



Old Fort Lake Subarea Plan

Updated December 18, 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 Department of 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.

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 18 months to engage in an ongoing dialogue with the Planning Commission and develop the desired design standards and goals and policies provided in this plan. The Planning Commission held a public hearing on the draft subarea plan and zoning regulations update on November 13, 2024.

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 and a public hearing with the DuPont City Council to refine details of the Subarea Plan.

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 Sequatchew 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 surrounded by 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.

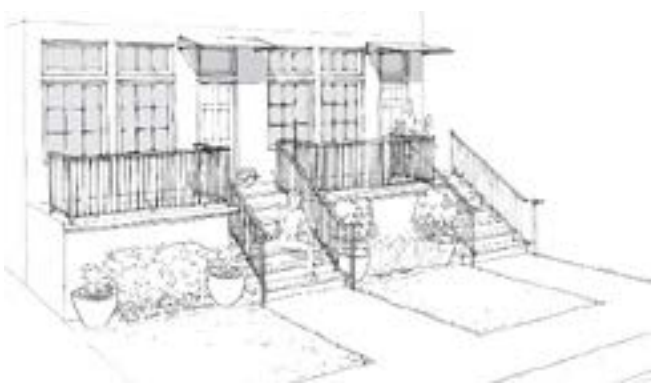


Figure 1-8. Example of a high visibility street corner with a change in materials and decorative elements.

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 plants.

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

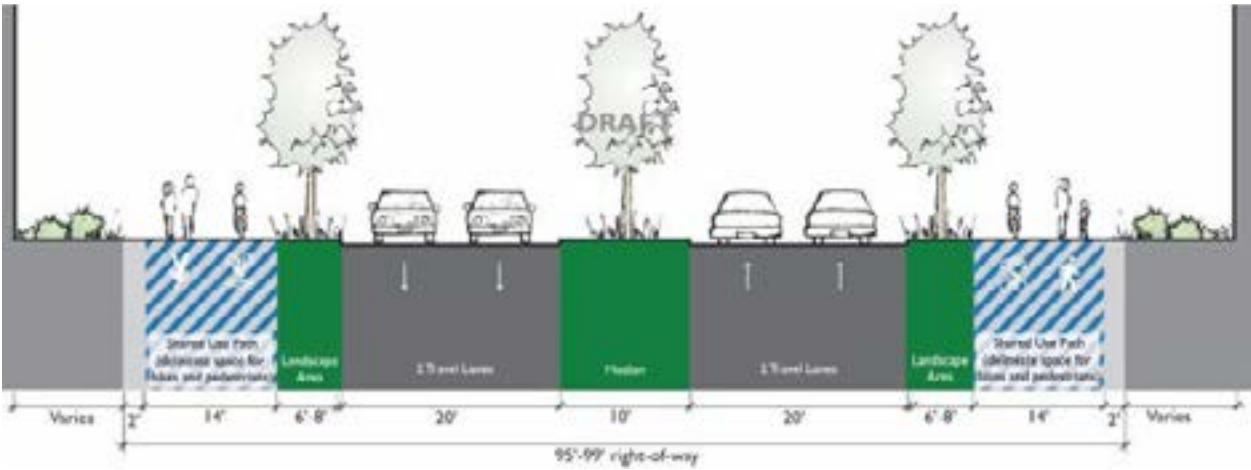
The streetscape of the Old Fort Lake Subarea are designed to be workhorses. They will provide a means for multi-modal access and circulation, but also enhance the aesthetics, encourage social interactions, and engage pedestrians to stop, shop and play. The streetscapes are designed to:

- 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 transportation infrastructure 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.

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.
- 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 recreation.
- Provide a varied trail network that forms the backbone of the Subarea and includes busy and quiet walking environments, emphasizes views and educates 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 that creates 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 follows 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: <ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• 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 recreation.
CC-1.7	Create landscaping standards that emphasize landscaping as one of the character-defining features of Old Fort Lake. Specifically: <ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• 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

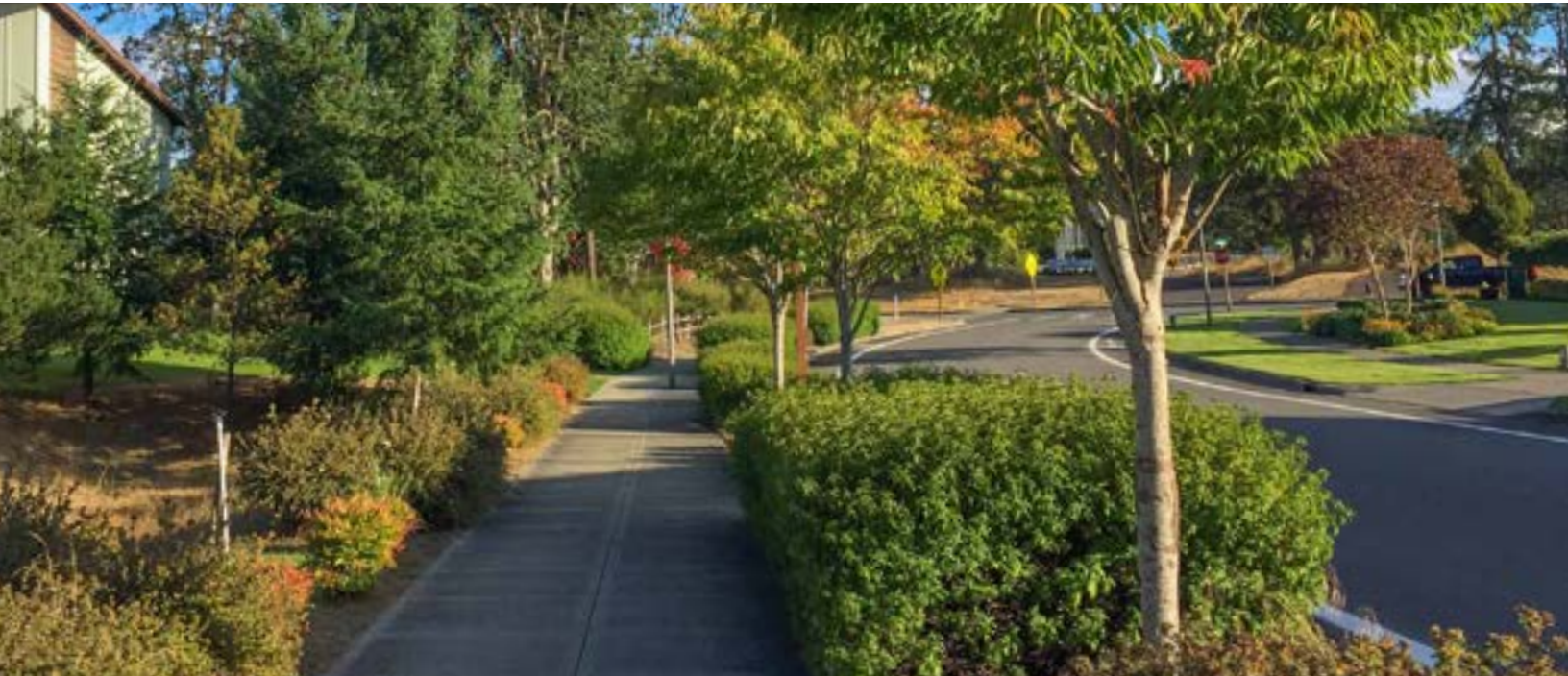
Develop standards to ensure that lighted signs are not excessively illuminated and do not cast harsh light onto surrounding properties.
- CC-3.4

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 is largely 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 Old Fort Lake Subarea offers an opportunity to meet the allocated growth targets along with some other areas in the City.

Middle Housing Legislation

In 2022 through 2024, 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 and HB 2321, 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, allowing co-living housing (HB 1998), 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 Sequatchew 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 Subarea and seeks to enhance the golfer experience by planning for a new hotel as well as activities for golfers, their families, 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 and to establish a top of slope buffer for the proposed bluff trail.

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

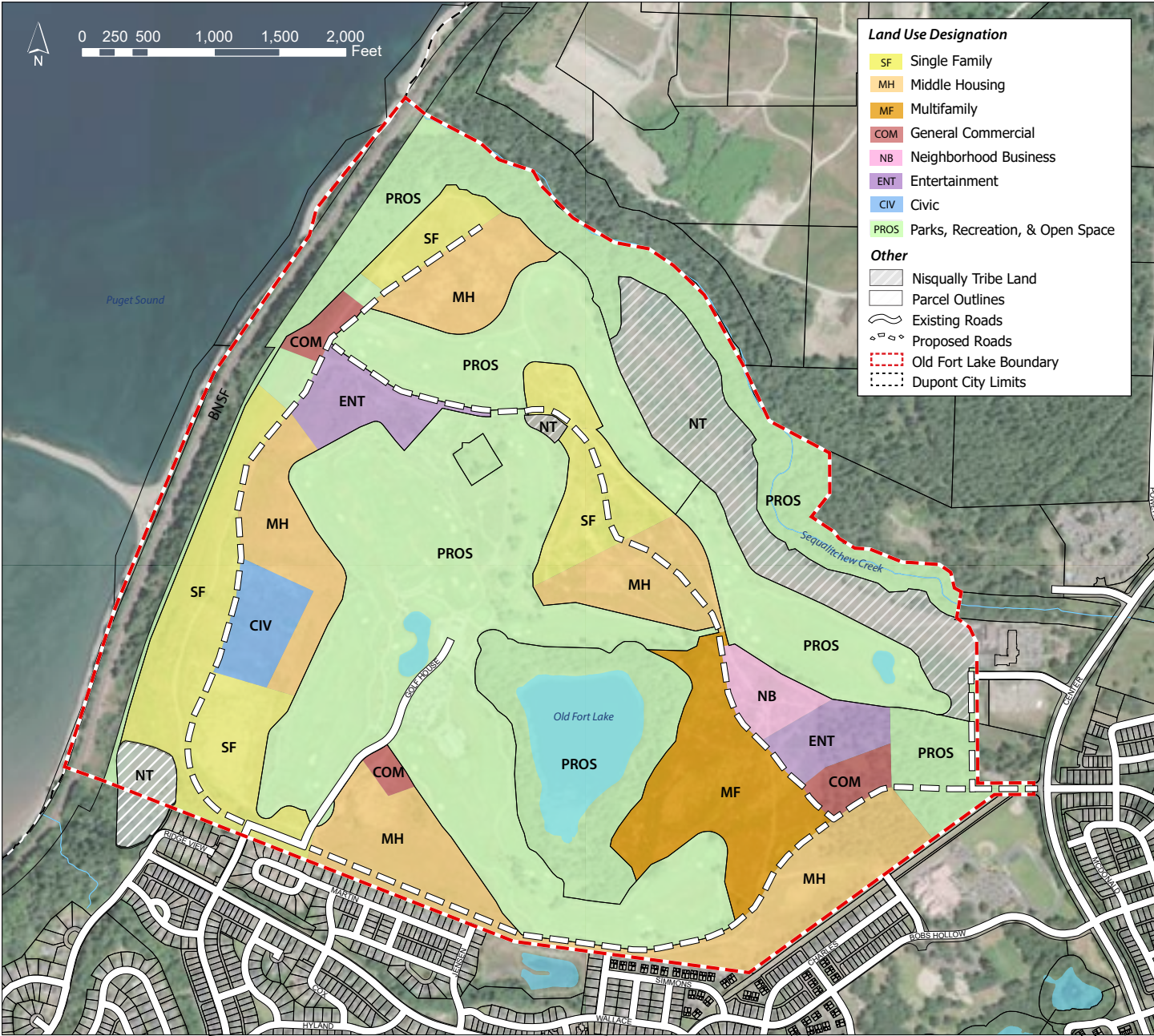


FUTURE LAND USE PLAN

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

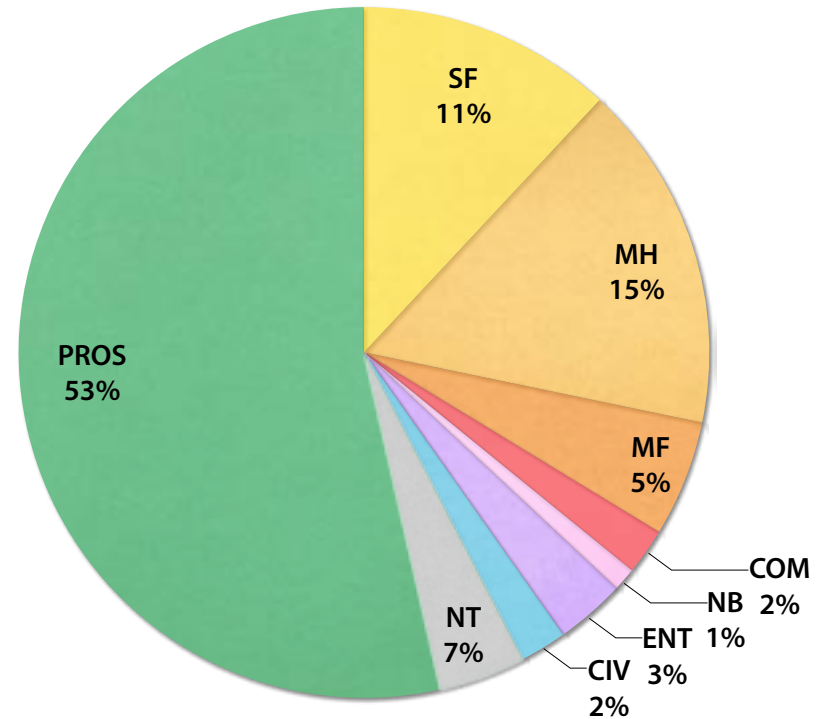


Land Use Designations

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 maximum density at the required two units per lot and a minimum lot size of 6,000 square feet is 560 dwelling units; however, it is likely that many of the lots will be single-family only and the actual density will be less. 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 five 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 fiveplexes, 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 City golf course or tribe owned land). The assumed density is 10 units per gross acre, which would allow for up 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 six and 150 units. The buildings heights are to be limited to three 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 City golf course or tribe owned land). The assumed density is 20 units per gross acre, which would allow for 680 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 co-living housing, 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 City golf course or tribe owned land).

Figure 3-9. Example commercial



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.

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 City golf course or tribe owned 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 City golf course or tribe owned 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 is located at the eastern portion of the Subarea adjacent to COM- and NB- and across from MF- designated lands which are 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 tournaments 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 City golf course or tribe owned 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 and provide a buffer for the adjacent golf course.

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 208 acres and 104 acres are City-owned land leaving approximately 17 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 meets 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

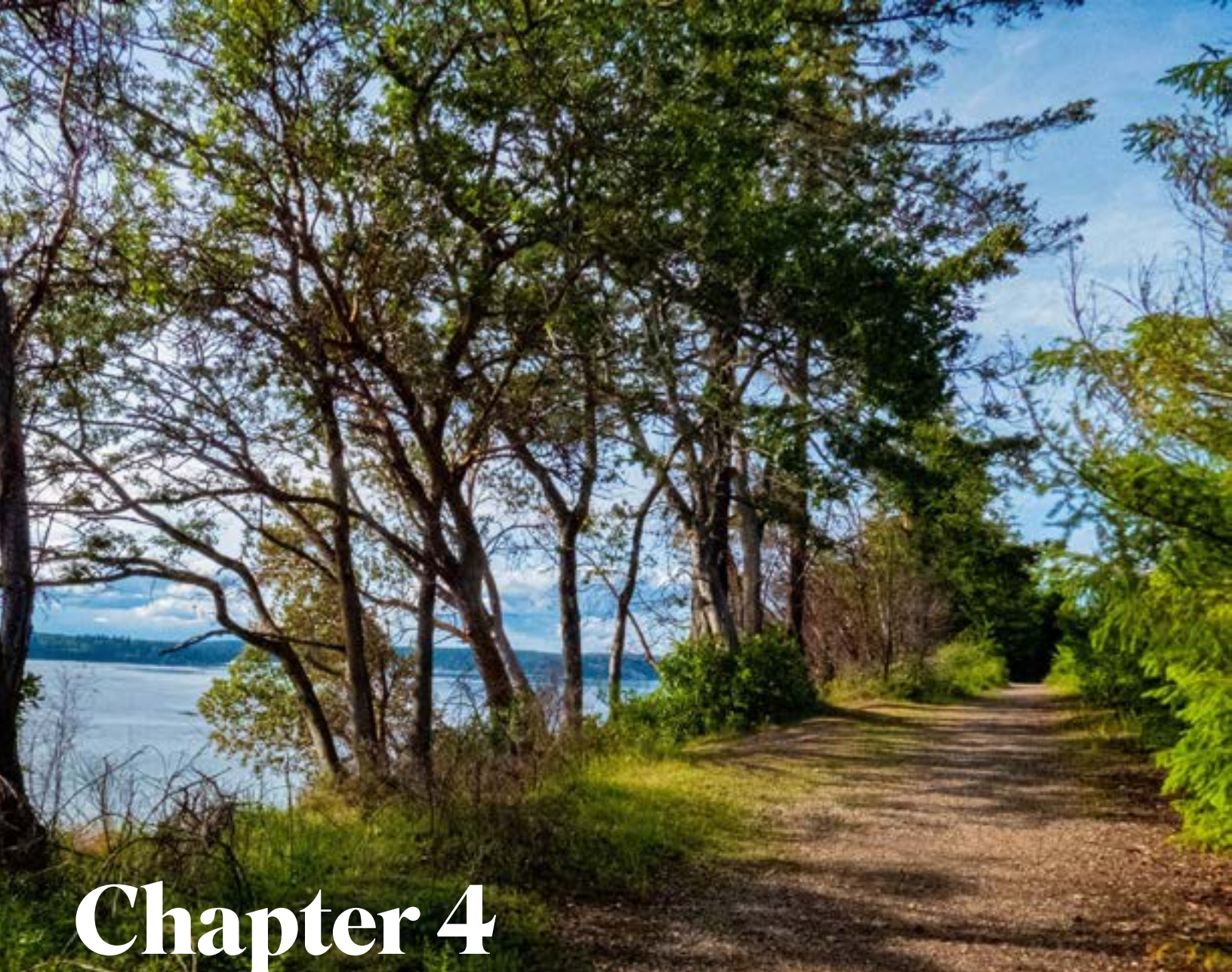
Encourage multifamily development to meet the City’s housing needs and foster a compact and diverse community.
- H 2.8

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 smaller 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 portions of the perimeter of the Home Course golf course and connect to the Puget Sound Bluff Trail.

Unamed 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 be between 12 and 16-feet wide depending on street type and location, 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.

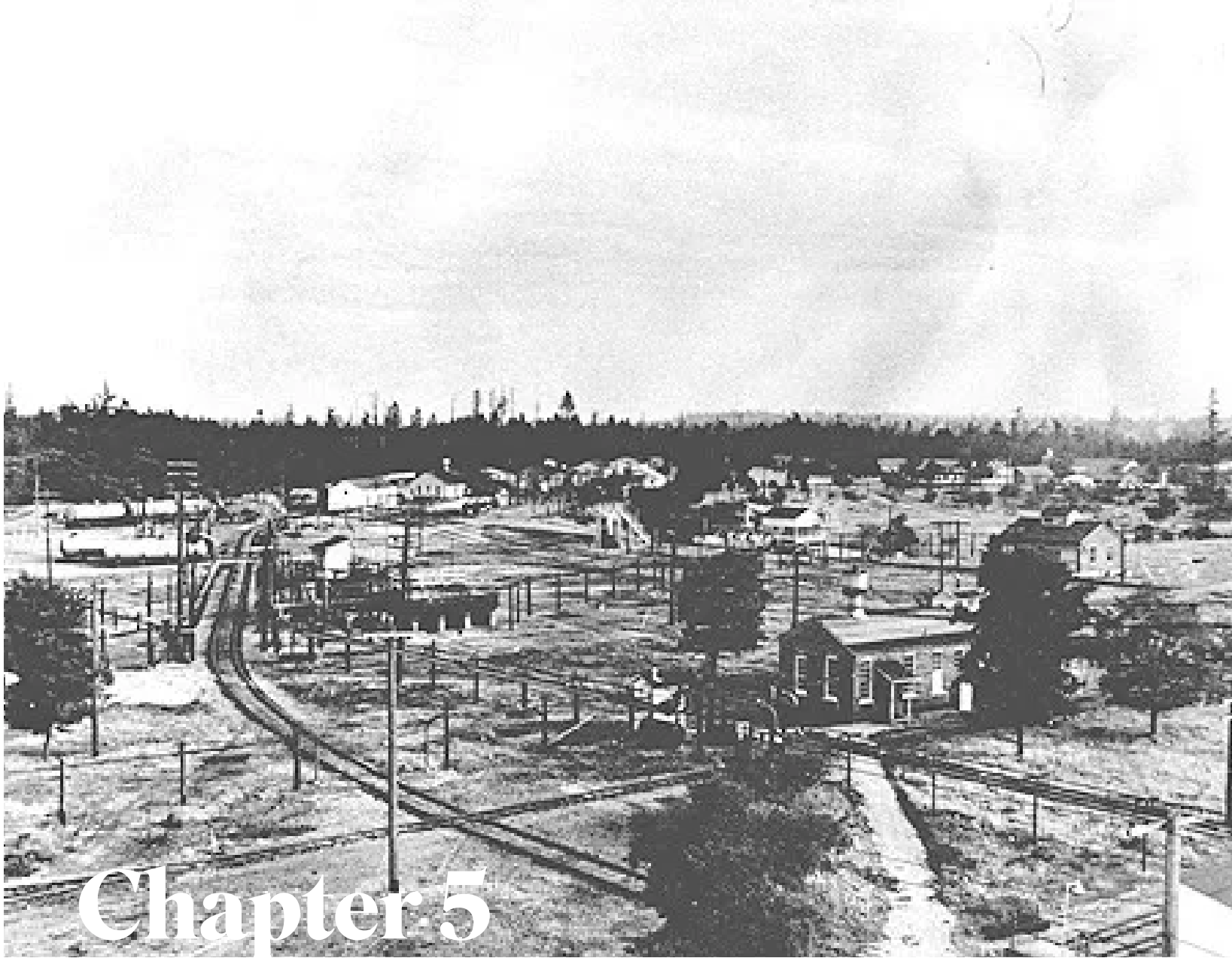
OPEN SPACE AND RECREATION GOALS AND POLICIES

- 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 between 12 and 16-feet wide depending on street type and location 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 (as denoted on Figure 4-2) 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.



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 5-1. 1833 Fort Nisqually Site Monument



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

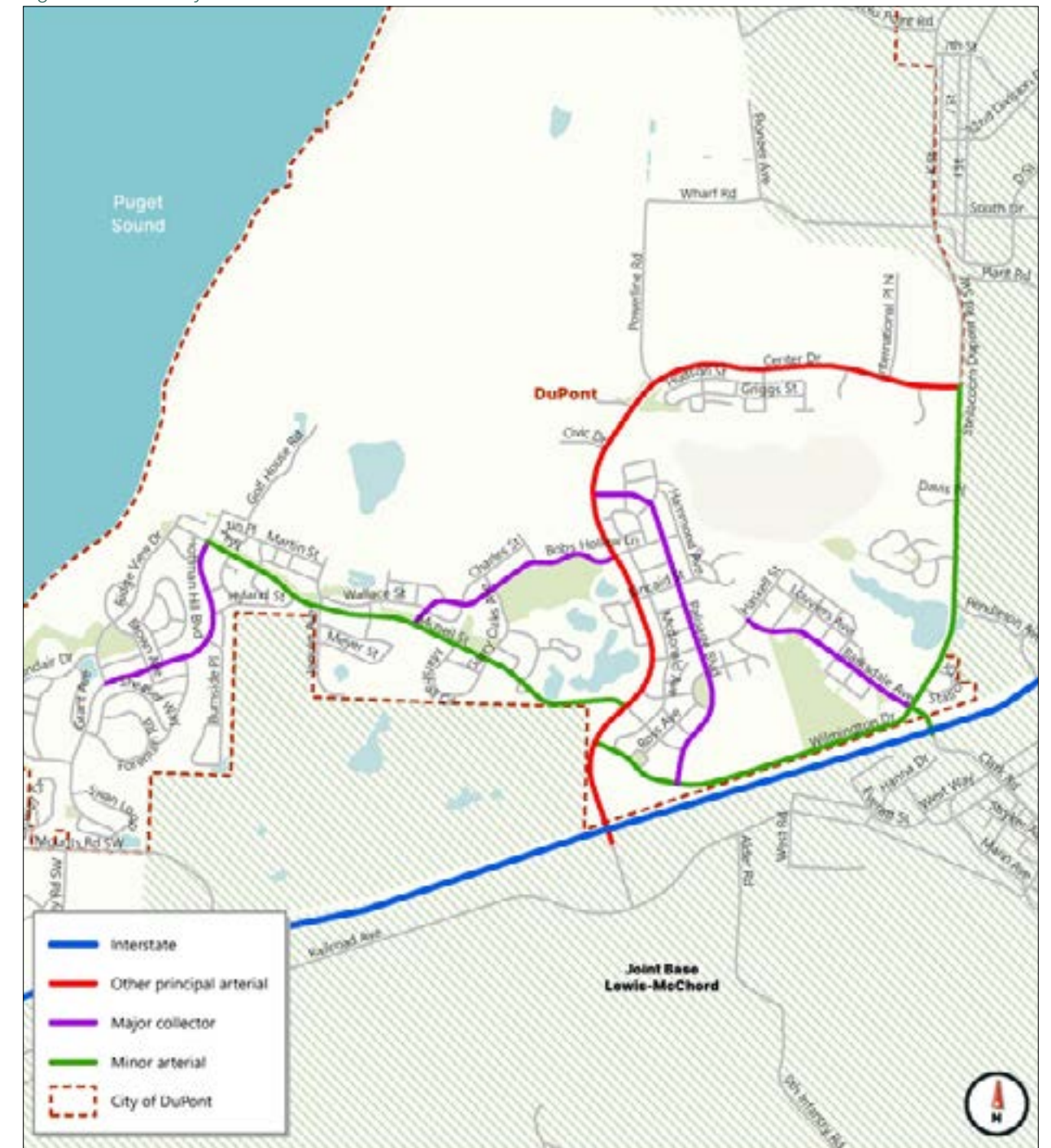
The Subarea presently has limited access. Existing access into the Subarea is from Hoffman Hill Boulevard. Hoffman Hill Boulevard turns into Golf House Road, which serves The Home Course Golf Course and Clubhouse. There is one unnamed dirt road that creates a large loop through the Subarea connecting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

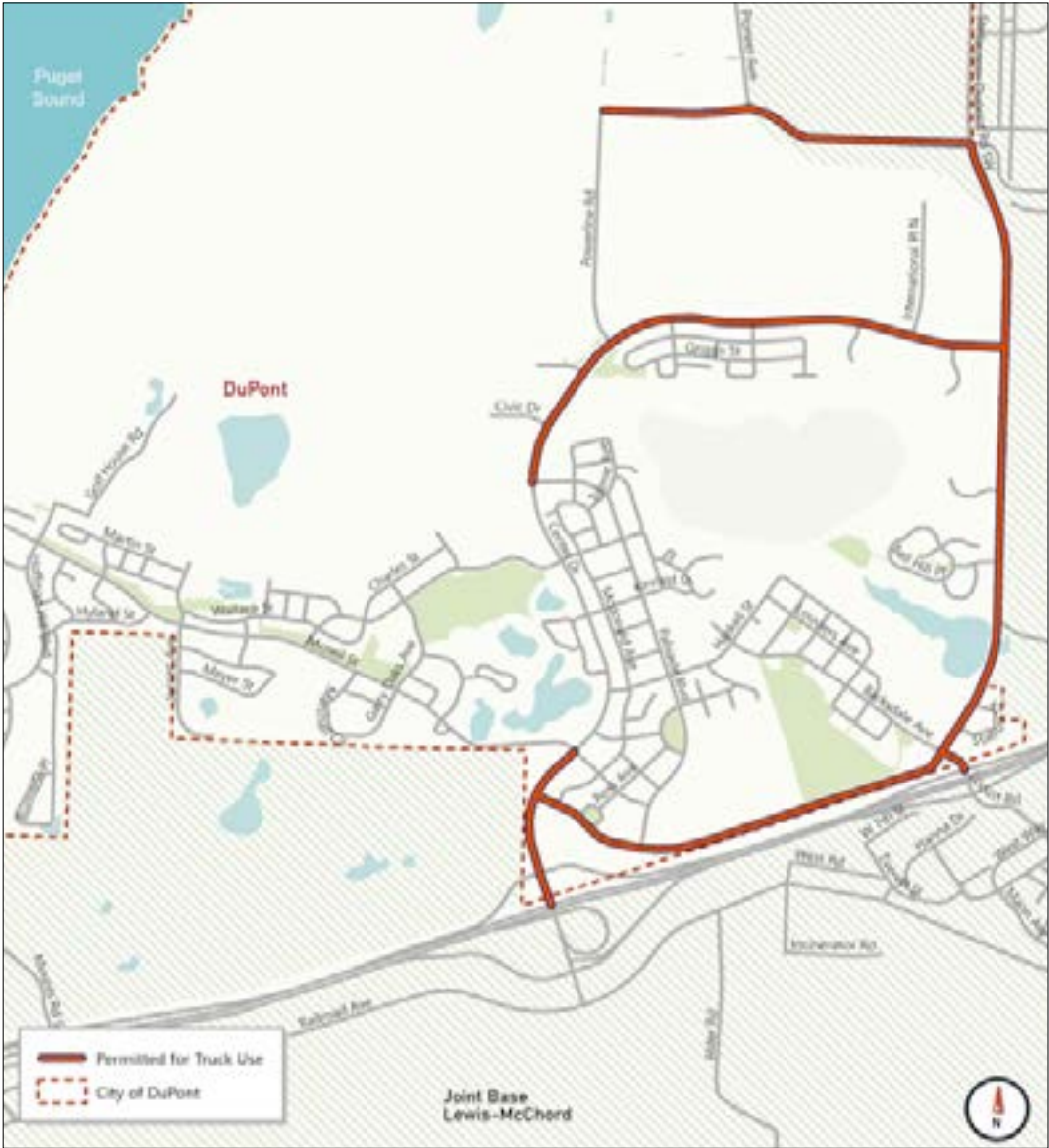


Freight Network

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



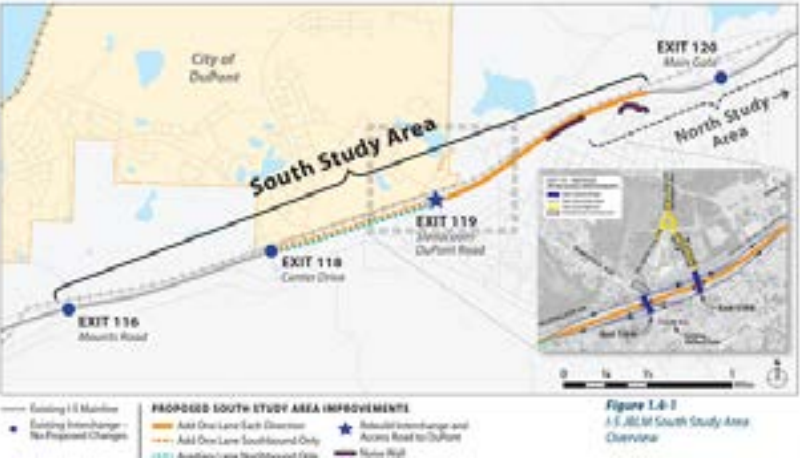
TRANSPORTATION PLANNING CONTEXT

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.

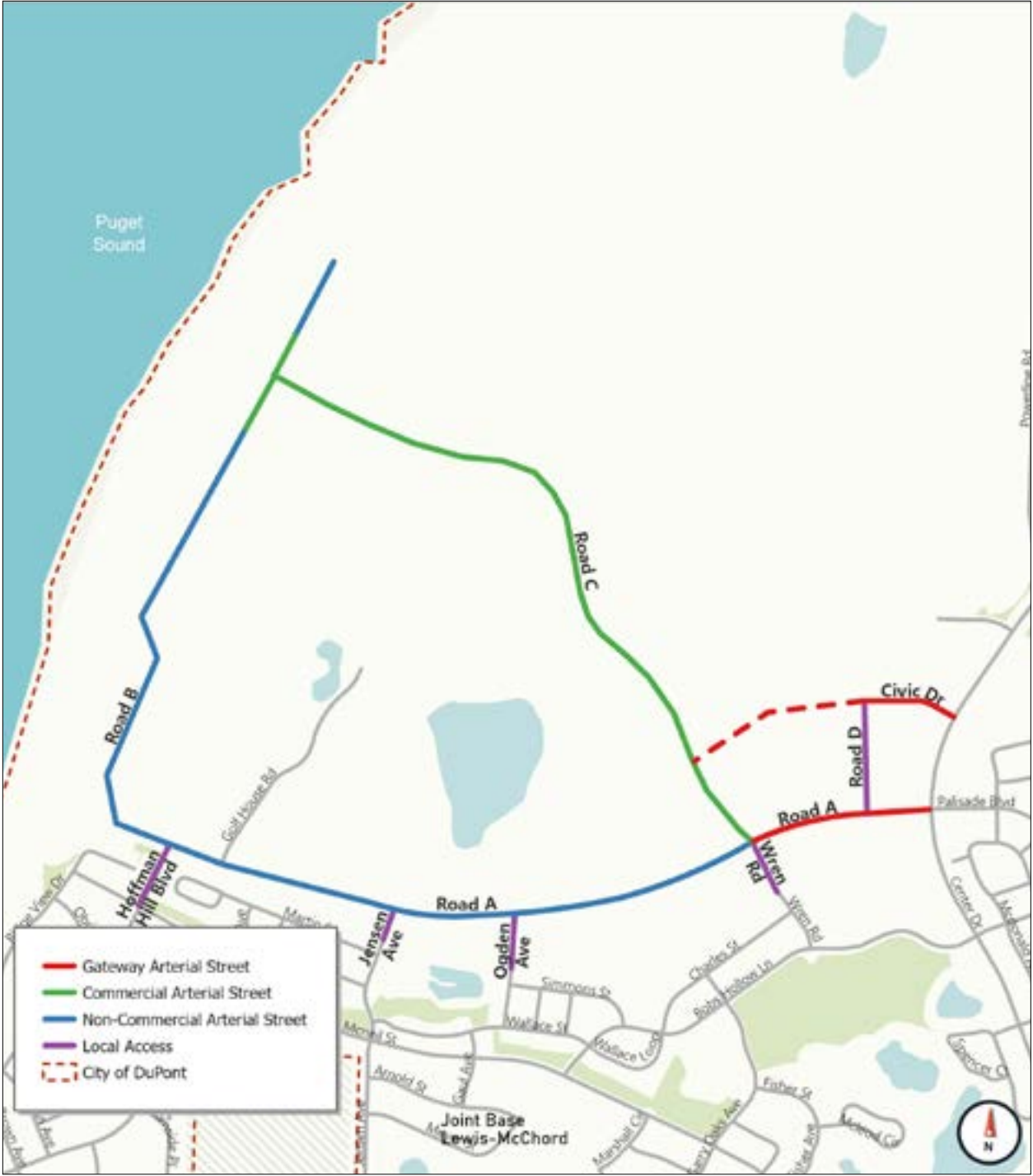
Access to the Subarea is being considered at the following points and will connect directly to the internal Subarea network described above:

- **Gateways:**
 - Palisade Boulevard at Center Drive
 - Civic Drive (Mitigation measure TA-10)
- **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.

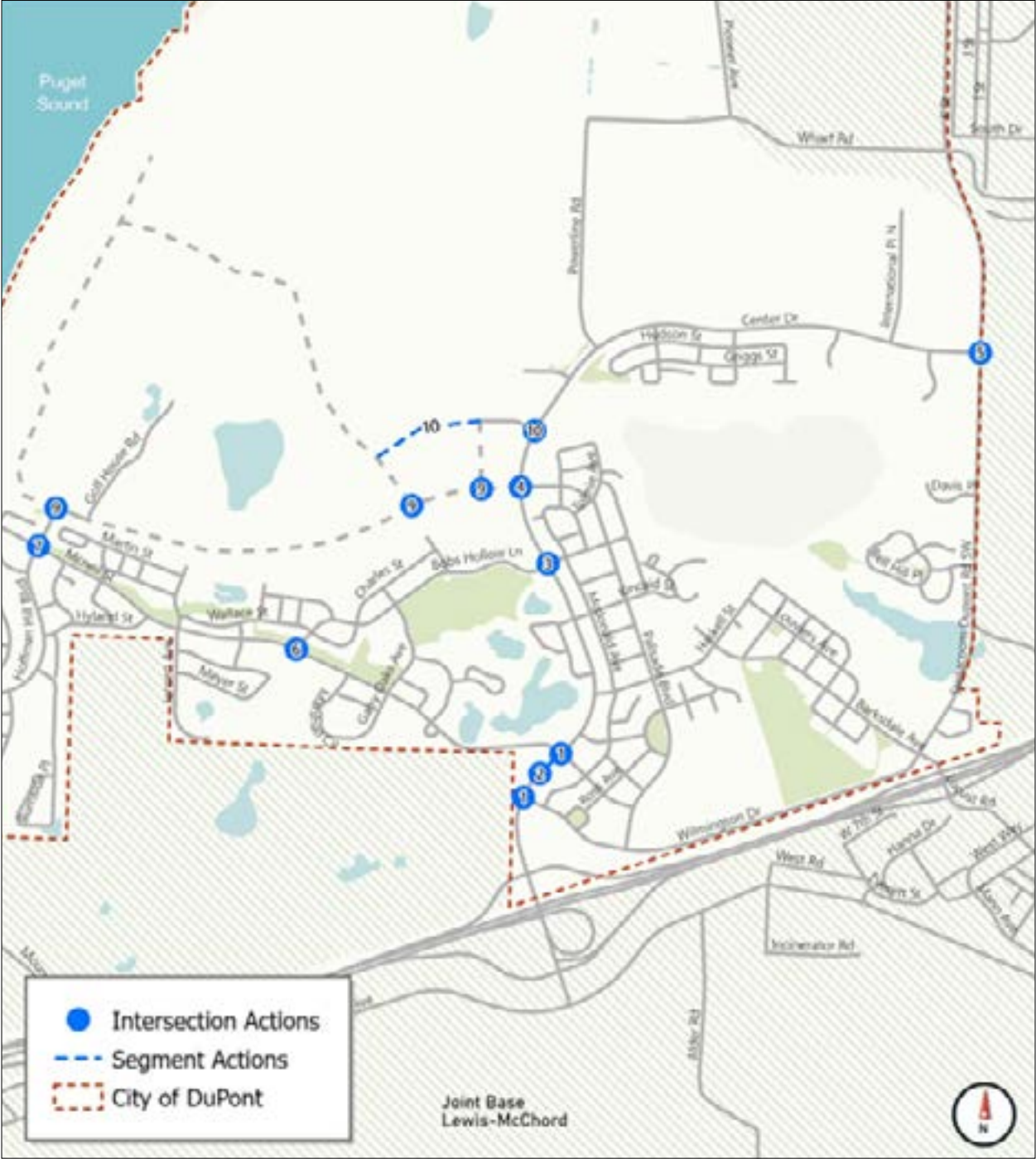
MITIGATION MEASURES

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.
 - Westbound Direction:
 - Add a dual left turn lane northbound to westbound on Center Drive.
 - Emergency Response Override Signal:
 - At the intersection of the realigned road and existing roadway serving the fire and police departments, add a demand activated signal that would override other signals and provide access priority for emergency signals.
- 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.

Figure 6-6. Location-Specific Transportation Actions



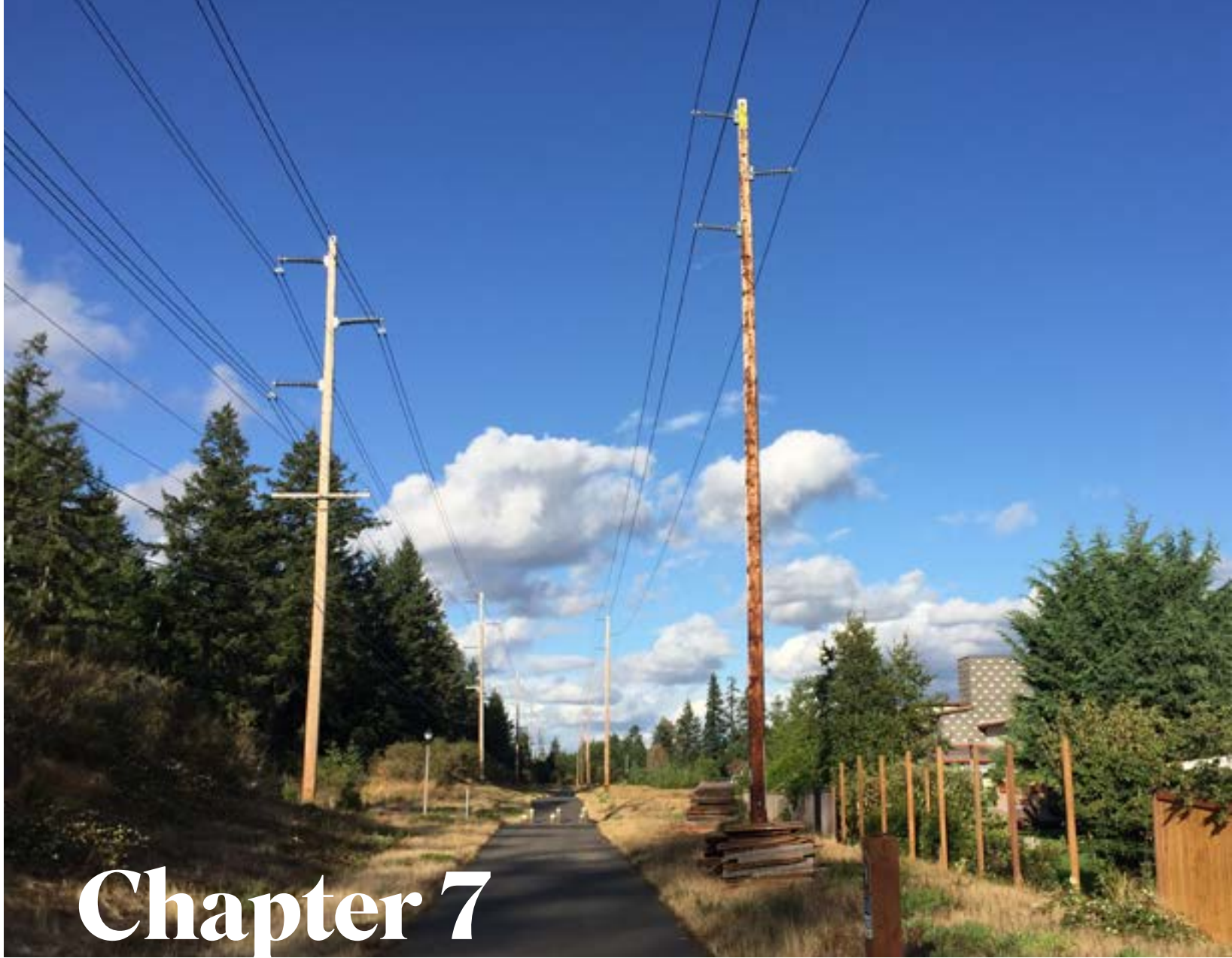
TRANSPORTATION GOALS AND POLICIES

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: <ul style="list-style-type: none"> • 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.

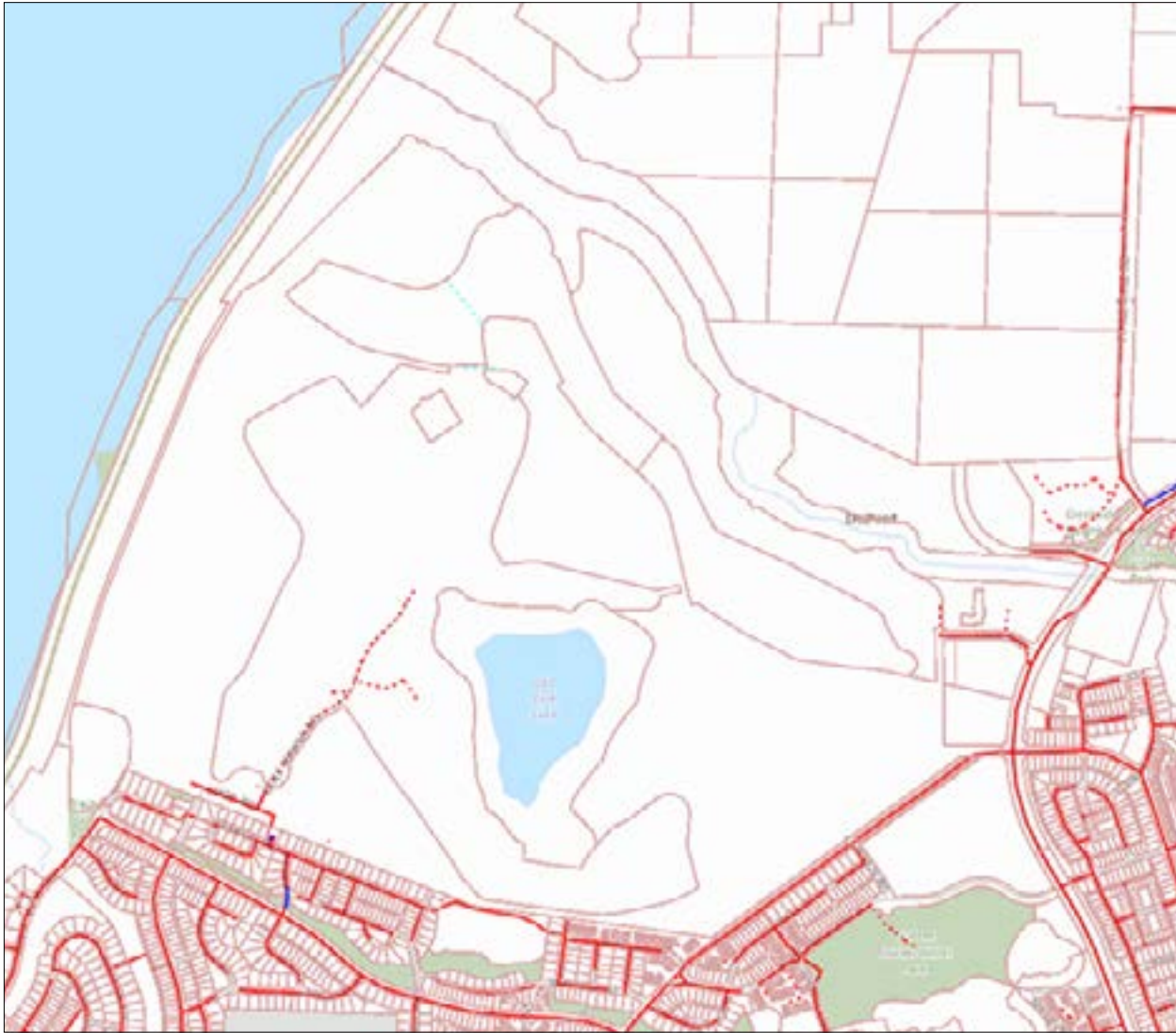
Figure 7-2. Sewer System Facilities Map



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.

