, Unabridged.
- (Ord. 18-1045 § 2 (Exh. A))

25.10.210.025 Use.

“Use” means the nature of the occupancy, the type of activity, or the character and form of improvements to which land is devoted or may be devoted. (Ord. 18-1045 § 2 (Exh. A))

25.10.210.030 Use, temporary.

"Use, temporary" means a use needed for a limited duration of time with the intent to discontinue the use upon the expiration of the time period, not to exceed one year. Temporary uses do not involve the construction or alteration of any permanent building or structure, although the authorization of the temporary use does not necessarily preclude such construction. (Ord. 18-1045 § 2 (Exh. A))

25.10.220 "V" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.220.005 Vanpool.

"Vanpool" means a vehicle occupied by from seven to 15 people traveling together for their commute trip that results in the reduction of a minimum of one motor vehicle trip. A vanpool trip counts as zero vehicle trips. (Ord. 18-1045 § 2 (Exh. A))

25.10.220.010 Variance.

"Variance" means relaxation of the requirements of this title with respect to building, lot, or other restriction (but not with respect to use) because of special circumstances applicable to the building, lot or property which deprive it of privileges commonly enjoyed by other properties in the same vicinity and district. (Ord. 18-1045 § 2 (Exh. A))

25.10.220.015 Vehicles miles traveled (VMT) per employee.

"Vehicle miles traveled (VMT) per employee" means the sum of the individual vehicle commute trip lengths in miles made by affected employers over a set period divided by the number of affected employees during that period. (Ord. 18-1045 § 2 (Exh. A))

25.10.220.020 Vehicular access easement or tract.

"Vehicular access easement or tract" means a privately owned right-of-way, but not including a driveway easement. (Ord. 18-1045 § 2 (Exh. A))

25.10.220.025 Village.

"Village" means any one of several areas of the city of DuPont characterized by similar or compatible land uses. A village may contain one or more land use districts. A village is identified by a place name and has boundaries composed of major streets, natural or manmade barriers, or abrupt changes in land use. (Ord. 18-1045 § 2 (Exh. A))

25.10.230 "W" terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 12-937 § 1; Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.230.005 Warehouse/distribution.

“Warehouse/distribution” means a building or land use in which goods, merchandise or equipment is stored for eventual distribution. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.010 Washington Administrative Code (WAC).

“WAC” means the Washington Administrative Code. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.015 Wastes.

Wastes. See DMC 25.10.190.085095, Solid waste. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.020 Waste reduction.

“Waste reduction” means reducing the amount or toxicity of waste generated or reusing materials. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.025 Week.

“Week” means a seven-day period, starting Monday and ending Sunday. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.030 Weekday.

“Weekday” means Monday, Tuesday, Wednesday, Thursday, or Friday. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.035 Wetland.

Repealed by Ord. 19-1069. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.040 Wireless communication facility (WCF).

“Wireless communication facility (WCF)” means facilities for the transmission and reception of radio or microwave signals used for communication, cellular phone, personal communications services, specialized mobile radio, paging, and any other services licensed by the FCC and unlicensed wireless services including but not limited to associated equipment shelters, support towers, and antenna arrays, other than the exempt facilities listed under DMC [25.125.040](#)(2). (Ord. 18-1045 § 2 (Exh. A))

25.10.230.045 Wireless communication facility (WCF), attached.

“Wireless communication facility (WCF), attached” means a WCF in which the antenna is attached, as an incidental use, to a pre-existing structure such as a building, water tank, or

utility pole, without an additional support structure, and is either an omni-directional whip antenna no more than seven inches in diameter and no more than 16 feet in length, or a panel antenna or panel antenna array no more than 16 square feet in total area or no larger than 32 square feet when attached to and not extending above the vertical wall of a structure. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.050 Wireless communication facility (WCF), freestanding.

“Wireless communication facility (WCF), freestanding” means a WCF in which the antenna is supported by a structure designed for that purpose, including ancillary equipment. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.055 Wireless communication facility (WCF), public.

“Wireless communication facility (WCF), public” means a freestanding or attached wireless communication facility (WCF) that is planned, built, operated, and maintained by a public entity to provide local or regional essential communication services to enhance or maintain public health and safety. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.060 Wireless communication facility (WCF), temporary.

“Wireless communication facility (WCF), temporary” means a mobile telecommunications facility which is transported by a motor vehicle for temporary use. Temporary wireless communication facilities do not have a permanent foundation. (Ord. 18-1045 § 2 (Exh. A))

25.10.230.065 Written.

“Written” means original signed and dated documents. Facsimile (fax) transmissions are a temporary notice of action that must be followed by the original signed and dated document via mail or delivery. (Ord. 18-1045 § 2 (Exh. A))

25.10.240 “X” terms.

Reserved. (Ord. 18-1045 § 2 (Exh. A); Ord. 02-707 § 1)

25.10.250 “Y” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 07-854 § 1; Ord. 02-707 § 1)

25.10.250.005 Yard.

“Yard” means an open space that lies between the principal building or buildings and the nearest property line. The minimum required yard is unoccupied and unobstructed from the ground upward except as may be specifically provided in this code. (Ord. 18-1045 § 2 (Exh. A))

25.10.250.010 Yard, required.

“Yard, required” means an open space between a property line and a structure within which no structure shall be located except as allowed by this code. (Ord. 18-1045 § 2 (Exh. A))

25.10.250.015 Yard, front.

“Yard, front” means a space extending the full width of the lot between any building and the front property line and measured perpendicular from the front property line to the closest point of any building. (Ord. 18-1045 § 2 (Exh. A))

25.10.250.020 Yard, rear.

“Yard, rear” means a space extending the full width of the lot between the principal building and the rear property line and measured perpendicular from the rear property line to the closest point of the principal building. (Ord. 18-1045 § 2 (Exh. A))

25.10.250.025 Yard, side.

“Yard, side” means a space extending from the front yard to the rear yard between the principal building and the side property line and measured perpendicular from the side property line to the closest point of the principal building. (Ord. 18-1045 § 2 (Exh. A))

25.10.260 “Z” terms.

(Ord. 18-1045 § 2 (Exh. A); Ord. 02-707 § 1)

25.10.260.005 Zero lot line.

“Zero lot line” means the location of a building on a lot in such a manner that one of the building’s sides rests directly abutting a lot line. (Ord. 18-1045 § 2 (Exh. A))