



Unique History ... Vibrant Future

CITY OF DUPONT
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MEMORANDUM

To: Commissioner Barnes, Chair & Planning Commissioners
From: Jeffrey S Wilson, AICP *JSW*
Director
Date: July 7, 2017
Subject: **Workshop on Comprehensive Plan Update for Old Fort Lake (Files Nos. COMP-16-04 & TEXT-16-06)**

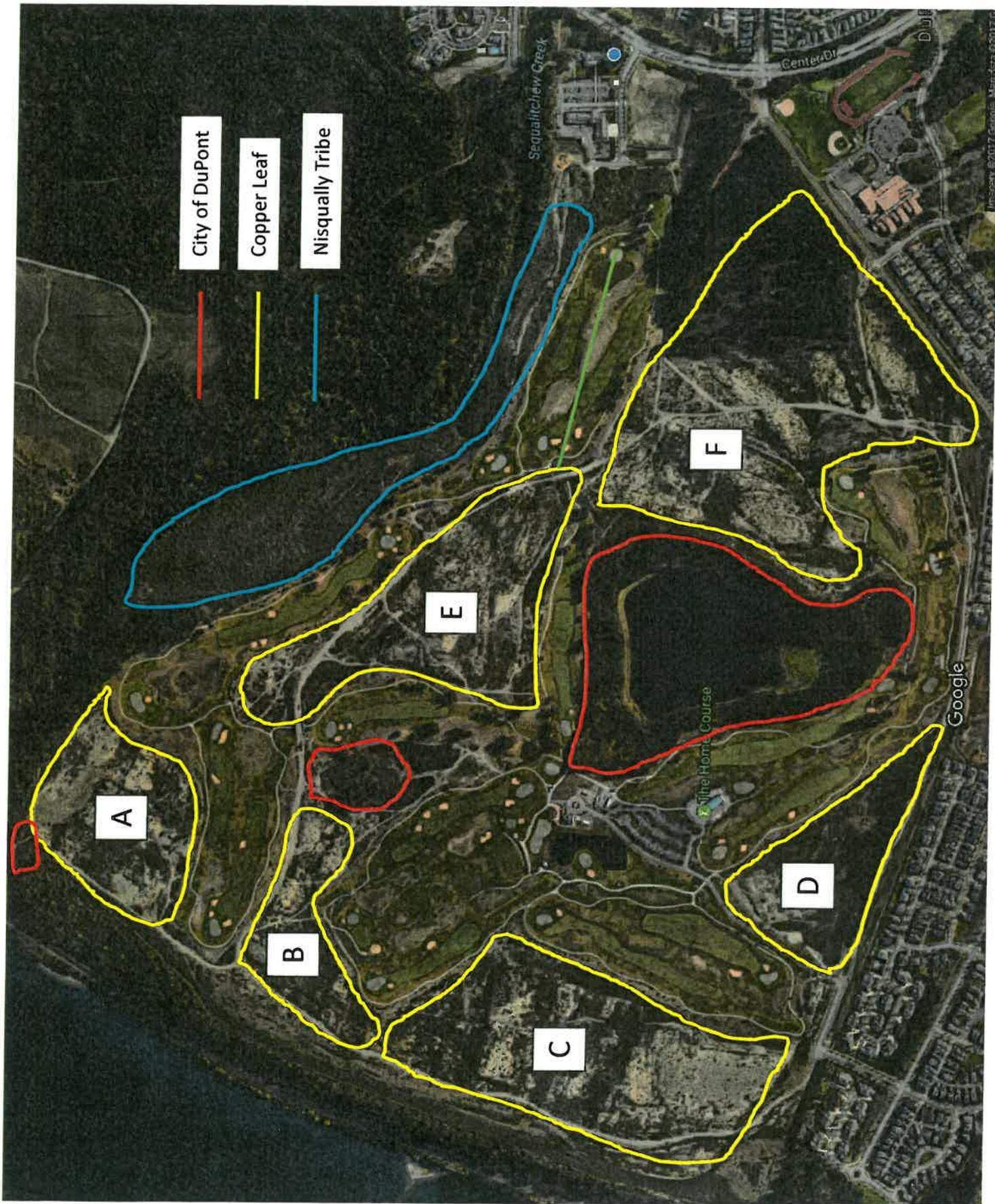
The focus of the workshop on July 10th will be to review the Old Fort Lake aerial and discuss the major stakeholders within the neighborhood (Copper Leaf, City of DuPont, The Nisqually Tribe and The Home Course) and how to address the land use needs of each with respect to the overall plan for the City.

We will review the current Comp Plan text and existing land use regulations in the BTP zone and discuss the purpose and goals for updates both as part of this effort. To assist in this discussion I have included relevant portions of the City's Comprehensive Plan along with DMC Chapter 25.40

cc: Gary Danklefsen, Copper Leaf
Ryan Givens, AHBL

Attachments:

1. Aerial of Old Fort Lake Neighborhood with property ownerships identified
2. DuPont Comprehensive Plan – Chapter 2 – Background, Planning Area, Overview, and Context
3. DuPont Comprehensive Plan – Chapter 3 – Land Use (pages 29-32)
4. DuPont Comprehensive Plan – Chapter 3 – Land Use – Old Fort Lake Business and Technology Park (pages 62-65)
5. DuPont Comprehensive Plan – Chapter 4 – Economic Growth and Development
6. DuPont Comprehensive Plan – Chapter 6 – Cultural Resources and Historic Preservation
7. DuPont Comprehensive Plan – Chapter 8 – Housing
8. DuPont Comprehensive Plan – Chapter 9 – Transportation
9. DMC Chapter 25.40 – Business Tech Park District
10. DuPont Parks, Recreation and Open Space Plan - Executive Summary



Chapter 2 – Background, Planning Area Overview, and Context

Planning Area Description

The City of DuPont encompasses approximately 5.8 square miles (3755 acres). The City has distinct and defined boundaries that generally extend from the Puget Sound shoreline on the northwest, I-5 and the JBLM Golf Course on the south, and the DuPont-Steilacoom Road on the east.

The JBLM Military Reservation borders the City on the northeast, east, and southeast. The Nisqually National Wildlife Refuge is located in the tidal flats south and west of DuPont. Puget Sound borders the City on the west. The nearest communities are Steilacoom and Lakewood, which are located approximately five miles to the north and northeast of the City, respectively.

Historic Development Patterns

Historically, DuPont and the surrounding area have been used by several Indian tribes known collectively as Salish people, and more recently the Hudson's Bay Company (and its subsidiary the Puget Sound Agricultural Company), and the E.I. du Pont de Nemours Company.

European settlement began in 1833 when the Hudson's Bay Company established a cabin/storehouse, later called Nisqually House, at the mouth of Sequelitchew Creek. Fort Nisqually, a main trading and supply center for American Indians and early U.S. settlers, was built in 1833. In 1843, the Fort was relocated to a site west of Edmond Marsh and south of Sequelitchew Creek, to the east side of what is now Center Drive.

Based on the 1854 Treaty of Medicine Creek, the area is part of the traditional territory of the Nisqually Tribe. A number of prehistoric sites have been located during previous field surveys conducted for the Weyerhaeuser Export Facility and Glacier Northwest (formerly the Lone Star Company).

Industrial uses began in 1906, when the E.I. du Pont de Nemours Company purchased the Fort Nisqually property and began construction of a munitions and explosives plant. Its powders were used to clear stumps for western expansion of the railroad and to clear fields for farming in the region. The plant itself



The City of DuPont has a strong history of planning from its origins as a company town to its more contemporary evolution as a master planned community. (Source Studio Cascade Inc.)

signified the beginning of the Industrial Era in the West. In 1909, the DuPont Company began construction of what is now the Historic Village for plant workers. In 1917, the Company Town had 100 homes.

The City of DuPont was first incorporated on March 26, 1912 to permit the sale of liquor under state law. On November 2, 1926 the City disincorporated since Prohibition made the sale of liquor illegal. The City was incorporated for a second time on May 11, 1951 and the company housing was sold to residents. On January 16, 1970 DuPont became a Code City. Production of explosives continued until the late 1970's when the property was acquired by the Weyerhaeuser Company.

The City expanded its boundaries in 1977 by annexing the 33 lots of a subdivision known as El Rancho Madrona, located west of the JBLM Golf Course. In 1987, the City annexed property that was exchanged between the U.S. Army and Weyerhaeuser Company to make the boundaries more even. This change resulted in 285 acres of military land west of the DuPont Steilacoom Road being inside the City Limits.

In 1989 the construction of Center Drive was started. The first phase began at the DuPont Steilacoom Road and the last phase was completed in 1997 with a connection to Interstate 5. The initial construction phase concentrated on providing utility service and access to business properties. The improvements were deliberately made to entice a market.

The costs to prepare for development have been significant. Weyerhaeuser Real Estate Company committed approximately \$60 million for water and major roads, sewer service, and the Center Drive/I-5 Exit 118 interchange. These initial costs, coupled with the expectation of having a full range of services before the community was built out, were recognized as necessary major development components.

Effects of Past Land Use

JBLM previously operated a landfill (Landfill No. 5) adjoining the DuPont-Steilacoom Road in the City. A remedial investigation was completed for the landfill and a Record of Decision (ROD) was issued in July 1992. The ROD indicated that no further action on the landfill was required and domestic use of groundwater would not have an adverse effect on human health or the environment. The landfill was deleted as a superfund site in May 1995. This site, located east of the DuPont industrial area on JBLM property, has been designated as open space in the JBLM Real Property Master Plan. Within this land use category, the site can be used for "training, recreational uses and aesthetics of the post".¹

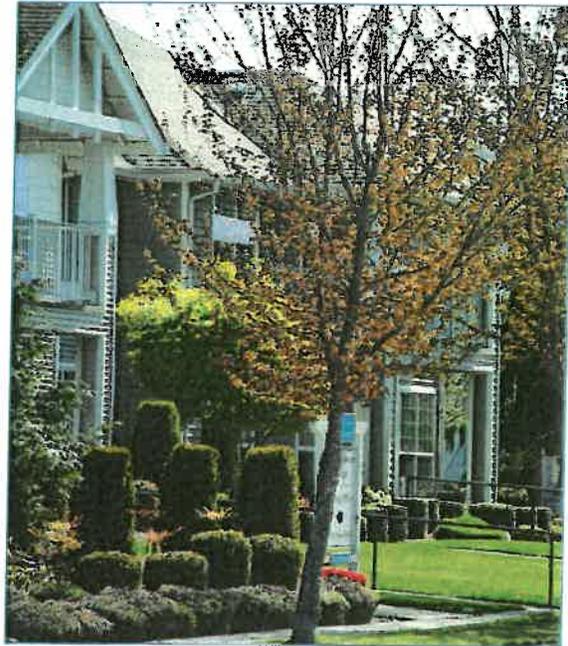
In 1985, Weyerhaeuser began an investigation of the former DuPont Works property to identify the presence of hazardous substances. Soils within the production areas of the former DuPont Works site were found to be contaminated with chemical compounds associated with explosives manufacturing. Of these chemicals, lead and arsenic were the primary contaminants. Other lesser contaminants include dinitrotoluene (DNT), trinitrotoluene (TNT), mercury, and petroleum.

¹ JBLM Real Property Master Plan, Department of Defense circa 1998

In 1991, the Department of Ecology, the Weyerhaeuser Company, and the DuPont Company signed a Consent Decree pursuant to the Model Toxics Control Act (MTCA) under which remedial cleanup activities for the site would be conducted. Final cleanup actions and standards for both Consent Decree areas were determined by the Department of Ecology subject to statutory provisions. In 2000 the Department of Ecology was the lead agency in preparing the Draft EIS for the cleanup proposal.

Consent Decree area #1 consisting of 636 acres south of Sequatchew Creek was cleaned and released for development. By agreement between the DuPont and Weyerhaeuser corporations Consent Decree area #1 is restricted to non-residential development.

Consent Decree area #2 consisting of 205 acres north of Sequatchew Creek was cleaned and released for industrial uses by the Department of Ecology in 2002.



There is a variety of housing types in DuPont. The majority of the community's housing has been built since 1994. (Source Studio Cascade Inc.)

According to a January 1995 draft study issued to the Washington State Department of Ecology by the DuPont and Weyerhaeuser Companies, over 75,000 tons of contaminated soils were removed from area #1. Estimates developed in 2000 by DuPont and Weyerhaeuser indicated that an additional 600,000 cubic yards to 1,000,000 cubic yards required remediation. The majority of this material was placed in discrete areas and covered by the golf course. Any soils that could not be safely placed under the golf course containment were treated and removed from the site. Groundwater and surface water do not require treatment. Remediation of the site was conducted under a Consent Decree with oversight by the Washington State Department of Ecology. In 2006 the remedial cleanup activities were completed and the site released for development in 2007.

Existing Land Uses

Table B-1 shows the current breakdown of land use types as a percentage across the City. Discussions in the Land Use Chapter show acreages for land use designation for each Village. As the table shows there is a relatively even split across the different types of land uses, likely reflecting the master planned nature of DuPont.

Table 1: Actual and Projected Percentage of Land Used by Land Use Type

	1995	2001	2014 ⁽²⁾	2035 ⁽¹⁾⁽³⁾	Build Out
HOUSING UNITS	233	1,086	3,166	5,803	5,935
Single Family	179	678	2,166	3,999	4,109
Multifamily	54	408	1,000	1,804	1,826
EMPLOYMENT	200	2,890	4,088	11,258	11,650
Jobs per Household	0.9	2.7	1.2	1.9	1.9
% of Gross Acres (3,755 for 1995 and 2001, 3,773 for 2014 on) by Land Use Type					
Residential (Single family, Multifamily, & Residential reserve)	2%	5%	22%	31%	32%
Business (Office, Commercial, Mixed Use, Manufacturing & Research Park, Business & Technology Park, Industrial)	1%	5%	11%	33%	35%
Sensitive Area, Open Space	16%	19%	22%	22%	22%
Public Use, Parks, Recreation (Civic, Schools, Parks, Cultural and Recreation)	0.4%	0.9%	3%	3%	3%
Other (Military, Major roads)	8%	10%	7%	7%	7%
Not Yet In Use	73%	60%	35%	3%	0%

⁽¹⁾ 2035 is shown to reflect the end of the City's 20 year growth period. In a subsequent plan amendment this period will be extended to create a new twenty year time frame.

⁽²⁾ Housing and employment estimates for 2014 are from the 2009-2013 American Community Survey

⁽³⁾ The land use categories Civic, Schools, Cultural and Recreation, Major Roads, and Not Yet In Use are not used in the 2015 update as land use designations and since historic resources are unavailable, allocating all these to the correct type is impossible.

Population

The number of residents in the City has increased significantly since development of Northwest Landing began in 1994. In 1995, it was estimated that DuPont had a population of 588, as of April 1, 2014 the population estimate was 9,175, that's an increase of 8,587 over twenty years². The rate of growth shown in Figure B-A shows the dramatic growth experienced in the 1990s has leveled out and become a steadier, more predictable growth rate.

² Washington State Office of Financial Management, April 1st Population estimates

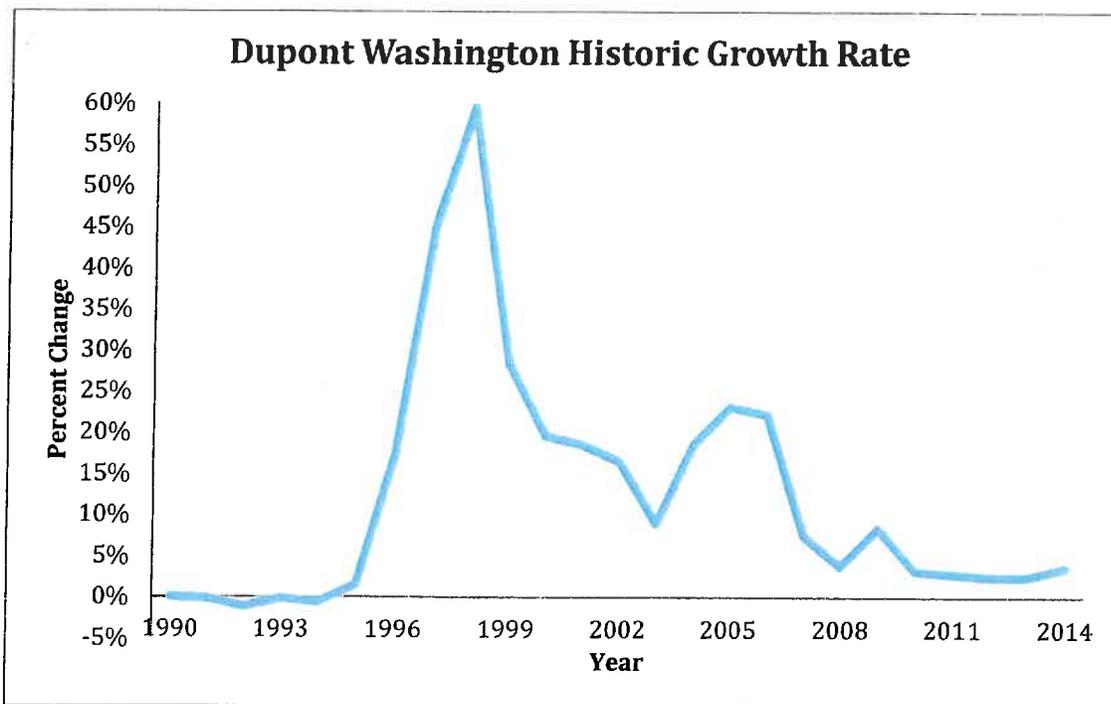


Figure A: Historic Population Growth Rate

According to the American Community Survey 2009-2013 the median age of a DuPont resident was 32 years of age, and nearly 35 percent of the total population is under the age of 20. Just more than 46 percent of all households have children under the age of 18.

Housing

In 1994, prior to new development there were 229 residential units in DuPont, 76 percent were single-family homes and 24 percent were multifamily homes. Overall density was 3.2 units per residential acre. Since 1994, there have been 3,506 housing units built with the bulk of this growth occurring in the decade between 1996 and 2006. As of 2014 68 percent of the units are single-family and 32 percent are two or more unit dwellings.

The 1995 Plan estimated an average of 2.6 people per single-family residence and 2.1 people per multifamily residence. According to the 2009-2013 American Community Survey data, the average household size for an owner-occupied unit is 2.94 and 2.76 for renter-occupied units. These household sizes have been used in all subsequent population estimates.

Employment

Nearly 6,000 people within the City of DuPont are over the age of 16, and almost 70 percent of them are in the labor force. Of those in the labor force just over 20 percent are in the Armed Forces (see Table 2).

Table 2: Employment Status

Employment Status	Estimate	Percent
Population 16 years and over	5,957	100%
In labor force	4,088	68.6%
Employed Civilian labor force	2,734	45.9%
Armed Forces	1,203	20.2%
Not in labor force	1,869	31.4%
Unemployed Civilian Labor Force	151	2.5%

(Source US Census, American Community Survey, 2003-2013)

The following points are a summary of key findings from an analysis of employment data from Puget Sound Regional Council.

- Finance, Insurance, and Real Estate is the City’s largest sector, and has comprised approximately 35% of employment for the past decade. Overall employment in DuPont has grown by 32% over the past decade at an average annual rate of 3%. This rate is much higher than economic growth throughout the Puget Sound Region (12% overall, 1% average annual), but it is also less than the City’s population growth (122% overall, 8% average annual).
- Employment in Services, once just 8% of the City’s employment, has grown to become 24% of employment in DuPont.
- Employment in Manufacturing, once almost 40% of the City’s employment, has shrunk at an average annual rate of 4% and in 2013, was 25% of the City’s employment.
- Employment in Trade, Transportation, and Utilities have grown over the past decade but the sector still comprises just 2% of employment in the City.
- Employment in Education has grown, likely to address to additional educational needs of DuPont’s growing population.

Diversity

Two indicators of diversity are income levels and ethnic mix. The most accessible information on those indicators is available from the U.S. Census Bureau the American Community Survey. Although DuPont is predominately white, there is more ethnic diversity in the City than in the Puget Sound Region and Pierce County. Washington State is significantly less diverse than DuPont is according to the American Community Survey done for the time period of 2009 through 2013 (see Table 3).

Table 3: Ethnic Diversity in DuPont, Washington and Surrounding Areas

Race in DuPont and Other Geographies	DuPont	Pierce CO	Puget Sound Region	Washington State
White	70.9%	75.5%	76.8%	78.5%
Black or African American	7.7%	6.8%	4.6%	3.6%
Native American	0.3%	1.2%	1.1%	1.4%
Asian	11.5%	5.9%	8.7%	7.3%
Native Hawaiian	0.2%	1.3%	0.8%	0.6%
Some Other Race	0.6%	2.6%	2.3%	3.9%
Two or More Races	8.8%	6.7%	5.8%	4.8%
Hispanic Origin (2013 ACS estimate)	9.2%	9.4%	9.0%	12.0%

(Source US Census, American Community Survey 2009-2013)

Capacity and Growth Targets

Housing Capacity

This plan update does not propose significant changes to the land use designations from the 2001 Comprehensive Plan. As such, the plan update provides for an additional 2,296 housing units over the 20-year planning horizon, this additional number of housing units includes the Reasonable Accommodation Measures from below. The total number of housing units within the planning horizon that DuPont plans to accommodate is 7,591. The table below identifies available acres, assumed densities for various land use designations, and remaining capacity under existing conditions with adopting the reasonable measures.

Table 4: Estimated Total Additional Housing Unit Capacity Under Existing Assumptions

Zoning District	Adjusted Net Acres ¹	Assumed Density	Housing Unit Capacity ²
R-3	4	3.5	14
R-4	222	4.5	1,001
R-5	32	5.5	178
R-12	6	12.5	71
RR	102	.2	20
Total Housing Capacity			1,284

¹ Adjusted net acres is the available acres from the Pierce County Buildable Lands Report

² Housing unit capacity is the additional capacity based on available and does not reflect existing development.

Employment Capacity

This plan update does not propose significant changes to the land use designations from the 2001 Comprehensive Plan. As such, the plan update provides for an additional 4,896 employee units over the 20-year planning horizon, which accounts for the reduction in Mixed Use zone land – the reason why is discussed below. The total number of employee units within the planning horizon that DuPont plans to accommodate is 11,259 employee units. The table below identifies available acres, assumed densities for various land use designations, and remaining capacity.

Table 5: Estimated Total Additional Employee Capacity

Zoning District	Adjusted Net Acres	Employees per Acre	Employment Capacity
OFF	1.44	19.37	28
COM	5.23	19.37	101
MXD	22.88	19.37	109
BTP	245.68	8.25	2,027
MRP	267.96	8.25	2,221
IND	50.94	8.25	420
Total Employee Capacity			4,896

Housing and Employment Targets

The City adopts the housing and employment targets forecast by PSRC for the year 2035 found in Land Use Targets Maintenance Release 1 (LUT-MR1) released on 4/14/2014. These targets are superseded by the 2030 targets adopted by Pierce County Ordinance Number 2011-36s. These targets and estimated capacity as identified in Pierce County’s Buildable Lands Report can be found in the table below.

Table 6: Projected Housing and Employment Needs

	2010 Estimate ¹	2035 Total Housing Need ⁴	Additional Needs ³	Capacity	Difference
Housing	3,241	5,781	2,540	1,301	(-1,239)
Employment	3,055 ²	10,545	6,584 ⁵	4,898 ⁶	(-1,686)

¹ 2010 Census

² PSRC Land Use Targets 2010 Employee Estimate

³ Additional Needs is additional amount of housing or employment capacity needed for the plan horizon.

⁴ PSRC Land Use Targets, Release date 4/14/2014

⁵ Total employment allocations are reduced by 12.1% to account for mobile workers and work-at-home employees, consistent with Buildable Lands Report

⁶ The Capacity for Employment is different than the Buildable Lands Report (5,230 vs 4,898). This difference is due to allocated residential units to the Mixed Use zone.

As indicated in the table above, the City is projected to have a deficiency of 1,239 housing units, 21% of the total need. Due to the deficiency in housing capacity, the Buildable Lands Report suggests that the City consider reasonable measures in order to accommodate future growth. These reasonable measures are identified below.

The table also indicates a deficiency of 1,688 employees; this is different from the Buildable Lands Report because this plan allocates a portion Mixed Use Zone to residential development, described below. While the Report indicates that reasonable measures may not be necessary for the employment deficiency, that recommendation was based on a smaller deficiency, thus this plan addresses the employment with the reasonable measures below.

Reasonable Measures Adopted

Defining reasonable measures is left to the local jurisdiction. In the City of DuPont’s case, the identified deficiency appears to be able to be minimized by adjusting the density assumptions for Reserved Residential (RR) zone. However, this measure is not likely to solve the deficiency issue, the reasons discussed in the bullet points below.

- Reserved Residential – All of the Reserved Residential (RR) is within Sequalitchew Village, which is currently being mined for gravel and likely to continue for at least 15-20 years. This plan assumes that the RR zone would develop at a higher density than identified in the Buildable Lands Report – an average of 4.5 dwelling units per acre. This density increase would provide a total of 1,863 dwelling units. By adopting this measure DuPont can address the projected deficiency identified in Pierce County’s BLR. However, as indicated, much of the RR designated land is likely to remain unavailable during the next 15-20 years. If the mining operations continue beyond the planning horizon, DuPont would not be able to use the land to meet growth targets. It is expected that the area designated as RR will undergo a subarea plan at or near the conclusion of mining operations.
- Increased Employment Intensities - The current assumption of 8.25 employees per acre for the Business Technical Research, Manufacturing Research Park, and Industrial designations is based on Pierce County’s Employment Survey. While this assumption is accurate for current conditions, the City of DuPont expects minor increased intensities in the future. Even though the increase is minor, an increase of 2.75 employees per acre (11 employees/acre), the land area associated with these land uses are substantial and the increase results in a small surplus.

The tables below recalculate the capacity for housing and employment using the reasonable measures identified above.

Table 7: Reasonable Measure Adjusted Housing Unit Capacities

Zoning District	Adjusted Net Acres ¹	Assumed Density	Housing Unit Capacity ³
R-3	4	3.5	14
R-4	222	4.5	1,001
R-5	32	5.5	178
R-12	6	12.5	71
RR	414	4.5	1,863
Total Housing Capacity			3,126

¹ Adjusted net acres is the available acres from the Pierce County Buildable Lands Report

³ Housing unit capacity is the additional capacity based on available and does not reflect existing development.

Table 8: Reasonable Measure Adjusted Employment Capacities

Zoning District	Adjusted Net Acres	Employees per Acre	Employment Capacity
OFF	1.44	19.37	28
COM	5.23	19.37	101
MXD	22.88	19.37	437
BTP	245.68	11	2,702
MRP	267.96	11	2,948
IND	50.94	11	560
Total Employee Capacity			6,777

Housing and Employment Targets with Reasonable Measures Adopted

The table below revisits the housing and employment targets with the reasonable measures taken into account. Even taken the reasonable measures above, assuming 8 units per acre in the RR and a 75/25 residential /office split in the MXD zone, DuPont is faced with the larger issue of not being able to

accommodate targets beyond those envisioned in the 1995 master plan. Additionally, DuPont is hemmed in by the Puget Sound and Joint Base Lewis McCord, making an Urban Growth Area expansion unlikely. Further, the City has very little undeveloped land and that which is available is master planned at densities accounted for in the BLR. Finally, most of DuPont is relatively new development that is unlikely to need replacement over the planning horizon. For each of these reasons DuPont will need to continue negotiations with the Pierce County in future housing targets.

Table 9: Reasonable Measures Adjusted Housing and Employment Targets and Capacities

	2010 Estimate ¹	2035 Total Housing Need ⁴	Additional Needs ³	Capacity	Difference
Housing	3,241	5,781	2,540	3,126	586
Employment	3,055 ²	10,545	6,584 ⁵	6,777	193

¹ 2010 Census

² PSRC Land Use Targets 2010 Employee Estimate

³ Additional Needs is additional amount of housing or employment capacity needed for the plan horizon.

⁴ PSRC Land Use Targets, Release date 4/14/2014

⁵ Total employment allocations are reduced by 12.1% to account for mobile workers and work-at-home employees, consistent with Buildable Lands Report

⁶ The Capacity for Employment is different than the Buildable Lands Report (5,230 vs 4,898). This difference is due to allocated residential units to the Mixed Use zone.

Chapter 3 - Land Use

DuPont's essential land use directive is to maintain DuPont's small town "post card" character. The City recognizes the importance and value envisioned for DuPont from both its historical roots and, more recently, its master planned roots. Further, the City recognizes that through its influence of land development, it can preserve the historic and small town richness that residents desire and expect.

This plan provides policy guidance on preserving the small town postcard, suggesting individual actions the City and community can take to accommodate growth and development. The community is committed to preserving the character residents have come to expect, and it will use the tools available to do so.

The guiding concepts of this plan – as they relate to economic development – are:

- Neighborhoods are not isolated and have a distinct focal point and short walking connections to other neighborhoods, services, public features, and jobs.
- Streets are designed to slow traffic and traffic volumes consistent with the adjacent land use character.
- Almost all residential and commercial development is compact, arranged along grid streets.
- There is a broad range of housing opportunities mixed into neighborhoods.
- Residential and commercial buildings are designed to a variety of styles from the 1900- 1940's.
- There is a single, diverse, lively, commercial area, which includes a major public space, retail, office, and residential use.
- There is a sense of safety and people will find reasons to be outside, mingling on streets and greens.
- There is a civic center containing government, recreational and cultural services.
- Various uses are planned to fit and reinforce the basic community pattern and architectural style.
- You feel oriented, can find and enjoy the commercial area, and the community's various parts including natural areas.
- Environmentally sensitive areas are preserved.
- Heritage of the early settlements (American Indian, Hudson Bay, and DuPont Company) is featured with development, not obscured.



Community members value DuPont's quality of life, identified in part by a strong commercial core surrounded by walkable neighborhoods. (Studio Cascade Inc.)

Land Use Designations Described

The City of DuPont uses a 1:1 ratio for their Land Use designation to Zoning Districts. In other words, each future land use designation has a corresponding zoning district. The table below shows the City’s future land use designation and provides a description of that designation’s intent.

Table 10: Future Land Use Designation Descriptions

Designation	Description
R-3	The purpose of the R-3 district is to implement the single-family land uses specifically within the Historic Village, and El Rancho Madrona subdivision, where single-family density averages three units per acre.
R-4	The purpose of the R-4 district is to implement the single-family land uses where single-family density averages four units per gross acre. This district is appropriate for Hoffman Hill Village and Sequelitchew Village.
R-5	The purpose of the R-5 district is to implement the single-family land uses where single-family density averages five units per acre. This district is appropriate for Palisade Village, Yehle Park Village and Edmond Village.
R-12	The purpose of the R-12 district is to implement the multifamily land uses where multifamily density averages 12 units per acre.
Residential Reserve	<p>The purpose of the residential reserve district is to designate property likely not available for the city’s 20-year growth projections for the northerly portion of the Sequelitchew Village planning area.</p> <p>The district is intended as an interim measure to provide time for future studies and analysis to be conducted for subsequent comprehensive plan amendments, including a subarea planning process. Specific designations will be adopted after these future studies and may include residential, mixed use, and commercial. For the purposes of 2015 plan, the density for this district is four and a half (4.5) dwelling units per acre. This designation will be reviewed as part of the city’s periodic review cycle and may be considered earlier through the city’s two-year plan amendment process.</p>
Commercial	The purpose of the commercial district is to allow commercial development. These areas are intended to provide goods and services to the entire community or larger market areas.
Mixed Use	The purpose of this district is to permit uses that are allowed in the commercial district, the office district, and residential zone district. This area is intended to provide office space, goods and services to the entire community or larger market.

Designation	Description
Business Tech Park	The business tech park district is intended to provide location for a range of uses including business park uses, including office, commercial, light manufacturing and research, and possibly mixed-use residential. This district is intended to provide area for those uses that desire to conduct business in an atmosphere of prestige location in which environmental amenities are protected through a high level of development standards. Light manufacturing uses with significant adverse impacts such as excessive noise or emission of significant quantities of dirt, dust, odor, radiation, glare or other pollutants are prohibited.
Manufacturing and Research	This district allows for light manufacturing and high technology industries such as biotechnology, computer technology and communications equipment uses. Land uses with any significant adverse impacts, such as excessive noise or emission of significant quantities of dirt, dust, odor, radiation, glare or other pollutants, are prohibited. This district also provides in limited locations small scale retail.
Industry	The purpose of this district is to provide for the location and grouping of industrial uses, and similar uses involving manufacturing, assembly, fabrication, processing, bulk handling, storage, research, and heavy trucking. This purpose is accomplished by permitting a wide range of industrial uses, establishing appropriate development standards.
Open Space (includes park lands)	The purpose of this district is to recognize those lands which are not intended to be developed due to the presence of wetlands, wetland buffers, steep slopes and other sensitive areas and their buffers and recognize lands for parks, greenbelts, open space and tree preservation areas and regional storm drainage detention areas in addition to open space and landscape areas as mutually agreed to by the property owner and city. In addition, some open spaces are intended to preserve historic and Native American cultural sites. A network of trails is intended to link open spaces with one another and with other community facilities
Military Land	The purpose of the military lands designation is to recognize the portion of the federal military installation within the DuPont city limits. The autonomy associated with the federal ownership in combination with the unique character of the military operations and support structures is not typical of civilian land uses. Military lands are designated on the land use map but land uses within the installation are not governed by the city.

Villages and Major Land Use Areas

The combination of DuPont’s natural and man-made features tends to define distinct individual land areas within the City. These land areas provide a physical basis for establishing the general boundaries for villages and major land use areas. The map below reflects the overall location of each village and major land use area. The sections and figures on the following pages describe the detail. Within the

“Residential” designation single family and multi-family housing are allowed subject to the allocations shown in the table for each village and the arrangement referred to in the text. If the total number of residential units assigned to a village is not reached in the development process, then the number of units remaining may be transferred to the residential area in Sequelitchew Village at the same density and unit type as was provided in the originating village.

Overall Land Use

Table 11: Overall Designated Acres by Village

	Bell Hill	Civic Center	DuPont Station	Edmond	El Rancho Madrona	Fort Lake BTP	Historic	Hoffman Hill	MRP&I	Palisade	Sequelitchew	Yehle Park	Total
Residential 3	0	0	0	0	18	0	53	0	0	0	0	0	71
Residential 4	31	0	0	0	0	0	0	241	0	0	248	0	520
Residential 5	0	0	0	45	0	0	0	0	0	123	0	202	370
Residential 12	0	13	0	6	0	0	3	21	0	26	0	18	87
Reserve Residential	0	0	0	0	0	0	0	0	0	0	166	0	166
Mixed Use	0	18	61	0	0	0	0	0	0	0	0	0	79
Office	0	0	55	0	0	0	0	0	0	0	0	0	55
Commercial	0	0	6	0	0	0	22	0	0	0	0	0	28
Business Technology Park	0	0	0	0	0	509	0	0	0	0	0	0	509
Manufacturing and Research	3	0	0	0	0	0	0	0	244	0	233	0	480
Industry	0	0	0	0	0	0	0	0	182	0	0	0	182
Military	0	0	0	0	0	0	0	0	290	0	0	0	290
Neighborhood Park	0	0	0	1	0	0	9	9	0	0	0	11	31
Community Park	3	3	4	0	0	5	0	0	0	1	20	28	65
Open Space	25	22	10	2	0	143	78	119	186	14	178	62	840
Total	63	56	135	54	18	657	166	390	903	164	845	321	3,773

Old Fort Lake Business and Technology Park

This low-density business, technology and commercial area will integrate campus style development with historic features, natural areas, open space and a golf course. The golf course, known as "The Home Course" is the home of the Pacific Northwest Golf Association and the Washington State Golf Association.

Bounded by Sequalitchew Creek, the Puget Sound bluff, the northern boundary of Hoffman Hill and Yehle Park Villages and the Civic Center, The Business and Tech Park includes Old Fort Lake and the 1833 Fort Nisqually site. Extensive work to clean up the area where the DuPont Company created and assembled explosives until the mid-1970s has been completed. The most contaminated soils have been removed and the remaining contaminated soils have been placed under golf course fairways and greens. The golf course boundary was determined by the location of the most contaminated areas and is reflected in the remediation agreement between the Weyerhaeuser and DuPont Companies and the Washington State Department of Ecology. Residences, schools, and parks have been deed restricted by the Weyerhaeuser and the DuPont Corporation within Consent Decree Area.

The Old Fort Lake Business and Technology Park will have a mix of office, research, light manufacturing, administrative and commercial activities. Development in this area will provide for business and emerging technology activities within a campus like setting of natural and manmade landscapes.

Within the Old Fort Lake Business and Technology Park area, Sequalitchew Creek and the Puget Sound shoreline and bluff will be maintained in their natural state and protected from development by buffers. A trail location is identified in the buffer along the south side of the Sequalitchew Creek ravine. In addition to pedestrian access along the Puget Sound bluff, views of the sound will be provided from upland portions of the bluff.

The golf course accounts for one-third of the area's land use. The course provides both an exciting golf experience and a community benefit by maintaining significant trees and natural vegetation. The public will be able to drive along some fairways and parts of the course to experience the open space. A trail corridor within the Old Fort Lake Business and Technology Park will connect Old Fort Lake with the community park and trail system in Yehle Park Village and the trail system along Sequalitchew Creek.

Another feature of this area is the Wilkes Observatory site in the northern corner of the Business and Technology Park. Three acres of community parkland will be set aside outside the Consent Decree boundary to provide access to the historic site and provide views of Puget Sound and the Olympic Mountain Range in the distance.

An area that lies within both the Old Fort Lake Business and Technology Park and Sequalitchew Village has been nominated by the Washington State Department of Archeology and Historic Preservation (DAHP) for listing on the National Register of Historic Places. As provided in a multi-party memorandum of agreement (December 2000), Weyerhaeuser Real Estate Company will support the listing of the area once the City of DuPont has granted final development approvals for all remaining portions of the property. The district encompasses approximately 360 acres and represents a convergence of ancient

and historic activities and values that are representative of the Pacific Northwest. The north boundary starts at the 1843 Fort Nisqually (DAHP Site No. 45-PI-56) and runs west to the site of a sawmill on the north side of the mouth of Sequelitchew Creek (DAHP Site No. 45-PI-71), then south along Puget Sound to include Sequelitchew Archaeological sites (DAHP No. 45-PI-54) and the Ox Road (no DAHP Site No.), then east to include the 1833 Fort Nisqually site (DAHP Site No. 45-PI-55H), DuPont Company site (DAHP Site No. 45-PI-70) and Hudson’s Bay Company Cemetery (no DAHP No.) then north back to the 1843 Fort Nisqually site.⁴

Table 32: Old Fort Lake Land Use Categories

	Square feet	Acres	% of total
Reserve Residential			
Residential 3			
Residential 4			
Residential 5			
Residential 12			
Mixed Use			
Office			
Commercial			
Business Technology Park	22,189,378	509.40	77.59%
Manufacturing and Research			
Industry			
Military			
Neighborhood Park			
Community Park	198,691	4.56	0.69%
Open Space	6,209,691	142.55	21.71%
Total	28,597,760	657	100.00%

There are no housing units existing or proposed within the Fort Lake Business and Technology Park.

The City anticipates developing a subarea plan for the development of Fort Lake Business and Technology Park Village. The subarea planning process should pay specific attention to the following community goals:

- Include significant emphasis on public access to the shoreline, public trails, trail connectivity within the City and regionally, identify strategic locations for parks, and ensure public amenities are sited in convenient and appropriate locations etc.
- Efforts should be taken to ensure development occurs in a way that ensures continuation and expansion of “natural trails” as well as urban pathways. Careful site design to reduce lighting,

⁴ See Memorandum of Agreement among Weyerhaeuser Company, Weyerhaeuser Real Estate Company, City of DuPont, The Nisqually Point Defense Fund, Committee for the Preservation of the Nisqually Mission Historical Site, The Nisqually Delta Association, and The DuPont Historical Society, December 12, 2000.

noise and other urban impacts are important especially adjacent to the Puget Sound and Sequim Creek.

- Emphasize growth of clean, high-tech development related to overall uses, infrastructure development, and in aesthetic design features.
- Evaluate a variety of public and private partnership options related to necessary improvements such as the development of the South portion of "Loop Road".

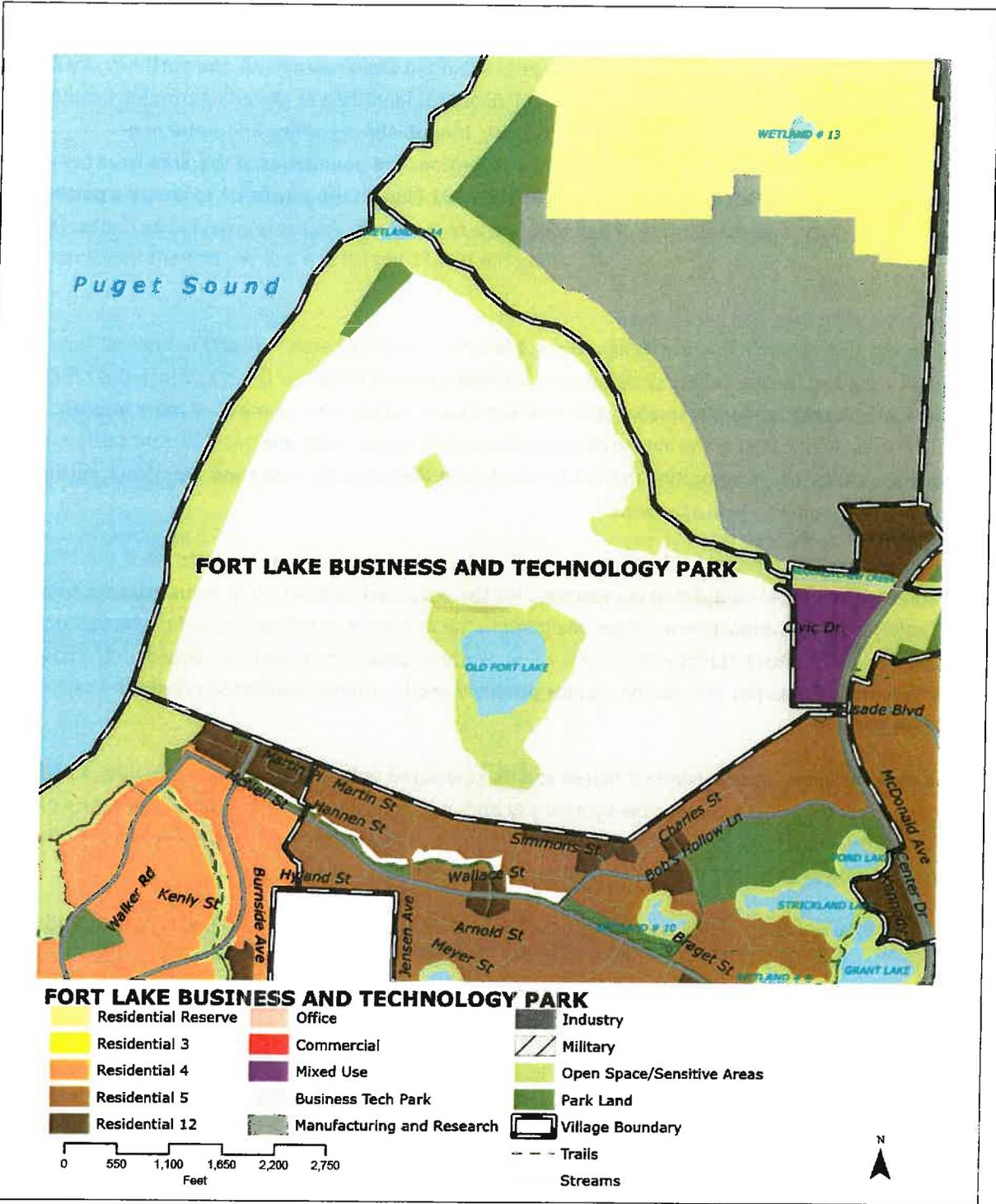
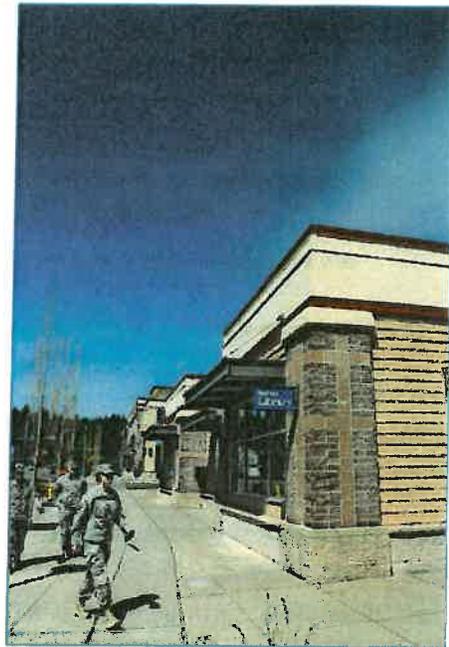


Figure M: Old Fort Lake Business & Technology Park Future Land Use Map

Chapter 4 – Economic Growth and Development

Overview

The economy in the City of DuPont is both a blessing and a challenge. On one hand, DuPont is fortunate to have hundreds of acres of pre-planned developable land with easy access to I-5 and sweeping views of Puget Sound. The close proximity to the Port of Tacoma provides access to global markets and the neighboring military bases provides a highly-skilled labor force from veterans and transitioning military personnel. On the other hand, the City faces intense competition from other communities investing in education, job training, infrastructure, planning, and policies to attract economic growth and development. DuPont must leverage its historical, natural, and commercial assets to attract future economic development and maintain high quality services for a growing population.



The 2015 update to the comprehensive plan moved more boldly toward economic policy, adding an Economic Growth and Development Chapter. (Source Studio Cascade Inc.)

There have been some amazing successes so far in DuPont. The City's Economic Strategy is about producing results. While a city cannot directly influence the regional economic environment in which it operates, it has the capacity – through strategic investment, planning, and action – to take advantages of opportunities as they arise. This plan provides policy guidance on how to be ready, suggesting individual actions the City and community can take to increase its readiness and ability to identify and afford strategic investment in infrastructure and land use resources.

Key Findings

The City of DuPont is positioned for continued economic growth with strong leadership and solid financial management practices, including:

- Two Standard and Poore's Credit Rating increases to AA+ since 2012;
- Strong fund balance reserves, with the 2014 fund balances at 82.52% of the General Fund Expenses;
- More than 1,500 acres of pre-planned vacant land for future development;
- Healthy socioeconomic indicators and a growing population;
- Continuing and accelerating Assessed Value growth, with 2015 Annual Value up 8.5% and notable new construction since 2012;
- Mix of residential and commercial/industrial tax base, with the top 10 taxpayers comprising 31% of assessed value;

- Experienced City leadership with a history of conservative financial practices;
- Quality schools, award winning community events, miles of parks and trails, a championship golf course, and recognition as one of Washington's Safest Cities; and
- Active participation and leadership in regional economic and transportation partnerships (*Puget Sound Regional Council, Puget Sound Region Economic Development Board, Prosperity Partnership, Pierce County Economic Development Board; Pierce County Regional Council, Washington Military Alliance, and South Sound Military Community Partnership*).

City Overview

DuPont is a planned community located in Pierce County, in Western Washington, approximately 17 miles southwest of the City of Tacoma and 15 miles northeast of the City of Olympia, the State Capitol. The City's 2014 estimated population was 9,175.

DuPont was one of the first areas settled in Washington and celebrates its unique history. Businesses first came to DuPont in 1833 when the Hudson's Bay Company established Fort Nisqually as a trading post. Businesses continue thriving in DuPont today, including: Amazon, Intel, State Farm, Better Business Bureau, Patriots Landing, Washington State Golf Association, Pacific Northwest Golf Association, and many more.

The City is a general purpose governmental entity that provides services to its residents including fire, police, street construction and maintenance, planning and zoning, building inspection, parks and recreation, library, cemetery, municipal court, senior center, and general administration services. The City also operates an enterprise fund for the water utility services. The City contracts with Pierce County for sewer services.

DuPont is ranked as one of the safest cities in Washington state and is located in south Pierce County in the southern end of Puget Sound in Washington State, bordered on the west by Puget Sound, Thurston and Lewis Counties to the south, Yakima County to the east, and King County to the north. Pierce County is the second most populous county in Washington and an important transportation center served by two transcontinental railroads (Union Pacific and Burlington Northern-Santa Fe) and the sixth busiest container port in North America. The Seattle-Tacoma International Airport is located 39 miles north of DuPont with 27 certified airlines providing international flights to all parts of the United States and by several freight and passenger lines.

Population Trends

Historical population trends are presented below for the City, the County and the State from 2010 through 2014.

Table 34: Population Trends DuPont, Pierce County, and Washington State

Year	City of DuPont	Pierce County	State of Washington
2014	9,175	821,300	6,968,170
2013	8,855	814,500	6,882,400
2012	8,640	808,200	6,817,770
2011	8,430	802,150	6,767,900
2010	8,199	814,600	6,733,250

Source: Washington State Office of Financial Management for inter-census estimates as of each April and the 2010 U.S. Census

City Financial Management

The City's credit rating has increased twice in the last 4 years to AA+ as a result of sound financial management practices. The City maintains strong fund balance reserves and recently refinanced the principal balance of the City Hall and Public Safety buildings to reduce the interest rate from 6.1% to 3.4%, saving an average of \$107,000 each year to the General Fund. Additional cost savings have been achieved through regional partnerships, including contracting for jail services with the Nisqually Indian Tribe for jail services and establishing a municipal court in partnership with the City of Lakewood. The City of DuPont is financially stable with no deficits until 2020.

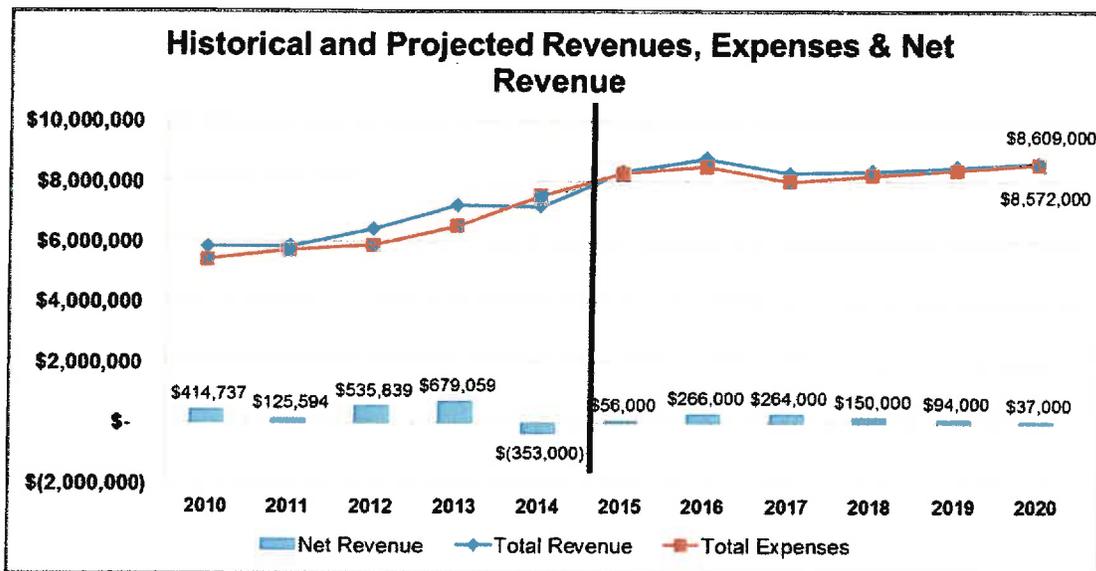


Figure O: Historic and Projected Expenses and Revenues

Tax Collections

The following table presents property taxes collected for the City in tax collection years 2010 through 2015 to date, and the amount and percentage collected as of March 1, 2015

Table 25: Tax Collections

Tax Year	Tax Collected in Year of Levy	Percent of Tax Collected in Year of Levy	Total Tax Collected as of 3/1/15	Percent of Tax Collected as of 3/1/15
2015 ¹	99,452	4.31% ¹	99,452	4.31% ¹
2014	2,181,610	98.62	2,205,298	99.69
2013	2,014,034	98.98	2,031,451	99.84
2012	1,996,426	99.38	2,006,996	99.91
2011	1,893,386	97.30	1,945,424	99.97

¹ Full year of tax collections is not yet available. Source: Pierce County Treasurer's Office.

Major Taxpayers

The following table lists the largest ten taxpayers within the City for tax collection year 2015 listed in declining order of assessed value.

Table 36: Major Tax Payers within the City

Taxpayer	Business	2015 Assessed Valuation in \$	% of 2015 Assessed Value
DBINTC LLC	Incorporation Services	95,018,800	6.8%
Duke Realty Limited Partnership	Property Management	88,880,500	6.3
Glacier Northwest Inc.	Building Materials	52,285,099	3.7
LSREF2 Tractor REO LLC	Property Management	50,609,900	3.6
WPP LLC	Mining	27,369,600	2.0
Clock Tower Village LLC	Apartments	26,190,100	1.9
Intel Corporation	Computing Technology	25,448,027	1.8
Pierce County Investors LLC	Business Services	24,820,700	1.8
DuPont Trax Apartments LLC	Apartments	23,214,600	1.7
Patriots Landing Investment LLC	Retirement Community	21,817,300	1.6
Total		435,654,626	31.1%

Source: Pierce County Assessor's Office.

Major Employers

The major employers in the Tacoma-Pierce County area for 2013 as reported by the Tacoma-Pierce County Economic Development Board are as follows:

Table 37: Major Employers in Tacoma-Pierce County Area

Employer	Type of Business Activity	Number of Employees
Joint Base Lewis-McChord	Military	63,501
Local Public School Districts	Education	13,133
Multicare Health System	Healthcare	6,776
Washington State	State Government	6,209
Franciscan Health System	Healthcare	5,814
Pierce County	County Government	2,873
Fred Meyer Stores	Retail	2,328
Washington State Higher Education	Higher Education	2,196
City of Tacoma	Local Government	2,125
Wal-Mart	Retail	2,102
Emerald Queen Casino	Gaming	2,070
Boeing Company, Frederickson Site	Aerospace	1,802
Safeway Stores, Inc.	Retail	1,616
Tacoma Public Utilities	Utilities	1,341
U.S. Postal Service	Mail Distribution	1,253

Source: Tacoma-Pierce County Economic Development Board, 2013



While the City of DuPont has a number of large scale employers, it's also home to a variety of service-oriented businesses. (Source Studio

Assessed Value

The assessed valuation for regular levies of property located within the City for tax collection years 2011 through 2015 and the annual percent change are included in the following tables:

Table 38: Total Assessed Valuation of Regular Levies within the City

Tax Collection Year	Assessed Value	Percent Change
2015	\$1,401,029,820	8.5%
2014	1,291,637,605	9.8
2013	1,176,714,772	-2.5
2012	1,206,369,869	-5.7
2011	1,278,881,240	-1.3

Source: Pierce County Assessor's Office.

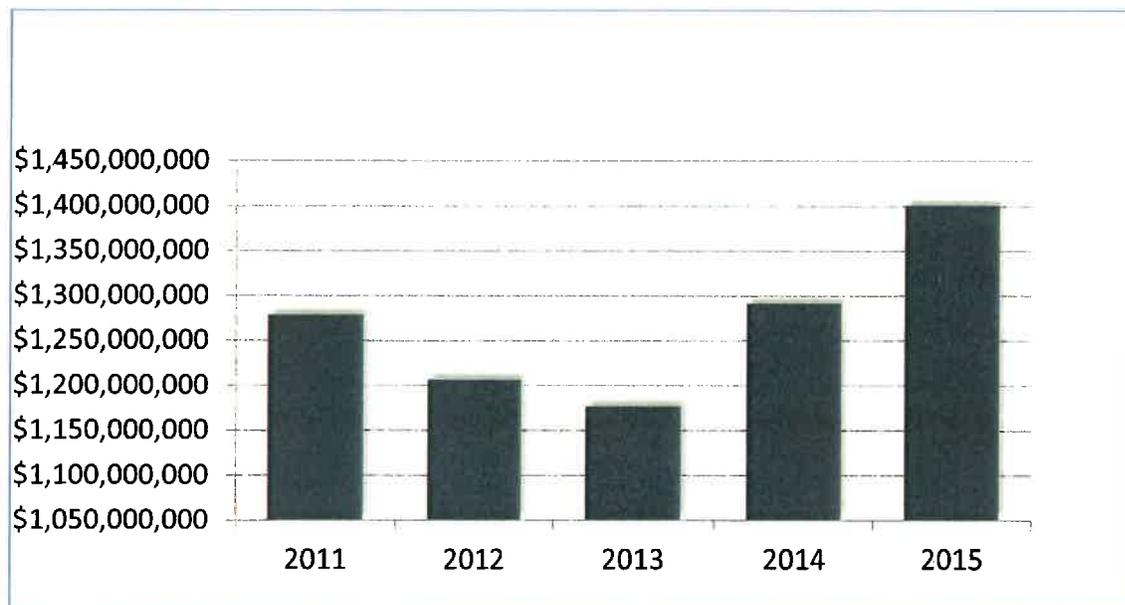


Figure P: DuPont Assessed Value

DuPont Economic Assets

Joint Base Lewis-McCord

The U.S. military is a primary contributor to DuPont's population and local economy. Joint Base Lewis-McCord, including Madigan Army Medical Center, employs over 63,000 civilian and military personnel. It lost several thousand positions due to a round of troop cuts announced in 2013. The downsizing resulted in the Army deactivating one of Lewis-McCord's three Stryker brigades. Each brigade has 4,500 soldiers and a budget of about \$231 million a year. The base commander's current mission is

building on revived partnerships with American allies along the Pacific Rim. The federal government continues efforts to resize the armed forces, which may impact local troops in the future. A June 2014 report by the Department of Defense report determined that the regional economy could absorb up to 16,000 additional cuts of military and civilian positions at the joint base. The City and other regional partners are monitoring potential changes and advocating for the Department of Defense maintain existing personnel levels.



The Regional Economic Strategy for the Central Puget Sound Region identifies ten key industry clusters or concentrations of industries that drive job creation, import wealth, and concentrate workers with specialized skills and experience within our region. The most significant cluster for DuPont is the military because of our proximity and their role as an employer, source of R&D support, and driver of aerospace and maritime manufacturing providing more than \$3.1 billion annually in total payroll in the four-county area. Local sales associated with military employment are estimated at nearly \$24 billion. The continued strength of the military cluster is critical to the region’s economic prosperity and the business attraction, retention, and expansion strategies related to the region’s defense contracting industry are worthy of consideration by the City of DuPont and are included in the appendix:

<http://www.psrc.org/assets/5613/MilitaryStrategy.pdf?processed=true>

The Home Course

The City’s 18-hole Home Course is a picturesque golf course which opened in 2007 and has been the site of numerous championships, including the US Men’s Amateur Championship, US Women’s Amateur Championship, and the qualifier for local players in the 2015 U.S. Open at Chambers Bay. The Home Course is owned by the Washington State Golf Association and Pacific Northwest Golf Association. They are working with the Mayor and city officials to build and transition



their headquarters to the City of DuPont. Continued development of the golf course and adjacent Fort Lake Business and Technology Park provides significant opportunity for future economic growth.

Amazon.com Fulfillment Center

In February 2015, Amazon.com held an official opening for its new Fulfillment Center in DuPont, which is celebrated as the company’s most innovative facility in North America. The \$100 million center occupies 1.4 million square feet and employs 500 people full time with up to 400 additional employees in the holiday seasons, resulting in 900 jobs total. The facility is built on 92 acres and is among three existing Amazon distribution operations in



the Puget Sound area. One of those, the 500,000 sf Sumner center, which opened in 2012, employs 500 people, and is also in Pierce County.



I-5/JBLM Corridor Transportation Improvements

Since 2013, the City of DuPont is been part of a regional collaboration to garner legislative support to secure funding to fix congestion along the I-5/Joint Base Lewis-McChord Corridor. Local elected leaders from around Pierce County developed a unified plan and made their case to state lawmakers who successfully funded a series of local investment funded as part of statewide transportation package. During the 2015 legislative session, State lawmakers authorized \$494.4 million to improve the I-5/JBLM corridor, which includes:



- The addition of a fourth lane - north and south - along the corridor.
- A local connector road between Gravelly Lake Drive and Thorne Lane, essentially opening up the Tillicum neighborhood to the rest of Lakewood for the first time.
- Interchanges at DuPont-Steilacoom Road, Thorne Lane, and Berkeley Street will be rebuilt.

The roster of supporters includes Mayors, City Council members, State Legislators, the Tacoma-Pierce County Chamber, as well as port, businesses, tribal, and environmental leaders.

Ongoing collaboration and infrastructure improvements is key to economic growth. A federal program can provide loan guarantees and lines of credit for projects of regional significance. Up to \$1 billion is authorized for a project. Another potential source of money is the Tribal Transportation Program, offered through the Federal Highway Administration. The agency coordinates with tribal and state governments and Bureau of Indian Affairs on road projects that are on tribal land. The final section of SR-167 would run through the Puyallup Tribal Reservation.

DuPont Corporate Campus

The recent sale of the Intel property provides a significant economic opportunity to diversify Dupont's business and create more jobs. Intel's research and development division continues to operate in DuPont with 500 employees as part of a 7-year lease agreement with four 4-year renewal options. The Mayor and city officials are working with the new owners of the facility—Fortress Investment Group and Industrial Redevelopment—to attract high-tech, cyber security, and military-defense sector industries. The facility has been renamed as the DuPont Corporate Campus.



Hudson Bay Heritage Days Community Celebration

The DuPont Historical Society, DuPont History Museum, and the DuPont Tourism Board sponsor the Annual Hudson Bay Heritage Days weekend every August in DuPont to celebrate the community's significant history. The weekend involves a golf tournament, a 5K Run, Live Music, a barbecue, and guided tours of the historic 1843 site of the Hudson Bay Company's Ft. Nisqually built near the Sequatchew Creek as a trading post and agricultural center.

Guiding Concepts

The following guiding concepts of the Economic Plan were derived from community conversations and feedback:

- There is a balance of housing, jobs and services.
- Residential and commercial development is compact, arranged along grid streets.
- There is a broad range of housing opportunities mixed into neighborhoods.
- Commercial areas are diverse, lively, and include a mix of public, retail, office, and residential uses.
- There is a civic center containing government, recreational and cultural services.
- Residents and visitors feel oriented, can find and enjoy the commercial areas, and can easily access the community's multiple parks, trails, and natural areas.
- The heritage of the early settlements (American Indian, Hudson Bay, and DuPont Company) are featured and not obscured by development.

To meet PSRC's employment targets, DuPont will need to add another 6,584 jobs by the year 2035. While that number establishes a generalized target, DuPont aspires to those jobs filling professional office, high-tech, military-defense, medical, light manufacturing, warehousing, and retail sectors, providing employment that will fit within the regional context and also be suitable for employing DuPont residents.

The policies and implementation actions contained within this chapter emphasize increasing local capacity to act on the state scene, to build and nurture partnerships with other agencies, to investigate opportunities to leverage public funds to spur economic growth, and to take a new look at its land uses – particularly in the Old Fort Lake and Sequelitchew Villages – to ensure the designations and infrastructure plans track with what the development market and the community will support. A new look at these areas will also help DuPont narrow the difference between what PSRC says the jobs the community will need to add (6,584) and what the current land use designations will be able to accommodate (4,898).

DuPont’s population has grown remarkably in the past decade, propelled by the growth of Joint Base Lewis-McChord and the Pentagon’s base consolidation strategies. Military personnel comprise a larger portion of DuPont’s residential population relative to ten years ago – and the highest portion of any non-military base jurisdiction in Washington. Accordingly, the number of housing units has grown, particularly single-family residential. The Pentagon’s base realignment and consolidation brought many military personnel to JBLM. DuPont’s natural amenities – and unrivalled proximity – make it an attractive community for military and their families, and a viable labor force for current and future companies.

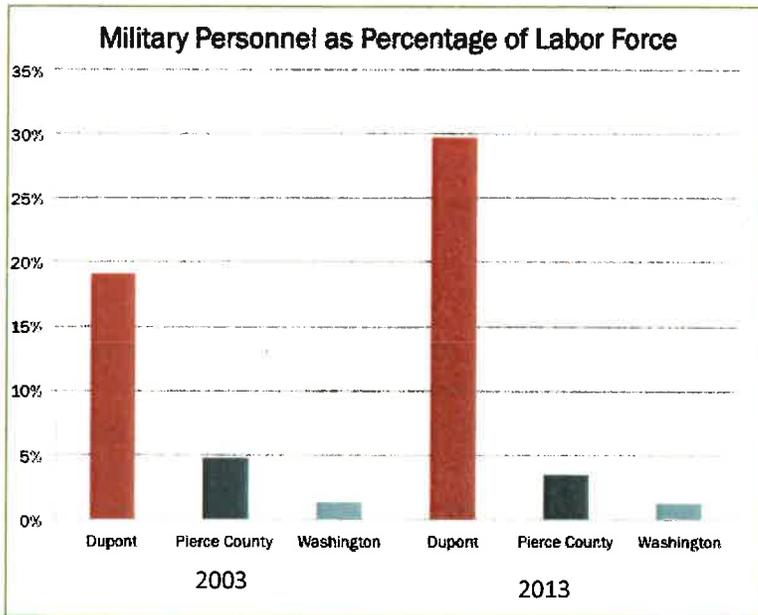


Figure Q: Military Personnel as a Percentage of Population for 2003 and 2013

The following image illustrates how industrial sectors in Pierce County have developed over the last decade. Manufacturing and Finance and Insurance – two categories upon which DuPont’s initial planning revolved – have decreased in scale.

Pierce County Industries: Growth, Concentration, and Size

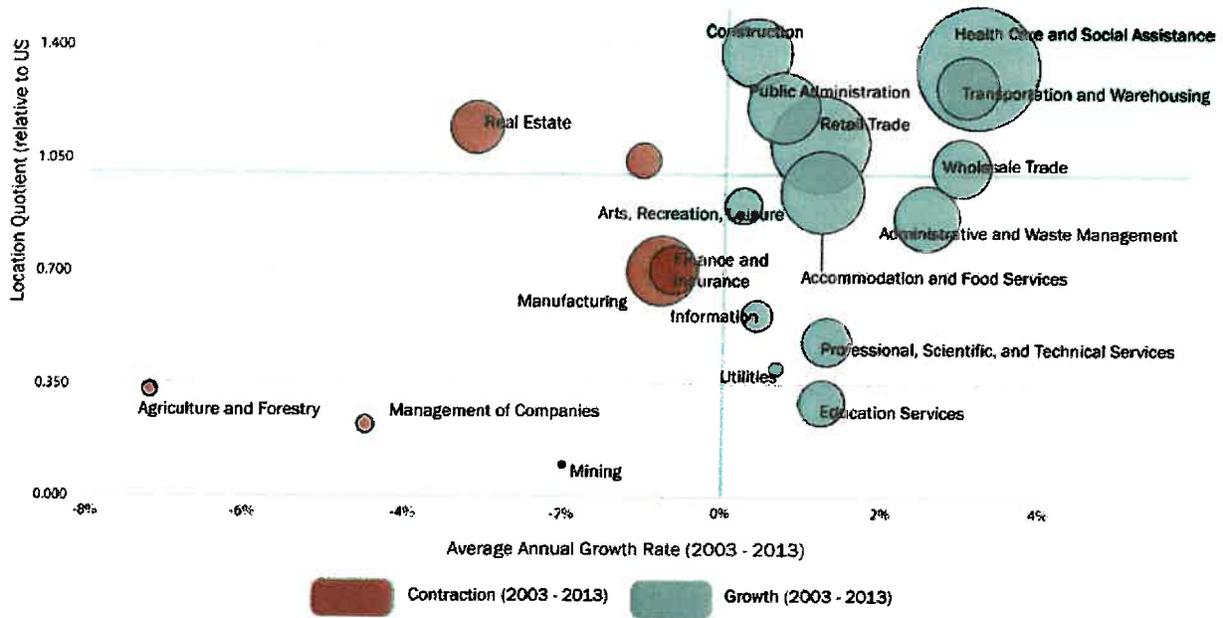


Figure R: Pierce County Industries: Growth, Concentration, and Size

DuPont is fortunate to have vacant developable land, however most areas with large amounts of development potential have important competing uses or lack significant infrastructure. The biggest opportunity for future development, the Northwest Landing Park (261 acres), may need additional policy and infrastructure investment. In a city of DuPont's size, economic development growth can be heavily determined by a small number of key sites, such as the Intel facility (185 acres) which constitutes a large portion of the city's commercial land capacity.

Development Capacity in DuPont, WA

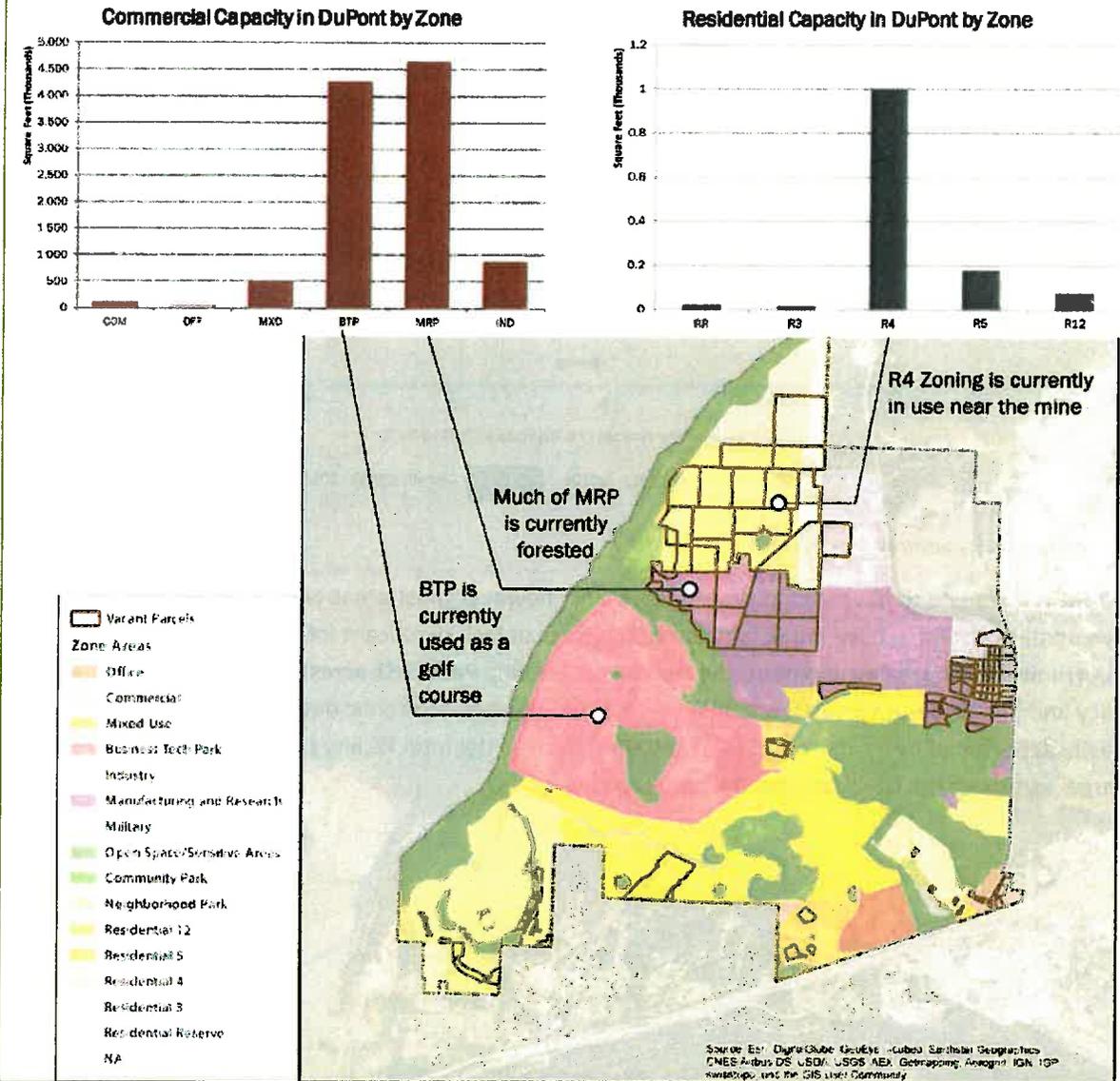


Figure 5: Development Capacity for Commercial and Residential by Zone

Although taxable sales have jumped up in the past year, sales in DuPont are driven heavily by construction activity of recent facilities. These revenues represent a one-time bump and are difficult to sustain over the long-term. Increasing diversity is a key to DuPont’s future economic growth and sustainability.

DuPont’s economic development strategy focuses on creating a large and diverse tax base capable of supporting the City’s tradition of high-quality public services, creating employment opportunities for residents and transitioning military personnel, supplying retail and services for DuPont residents, and

providing a stable and predictable environment for local businesses to operate. DuPont can do this by paying close attention to its key development sites, maintaining a competitive business climate, nurturing relationships with key economic development partners, and strategically investing in catalytic property and infrastructure. Additional information on the community’s economic condition and economic development strategy will be provided in the appendix.

Economic Development Goals

These goals and policies are drawn from the complete policy framework and included here because of their direct relationship to economic development. Goals and policies from other elements, such as land use, zoning, transportation, and natural resources, will also influence economic development and offer additional support for economic development initiatives.

Goal ED-1	Recruit, grow and retain a diverse spectrum of commercial and industrial development projects to increase employment opportunities and provide a stable, sustainable tax base for municipal services.
ED 1.1	Ensure land use designations provide for an appropriate mix of allowed uses including office, industrial, and retail which are necessary for the long-term economic health and sustainability of the city.
ED 1.2	Periodically review buildable land supply and evaluate existing development patterns.
ED 1.3	Support the creation of high paying jobs in DuPont by reviewing zoning districts to ensure a range of professional level jobs are permitted.
ED 1.4	Continue to strengthen and maintain strong relationships with local and regional economic development partners.
Goal ED-2	Ensure the public interest is being served by balancing financial growth with less tangible quality of life elements such as public security and environmental health.
ED 2.1	Identify, and consider public-private partnership investments that enhance the overall wellbeing of the citizens.
ED 2.2	Recognize and balance the long-term interests of the citizens with the fiscal benefits of business growth.
ED 2.3	Actively collaborate with community organizations to promote citizen engagement.
ED 2.4	Encourage a variety of marketing and tourism efforts.
Goal ED-3	Continue strengthening DuPont’s regional reputation as a welcoming, attractive and business-friendly City.
ED 3.1	Support local business development efforts, programs, and property investment projects.
ED 3.2	Provide opportunities to small businesses as they are a vital part of the City’s economic framework by promoting the local use of special small business financing and management assistance programs.

ED 3.3	Provide reasonable guidelines and standards for the siting of home-based business in residential neighborhoods to ensure they contribute to economic growth and diversity, while not altering or impacting the residential character of the neighborhood surrounding them.
ED 3.4	Continue evaluating and working towards efficiency and efficacy of all permit processes to ensure requirements and timelines are predictable. Continue making working to streamline the permit process whenever possible.
ED 3.5	Consider a “Certified Site” program and Planned Action Environmental Impact Statements when applicable to expedite permit approvals for desired land uses.
ED 3.6	Increase local capacity to track and respond to economic influences, participate in legislative action, identify, target and support strategic public and private investment, and review local land use plans to support job growth and sustained employment.
ED 3.7	Invest in the City’s identity to ensure consistency and uniformity in the design, brand, and appeal to public and private sector partners.
Goal ED-4	Continue strengthening and integrating local and regional transportation infrastructure improvements, mass transit accessibility, and economic development by working collaboratively with public agencies and private interest groups to improve multi-modal transportation options and routes.
ED 4.1	Continually coordinate with regional transportation agencies such as: Pierce Transit, Community Transit, Sound transit, and Pierce County to improve regional access to the City.
ED 4.2	Pursue transportation infrastructure investments by actively seeking federal, state, and regional grants, and establish a savings for any matching funding requirements.
ED 4.3	Coordinate with property owners, responsible agencies, and work to develop partnerships, as appropriate, to coordinate resources and to develop strategies that examine potential land use options within the business park and industrially designated sites.
Goal ED-5	Encourage a variety of marketing and tourism efforts that build on the City’s assets.
ED 5.1	Recognize, support, and enhance DuPont’s unique historic landmarks by encouraging historic preservation planning.
ED 5.2	Promote DuPont’s championship golf course, building on recent successes hosting the United States Men’s Amateur Championship, United States Women’s Amateur Championship, and the local qualifying round for the U.S. Open.
ED 5.3	Support tourist attractions and amenities by pursuing funding sources.
ED-5.4	Recognize, support and enhance DuPont’s unique and precious natural features by encouraging restoration, protection, and preservation.

Implementation Actions and Policies

The following actions, ordered by priority and urgency, implement the policies identified above. Each action item contains a direct policy reference, indicating how it relates to economic development policies – or other policies in this plan – as appropriate.

	Implementation Action
EDA-1	<p>Establish an “Economic Development Team” (utilizing the Economic Development Board for Tacoma-Pierce County) consisting of the Northwest Landing Commercial Owners Association, the City, and others. This team will be tasked in the short term to:</p> <ul style="list-style-type: none"> • Review local tax policy to ensure it is consistent with community objectives to encourage professional and technology-related employment development, to mitigate impacts of warehousing, and provide for continued maintenance of DuPont’s community character. • Institute conversations with local building owners and businesses to identify needs and facilitate long-term occupancy. • Conduct market research to determine the retail sectors and business types most suited to DuPont’s town center scale and market opportunity. • Identify strategic infrastructure investment opportunities at local and regional levels. • Identify specific industry sectors and develop a strategy to attract them to DuPont. • Identify regulatory barriers to doing business in DuPont. • Identify opportunities to coordinate with PSRC’s Economic Development District Board on regional economic development strategies.
EDA-2	<p>Prepare strategic road maps for non-residential development properties, conducting detailed market analysis, building partnerships with stakeholders, and establishing collaborative investment and development action steps to realize planning objectives. These properties include:</p> <ul style="list-style-type: none"> • Fort Lake Business and Technology Park to prepare a subarea plan to review options for development within the “brownfield” context, consider a new land use mix and identify necessary capital improvements to spur development. • Sequalitchew Village to strengthen relationships with existing property owners and position the property for future development in a manner to fulfill economic and environmental objectives, and • Existing professional and technology office properties, to identify ways to increase building occupancy and – if necessary – remarket disused building space to prospective tenants.

EDA-3	Review and update the Business and Technology Park land use designation – perhaps through a subarea planning effort - providing a range of office, commercial, light manufacturing, and research and development uses.
EDA-4	Review zoning districts to ensure a range of professional –level jobs are permitted.
EDA-5	Identify strategic infrastructure investment and funding opportunities.
EDA-6	Maintain and update, as necessary, industrial site development standards.
EDA-7	Investigate financial strategies to construct south portion of Loop Road in advance of development and within the context of long-range planning strategy.
EDA-8	Maintain relationships with JBLM to discuss local issues, including coordination with companies looking to move within proximity to the base and identifying amenities complementing those that JBLM provides.
EDA-9	Identify specific industry sectors and develop a strategy to attract them to DuPont.
EDA-10	Institute a “certified site” program to expedite permit approvals for desired land uses.
EDA-11	Review fiscal policies to distribute the tax load amongst a variety of sources, rather than discouraging certain categories of business development with an undue majority of the tax burden.
EDA-12	Review zoning to ensure higher-intensity mixed-use housing that is supported by market trends is permitted within the town center area.

Chapter 6 - Cultural Resources and Historic Preservation

The City of DuPont has chosen to include a Cultural Resources and Historic Preservation element in its comprehensive plan because of the high importance residents place on its deep and more recent history. This element recognizes how DuPont's cultural and historic resources make DuPont a distinct culturally rich location and that these assets can provide enhanced tourism opportunities. While this element recognizes the value and importance of the area's Cultural and Historic Resources, it does not necessarily inventory those resources.

As early as 5,700 years ago, Native Americans inhabited this area, living in a small village at the mouth of Sequelitchew Creek. The site was well suited for settlement, and the Sequelitchew-Nisqually people thrived on the creek's ample salmon runs.

Much later, in the 1830s, Hudson's Bay Company developed a storehouse in the area, along with the first permanent trading post in the Puget Sound area. Fort Nisqually served as a supply center for early settlers, and it eventually expanded to house the Puget Sound Agricultural Company. With the decline of fur trading in the 1840's, the fort was moved to a flatter inland site just west of Edmond Marsh and south of Sequelitchew Creek. When the U.S. government created a 1,280 acre reservation in the Nisqually River basin in 1854, and then bought Fort Nisqually and surrounding property from Hudson's Bay Company in 1869, the land was auctioned off to a variety of owners.

In 1906, the E.I. du Pont de Nemours Company purchased approximately five square miles of land, including Sequelitchew Creek, the original Fort Nisqually site, and almost all of the original settlement. Soon thereafter, DuPont was designed and built as a company town, home to workers at the DuPont Powder Works plant. Business at the plant thrived for seven decades. In 1951, DuPont sold the company homes to its residents and employees, and many retirees opted to stay in the town because of its strong sense of community. The City of DuPont was officially incorporated that year. Dynamite production continued at the plant until it closed in 1976.

In the late 1970s, the DuPont holdings were sold to Weyerhaeuser, originally for a lumber mill and shipping facility. Instead, the land was transferred to the Weyerhaeuser Real Estate Company and then on to Quadrant (a subsidiary of the Weyerhaeuser Corporation) and planned for residential development. A 3,000-acre community, called Northwest Landing, was planned for this site to include a



Community residents place a high value on DuPont's cultural and historic resources. (Source: Studio Cascade Inc.)

mix of uses. The development concept for the community was inspired by the historic DuPont village, including alleyways, front porches, village greens, and a neighborhood-based character. The first phase of development at Northwest Landing increased DuPont’s population and brought new neighborhoods, commercial areas, and community facilities into the City.

Below are a series of bullet points that are guided the development of the goals, policies, and implementation actions that follow

The guiding concepts of for Cultural Resources are:

- Neighborhoods are not isolated and have a distinct focal point and short walking connections to other neighborhoods, services, public features, and jobs.
- There is a broad range of housing opportunities mixed into neighborhoods.
- Residential and commercial buildings are designed to a variety of styles from the 1900- 1940's.
- There is a single, diverse, lively, commercial area, which includes a major public space, retail, office, and residential use.
- There is a civic center containing government, recreational and cultural services.
- Environmentally sensitive areas are preserved.
- Heritage of the early settlements (American Indian, Hudson Bay, and DuPont Company) is featured with development, not obscured.

Cultural Resources Goals and Policies

These goals and policies are drawn from the complete policy framework and included here because of their direct relationship to Cultural Resources.

Goal CR-1	Protect cultural resources by continuing to implement regulations that insure cultural resources will not be destroyed, damaged, or disregarded during the planning and development process.
CR-1.1	Work with federal and state agencies to utilize historic preservation planning and funding resources.
CR-1.2	Encourage protection and preservation of cultural resources as well as efforts to promote awareness of the community’s natural and historic assets.
CR-1.3	Develop an active preservation program that emphasizes community outreach and involvement including other local governments and agencies.

CR-1.4	Encourage identification, protection, preservation and or restoration of cultural resource sites of documented significance as outlined in the <ul style="list-style-type: none"> ○ Memorandum of Agreement among the Washington State Historical Preservation Office, the Weyerhaeuser Real Estate Company, and the City of DuPont dated August 7, 1989 including any subsequent amendments. ○ Memorandum of Agreement among Weyerhaeuser Company, Weyerhaeuser Real estate Company, city of DuPont, the Nisqually Point Defense Fund, Committee for the Preservation of the Nisqually Mission Historical Site, the Nisqually Delta Association, and the DuPont Historical Society, December 12, 2000.
CR-1.5	Explore and use a wide range of funding sources to ensure the financial viability of the mission of promoting and protection the City's cultural and historic resources.
CR-1.6	Seek ways to capitalize on DuPont's unique cultural and historic resources to enhance tourism and local education opportunities.

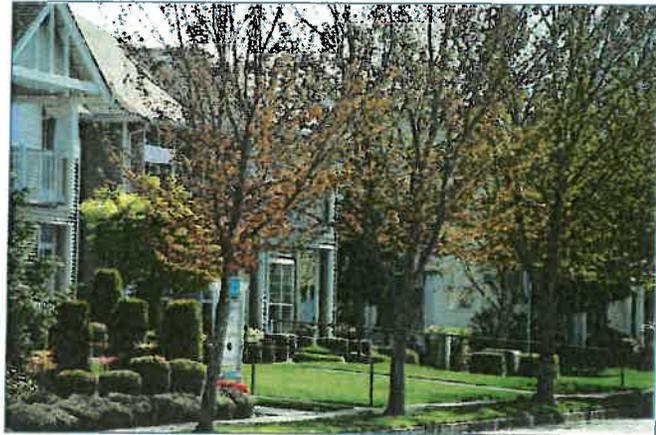
Implementation Actions

The following actions, ordered by priority and urgency, implement the policies identified above. Each action item contains a direct policy reference, indicating how it relates to economic development policies – or other policies in this plan – as appropriate.

	Implementation Action
CRA-1	Implement a coordinated program of promotional and interpretive signage to identify significant historical sites and points of interest as well as an oversight and management program to coordinate overall promotion and maintenance of significant historic sites.
CRA-2	Create an educational program focused on natural and historic treasures to increase awareness and understanding and appreciation of the community and its visitors.
CRA-3	Identify and mark historic roads, and trails to help preserve the area history. Incorporate these trails into the public trail system.
CRA-4	Coordinate with the Historic Society to identify and implement specific efforts to preserve DuPont' cultural and historic resources. Explore the potential for a variety of historic preservation tools such as becoming a Certified Local Government, identifying a National Historic District, and looking into the Main Street Association.
CRA-5	Conduct a planning effort to evaluate the potential of restoration of the historic narrow gauge train and tracks located in the Historic District as a tourism and historic preservation idea

Chapter 8 - Housing

The Housing chapter assesses the City of DuPont's current and future housing needs. It includes an inventory and analysis of the existing housing stock and existing housing conditions followed by strategies to meet future needs.



The City of DuPont is looking to provide a balance of housing options to accommodate a variety of housing needs. (Source Studio Cascade Inc.)

This chapter's strategies recognize that housing costs and housing quality are affected by many issues. Household income, demographics, and the local and national economy are examples of factors influencing the housing market and housing affordability. The Housing chapter, together with the policies and action items, seek to ensure that the quality, type and availability of housing provided in DuPont meet the community's future housing needs and objectives.

Purpose & Relationship to the GMA

This chapter has been developed in accordance with the Washington Growth Management Act (GMA) requirements to address housing issues within DuPont's city limits and the Urban Growth Area (UGA) over the next 20 years.

The GMA requires jurisdictions provide housing to ensure the vitality and character of established residential neighborhoods. Making adequate provisions for the existing and projected needs of all economic segments of the community is also a GMA requirement. Providing a wide range of housing types is basic to meeting this requirement.

The inventory and analysis of the existing housing stock, the assessment of current and future housing and the housing strategies will help city officials and the general public makes informed decisions that will implement GMA requirements.

Inventory & Analysis

Household Characteristics

DuPont rests on the coastal lands of Pierce County in the Puget Sound Region of Washington State. With a population of almost 9,000 residents, the City has a slightly younger, more family oriented trend than that of the surrounding areas.

Table 39: Basic Demographics DuPont and Surrounding Areas

	DuPont	Pierce CO	Puget Sound Region
Population (2013 OFM official est.)	8,855	821,300	3,780,900
Median Age (2013 ACS est.)	31.8	35.8	37.4
Average household size (2013 ACS est, owner occupied.)	2.94	2.62	2.55
Families as a percent of households (2013 ACS est.)	75%	67%	63%
Average family size (2013 ACS est.)	3.43	3.15	3.1
Median household income (2013 ACS est.)	\$83,021	\$59,204	\$65,452

Housing Inventory

Housing in DuPont is predominantly comprised of single-family homes. Table 35 shows the types of housing in the city as of 2013, and includes the percent change by housing type. In 2013, single-family homes represented a little over 80 percent of the housing stock in DuPont, with most of this housing in detached units. The majority of the remaining housing was multifamily with 3 or more units.

Table 40: Type of Housing Units

Housing Units by Type	DuPont	Percent of Total
Total housing units	3,166	
1-unit, detached	2,166	68.4%
1-unit, attached	377	11.9%
2 units	11	0.3%
3 or 4 units	145	4.6%
5 to 9 units	206	6.5%
10 to 19 units	33	1%
20 or more units	228	7.2%

(Source: US Census American Community Survey 2009-2013)

Age

The vast majority of housing in DuPont is relatively young, with just over 93 percent built within the last 25 years and 72 percent built between 2000 and 2009 (see Table H-3). As a result of the new housing units lot redevelopment opportunities are likely limited.

Table 41: Age of Housing Units

DuPont Housing, Year Structure Built	Total	Percent of Total
Total housing units	3,166	100%
Built 2010 or later	60	1.9%
Built 2000 to 2009	2,280	72%
Built 1990 to 1999	614	19.4%
Built 1980 to 1989	83	2.6%
Built 1970 to 1979	40	1.3%
Built 1960 to 1969	0	0%
Built 1950 to 1959	0	0%
Built 1940 to 1949	0	0%
Built 1939 or earlier	89	2.8%

Housing Tenure

Housing tenure describes the rate of owner occupancy. In 2013, DuPont had an approximate vacancy rate of 6 percent. The majority of housing units (57 percent) were owner-occupied (see Table 37)

Table 42: Occupied Housing Units Owner and Renter Specified

DuPont Housing Tenure	Number of units	Percent
Total Housing units	3,166	100%
Occupied housing units	2,973	93.9%
Vacant housing units	193	6.1%
Owner-occupied	1,826	57.7%
Renter-occupied	1,147	36.2%

Housing Cost & Affordability

One of the goals of the GMA is to provide Washington residents with affordable housing options. According to federal and state guidelines, a household is considered cost-burdened when 30 percent or more of its gross income is spent on housing (including rent or mortgage and utility costs). As of 2013, the percentage of households that are considered cost-burdened in DuPont was 37 percent (see Table 38).

Table 43: Cost Burdened Households by Type

	Number of Households	Percent of Households
Renters Paying >30% For Housing	502	15.8%
Owner-Occupied Households Paying >30% For Housing	671	21.2%
Total Households Spending over 30% of Income on Housing Costs	1,173	37%

Forecast Conditions

The forecast conditions and expected housing target can be found in the Land Use Element and Chapter 2 respectively.

In terms of housing, at least two demographic shifts projected to impact DuPont Between 2015 and 2035:

- The trend toward younger, family-oriented residents is expected to continue, which will continue to put pressure on single-family homes.
- Military personnel comprise a larger portion of DuPont’s residential population and the highest portion of any non-military base jurisdiction in Washington. Accordingly, the demographic and economic future of DuPont is linked to JBLM.

Housing Goals and Policies

Goal 1	Provide a variety of housing opportunities by promoting the creative and innovative use of land to support housing options and densities that respect, support, and reinforce an integrated overall town character.
H-1.1	Ensure standards allow for a mix of lot sizes and diversity of housing types and styles. Homes (single and multi-family) that represent the craftsman style should be predominant in the community.
H-1.2	Encourage developers to use a mix of compatible styles, materials, and configurations when developing individual residential neighborhoods.
H-1.3	Promote sustainable and energy efficient building design.
Goal 2	Preserve and develop housing throughout the city to meet the needs of all age groups and economic segments of the community.
H-2.1	Promote multiple development strategies for achieving housing diversity such as, but not limited to, small scale multi-family housing, mixed residential neighborhoods, clustered units, and small lots to meet the needs of all economic segments of the community.
H-2.2	Disperse low, moderate, and middle income housing opportunities throughout the community rather than concentrating them in single neighborhoods. Multi-family housing should be evenly dispersed in order to reduce gentrification and to support a mix of housing options. Development standards should limit the size and proximity of multi-family housing enclaves in areas outside DuPont Station and Civic Center.
H-2.3	Provide incentives and work in partnership with nonprofit and for profit developers and agencies to build small amounts of permanent low and moderate income housing dispersed throughout the community. Incentives may include, but are not limited to: <ul style="list-style-type: none"> ○ Setting affordability unit quotas within larger developments, ○ Encouraging Multi-Family Tax Exemptions, ○ Providing density or site incentives based on affordability quotas, ○ Encouraging cottage style housing and accessory dwelling units.
H-2.4	Encourage housing for the elderly, such as accessory dwelling units on residential lots and encourage a mix of generations within the social fabric of the City by allowing for senior housing and long-term care facilities to integrate within residential villages and DuPont Station.

H-2.5	Support access to quality and affordable housing for all DuPont’s residents.
H-2.6	Ensure that at least 25 percent of new housing is affordable for households earning up to 80 percent of the countywide median income.
Goal 3	Protect and enhance the existing housing stock.
H-3.1	Encourage ongoing maintenance and rehabilitation of structures in good repair, including establishing incentives that encourage private property owner’s efforts to preserve homes having historical and or architectural significance.
H-3.2	Promote financial assistance for essential repairs to substandard structures that provide housing for low and moderate income persons.

Implementation Actions

The following actions, ordered by priority and urgency, implement the policies identified above. Each action item contains a direct policy reference, indicating how it relates to economic development policies – or other policies in this plan – as appropriate.

	Implementation Action
HA-1	Track the type and quantity of residential development and review such activity to determine whether established development policies are achieving the housing goals and targets.
HA-2	Invest in a permit tracking system and establish a housing development monitoring program.
HA-3	Assess the effectiveness of the city’s housing efforts based on the city’s fair share of affordable low, moderate, and middle income households as determined in the Pierce County Planning Policies.
HA-4	Promote a code enforcement program to protect the safety and aesthetic quality of existing neighborhoods.

Chapter 9 – Transportation

Transportation is one of the elements of the City of DuPont's Comprehensive Plan that is required by Washington's Growth Management Act (GMA). This chapter briefly summarizes the Transportation Plan adopted as Appendix B to this plan further details about projects and financing are included in the Capital Facilities Plan (Appendix A).

Concurrency & Consistency

Concurrency is one of the key GMA requirements and refers to the timely provision of public facilities and services. Transportation concurrency means that adequate transportation facilities are in place to serve new development as it (development) occurs, or that a financial commitment be in place to complete the improvements or strategies within six years.

Concurrency may not be used to require new development to correct existing transportation deficiencies. To maintain level of service standards, local governments must have a program in place to correct existing transportation deficiencies.

Transportation is the only public facility where the GMA specifically requires development to be denied if concurrency is not met. While the GMA gives special attention to transportation concurrency, local governments have flexibility regarding how to apply concurrency to other public facilities and services within their plans and regulations. Concurrency is discussed the Capital Facilities & Utilities Chapter.

Land Use Assumptions

The GMA requires close coordination and consistency between transportation and land use in comprehensive plans. In updating this plan, DuPont's transportation system forecasts and Level of Service (LOS) standards were coordinated with the plan's land use policies and growth forecasts. The future land use map found in the Land Use Chapter, is the same as the 2001 plan, which in turn reflects the 1995 master plan.

Transportation System Overview

Conditions for Driving

The City of DuPont is a planned development adjacent to I-5, Joint Base Lewis-McChord (JBLM), and the Puget Sound; there are no state transportation facilities within the city. DuPont often experiences congestion during the peak hours on the main arterial streets leading into and out of the City due to its



The transportation plan is important to community residents, wrestling with providing access to primary employment centers, JBLM, and residential neighborhoods, while managing congestion on I-5 interchanges and local arterials. (Source: Studio Cascade Inc.)

proximity to the military base and I-5. An important goal for the City is to identify and implement projects that can reduce congestion on I-5, including coordinating with WSDOT to study an interchange reconfiguration at Barksdale Avenue (Exit 119), as well as providing multiple transportation options to reduce the single occupancy vehicle mode share.

Another challenge for the City is that not all developments are connected to the central downtown area. The El Rancho Madrona development, in the south west region of the City, does not have a direct auto connection to the rest of the City. Residents of this neighborhood can only access the other residential communities and downtown area via I-5.



The majority of DuPont's intersections operate within the adopted level-of-service standards. (Source: Studio Cascade Inc.)

Functional Classification

DuPont's roadway functional classification system is described below.

- **Principal Arterial:** Roadways that provide access between large subareas of an urban region, including access to the Interstate system. (Includes Center Drive).
- **Minor Arterial:** Roadways that connect principal arterials to smaller collector roadways, and distribute travel to small geographic areas and communities. (Includes Wilmington Drive, DuPont-Steilacoom Road, and McNeil Street west of Center Drive).
- **Major Collector:** Roadways that distribute trips from principal and minor arterials to destinations, or collect traffic from local roads and channel it to the arterial network. (Includes Barksdale Avenue, Palisade Boulevard, Bob's Hollow Lane, and Hoffman Hill Boulevard).
- **Local Access:** Roadways the provide circulation and access to residential neighborhoods. (Includes Spencer Court, Bradley Street, and Simmons Street, among others).

A Functional Classification Map of DuPont is shown in Figure U below.

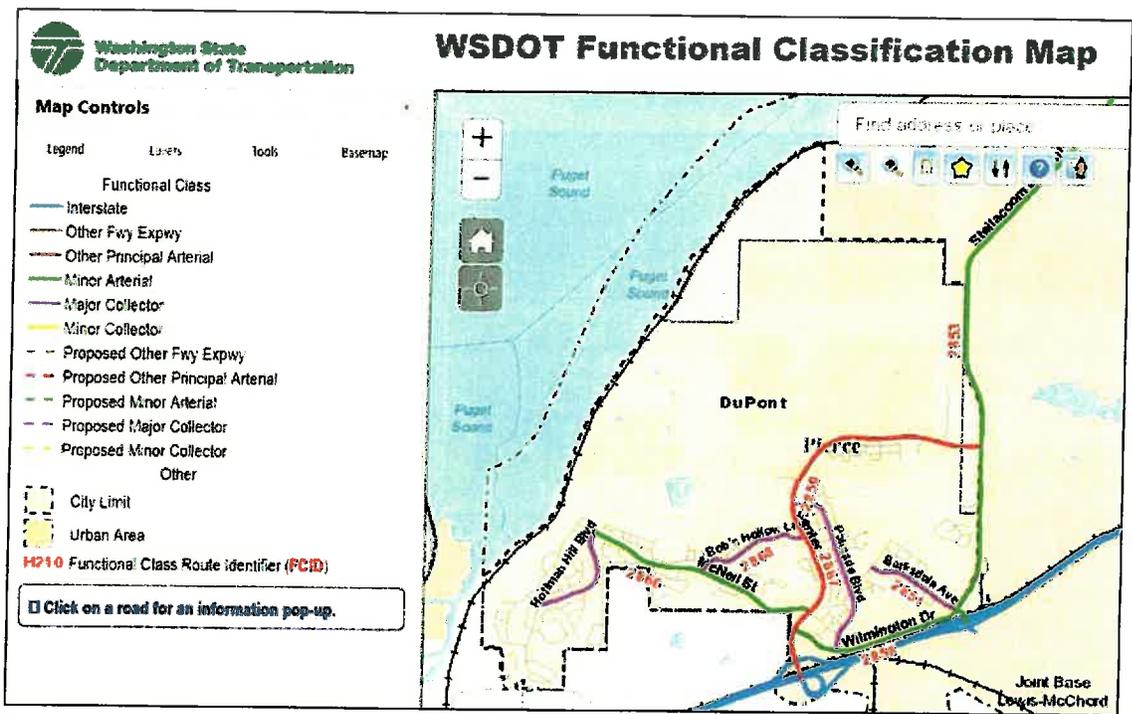


Figure T: Functional Classification Map

Existing Auto Level of Service Standards

The City streets and intersections have a LOS D threshold for peak hour traffic flow. DuPont-Steilacoom Road can drop to LOS E at the intersections with Barksdale Avenue and Center Drive. Administrative variance may be allowed where deemed necessary due to cost, right-of-way, or impact on other modes.

The two busiest arterials are Center Drive (principal arterial) and Wilmington Drive/DuPont-Steilacoom Drive (minor arterials), as they provide access into and out of DuPont. The existing PM peak hour LOS at intersections along City streets is shown in Figure V: Existing Traffic Conditions, based on traffic studies of recent developments within the City. Except at Center Drive & International Place, all intersections operate at LOS D or better. While the unsignalized Center Drive & International Place intersection is currently operating below LOS D, a capital improvement project will add a traffic signal at this intersection to improve operations to LOS B.

The level of service standards for state-owned transportation facilities is established by the Washington State Department of Transportation, in order to assist WSDOT the City of DuPont identifies that the level of service for Interstate 5 is LOS D. The purpose of identifying the I-5 LOS is to monitor performance of the system, evaluate improvement strategies, and facilitate coordination between the City’s 6-year transportation improvement program with the Office of Financial Management’s 10-year investment program. The City will continue coordinating with WSDOT to ensure that the capacity at freeway ramps is not exceeded.

City of DuPont Comprehensive Plan Update Existing Transportation Conditions



Figure U: Existing Transportation Conditions 2014 for PM peak hour traffic

Future Conditions

Future projects include the construction of Loop Road to provide access to the First Park at Northwest Landing private development. Traffic volumes and operations at the time of project build out found that

most intersections will continue to operate at LOS D or better (see Northwest Landing Attachment). Operations at the I-5 ramps and Barksdale Avenue may drop below LOS D; however working with WSDOT to optimize the signal timing may improve operations. In addition, a potential future reconfiguration of the I-5 and Barksdale Avenue interchange (Exit 119) may alleviate some of congestion on I-5 and in the JBLM area.

The 20-year project list includes other key projects that would provide facilities to improve auto mobility.

Conditions for Transit

Sound Transit operates two express bus routes during the peak hours and in the peak direction. Route 592 travels northbound to Seattle in the AM period from Olympia via DuPont, and southbound in the PM period. Route 594 provides a handful of service between DuPont and Seattle via Tacoma. Both routes stop at the DuPont Station, adjacent to I-5 near Wilmington Drive and Palisade Boulevard. There is no local transit service within the City. Table 44 summarizes the available transit service.

Table 44: Existing Transit Service

Route	Service Area	Service Hours
592	Olympia – DuPont – Seattle	Weekdays, peak hour/ peak direction only
594	DuPont – Seattle	Weekdays, 1 trip in the peak hour/ peak direction only

Source: Sound Transit, Fehr & Peers, 2015

The City would like to explore opportunities to add appropriate local transit services as DuPont’s employment and population increases, including non-traditional and non-fixed route services such as shuttles and van-share programs. DuPont is also supportive of potential expansion of Sound Transit Sounder service to the south in the future, and restoring DuPont as an Amtrak stop.

Conditions for Walking & Biking

There is a strong, connected pedestrian network in the City. As a planned development, there are sidewalks along all arterials and most residential local streets. Walking through the community is pleasant with the landscaped buffers that separate sidewalks from traffic. The wide extent of the sidewalk network and the close proximity of the sidewalks to buildings makes walking a feasible mode choice to destinations.

The pedestrian and bicycle network in DuPont is also composed of paved and unpaved multi-use trails, as shown in Figure W. Bicyclists can use these trails, along with the bicycle lanes on Center Drive and Wilmington Drive, to travel through the City.

Future non-motorized projects the City is interested in exploring are providing appropriate connections between trails, making trails ADA accessible for people of all abilities, adding bicycle racks at appropriate destinations, and adding way-finding and milepost markers on trails for faster emergency response to incidents

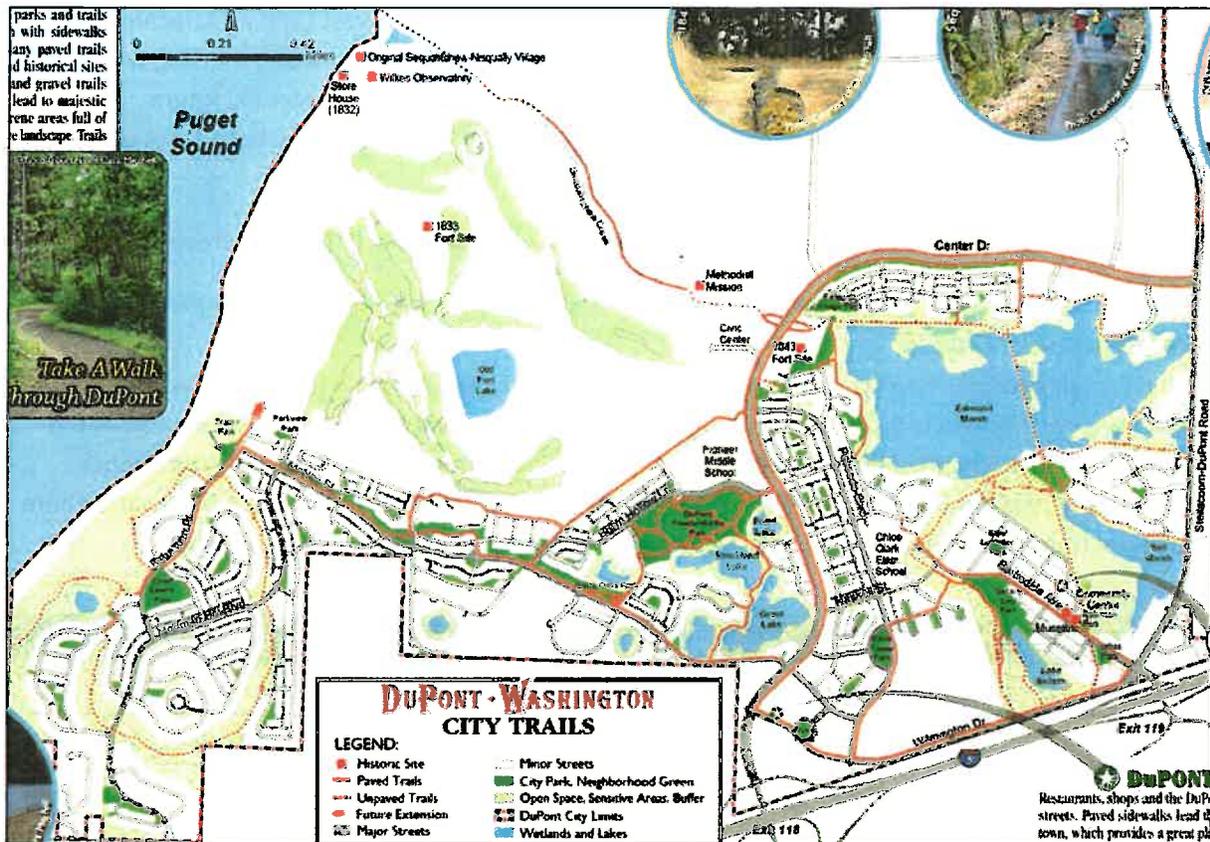


Figure V: City of DuPont Trails (Source: City of DuPont 2009)

Non-motorized and Transit Level of Service Standards

Pedestrian and Bicycle Level of Service

Pedestrian and bicycle facilities are evaluated based on the LOS categories in the table below. The acceptable level of service threshold for pedestrian and bicycle facilities is "yellow," to maintain the existing facilities. This includes maintenance and preventing removal or degradation of the sidewalk, bicycle, and trails network.

LOS	Description
	Improve the network of paved trails that are ADA accessible and have marked wayfinding signage and milepost markers. Install bicycle racks at appropriate destination locations throughout the city.
	Maintain the existing sidewalk and bicycle network, including multi-use trails.
	Remove or degrade existing facilities.

Transportation Project List

The transportation project list found in Table 45 below identifies specific transportation projects for inclusion in the City's transportation improvement program (TIP). Many of the projects identified are too expensive for the City to implement unilaterally, requiring partnerships and outside funding. The list represents the highest priority projects, a compilation from which the City will draw as it updates its Transportation Improvement Plan (TIP) annually.

Table 45: 20-year Transportation Project List

Project Title	Project Description	Road Name	Begin Terminus	End Terminus	Total Estimated Cost	State Funds	Local Funds
Wilmington Drive Overlay	Grind edges and overlay street.	Wilmington Drive	Barksdale Avenue	Palisade Boulevard	365,000	0	365,000
Center Drive/ International Place Traffic Signal	Install mast arm signal pole and left turn lanes.	Center Drive	International Place	International Place	371,400	0	371,400
DuPont Steilacoom Road Intersection Improvements	Install 2 northbound turn lanes and signal modifications	DuPont Steilacoom Road	Center Drive	750 feet south of Center Drive	801,000	0	801,000
Barksdale Avenue Pavement Repair	Install HMA prelevel, asphalt reinforcement grid, and 2" HMA overlay	Barksdale Avenue	DuPont-Steilacoom Road	Haskell Street	295,000	250,734	44,266
Northeast City Access Feasibility Study	Evaluate industrial access on Wharf Road. Evaluate need for traffic signal at Center Drive/ Sequalitchew Drive.				30,000	TBD	30,000
Center Drive Traffic Signal Coordination	Coordinate traffic signals along Center Drive.	Center Drive			25,000	TBD	25,000
Center Drive Pavement Overlay	I-5 to McNeil St	Center Drive	I-5	McNeil St	665,466	565,646	99,820
	McNeil St to Bob's Hollow Ln.	Center Drive	McNeil St	Bob's Hollow Ln	988,691	840,387	148,304
	Bob's Hollow Ln to Powerline Rd	Center Drive	Bob's Hollow Ln	Powerline Rd	1,173,744	997,682	176,062
	Powerline Rd to Hamilton	Center Drive	Powerline Rd	Hamilton Ave	704,246	598,609	105,637
	Hamilton Ave to International Pl	Center Drive	Hamilton Ave	International Pl	418,000	355,300	62,700

Project Title	Project Description	Road Name	Begin Terminus	End Terminus	Total Estimated Cost	State Funds	Local Funds
Hoffman Hill Blvd. Extension Feasibility Study Update	Preliminary Engineering/Feasibility Study to extend Hoffman Hill Blvd. to Mounts Road	Hoffman Hill Blvd.	Terminus	Mounts Road	63,700	0	63,700
Freight Mobility Study (note also implementation item)	Study to evaluate potential modification to the truck route. related to neighborhood compatibility, access, safety, and delay	Citywide	Citywide	Citywide	100,000	TBD	TBD
Bell Hill Pedestrian and Bike Connectivity Study	Evaluate feasibility of a pedestrian / bike connectivity between Bell Hill and other areas of the City.				30,000		30,000
I-5 Exit 119 Reconstruction	Construct new interchange to add capacity	Exit 119	I-5 interchange		TBD	TBD	TBD
DuPont-Steilacoom Road Improvements	Improve roadway to accommodate increased vehicular traffic	DuPont-Steilacoom Road	Wharf Rd	I-5 Exit 119	TBD	TBD	TBD
Southern portion of Loop Road	Design and construct new roadway				3,599,006		3,599,006
Sidewalk Program	Repair/ replace defective sidewalk panels	Citywide			405,000		405,000

Transportation Funding

DuPont currently spends approximately \$360,000 per year on transportation projects such as maintenance and street overlays. It is expected that this amount of funding will continue to be available in the future. Additional funding fluctuate year-to-year for various transportation projects depending on how successful DuPont is in competing for grants.

Transportation Goals and Policies

Goal 1	Continue working with regional partners to develop and implement projects that reduce I-5 congestion, including improvements to DuPont-Steilacoom Road and the Mounts Road connection.
T-1.1	Continue collaborating with regional partners, including Pierce County, PSRC, WSDOT, JBLM, and the Department of Defense to improve and enhance access to JBLM.

T-1.2	Continue to support the street and circulation system that minimizes reliance on I-5 as a means of access from one location in the City to another. Consider alternatives that allows residents in the El Rancho Madrona area to access the City's streets from Mounts Road.
T-1.3	Work with the Washington State Department of Transportation to coordinate access on freeway ramps so Level of Service is not exceeded.
T-1.4	Work with the Washington State Department of Transportation to consider technology that will reduce noise from I-5.
Goal 2	Support measures to restore local transit services, integrating the existing regional bus and rail mass transit services available in DuPont, Lakewood, Tacoma, and Olympia
T-2.1	Explore opportunities for Amtrak to include a future stop in DuPont.
T-2.2	Support Sound Transit efforts to expand Sounder and light rail services to DuPont.
T-2.3	Work with Pierce Transit and Intercity Transit to develop appropriate levels of transit services that will respond to a growing population and increased employment opportunities.
T-2.4	Coordinate the siting of transit facilities (e.g. bus stops and park and ride lots) shall be considered during the development of new residential, commercial and industrial areas where appropriate.
T-2.5	Support and encourage programs to educate citizens and incentivize reducing Single Occupancy Vehicle usage, including the Commute Trip Reduction (CTR) program, in an effort to reduce demand on the City's and the region's roadways.
T-2.6	Promote the use of high occupancy vehicles and other transportation management techniques in order to reduce GHG emissions and to minimize impacts on the region's transportation system.
Goal 3	Maintain the existing transportation system and fill gaps in the non-motorized network (including pedestrian sidewalks, trails, and the bicycle facilities).
T-3.1	Establish a sidewalk maintenance program to monitor long term upkeep, and to maintain safe conditions on existing sidewalks.
T-3.2	Prioritize future pedestrian facility improvements that increase pedestrian safety, link to key destinations, promote multimodal trips, improve conditions for the elderly and persons with disabilities, maintain safe conditions on existing sidewalks, and meet other priorities for pedestrians in DuPont.
T-3.3	Utilize a street grid or modified grid pattern within the villages except where constrained by severe topography (30 - 40 percent slopes). Allow deviations from the grid or modified grid only when, in the opinion of the City, excessive grading would be necessary so that street grades would not exceed 12 to 15 percent, depending on street classification.

T-3.5	Provide a system of streets that reasonably separates commercial traffic from residential traffic.
T-3.6	Add connectivity so that residents and workers have options in how they travel through DuPont. Key examples could include building the Mounts Road connection to provide a southern access to I-5 and focusing on filling gaps in the street network to better connect neighborhoods.
T-3.7	Evaluate the transportation network with the adopted multi-modal level of service (LOS) metrics in the Transportation Chapter.
T-3.8	Investigate funding sources for the maintenance of existing infrastructure.
T-3.9	Require mitigation under GMA and explore funding mechanisms, including local, state and federal grants, impact fees, transportation benefit districts, levies, and other options (including latecomer's agreements) to implement transportation projects and programs.
Goal 4	Monitor the progress of high speed rail services and ensure that impacts on DuPont are mitigated.
T-4.1	Coordinate with regional partners as plans for high speed rail services develop.
T-4.2	Plan for a commuter rail station at the existing DuPont Station facility.
Goal 5	Support the land use strategy and community values by investing in multi-modal transportation facilities.
T-5.1	Establish a road network that serves planned residential, commercial and industrial areas in an efficient manner and that spreads the traffic loads over a variety of appropriately developed roadways.
T-5.2	Construct arterial streets along the edges of the villages to connect the different City neighborhoods and to act as a defining element of the neighborhoods.
T-5.3	Establish a street pattern that provides choices of routes and integrates developing areas with established areas and does not functionally isolate new developments from the rest of the City.
T-5.4	Establish City streets as two lane-roadways, or two lane roads with turn lanes, that will result in reduced speeds for the safety of City residents. Use four lane roadways only where appropriate outside residential areas.
T-5.5	Provide for on-street parking and the use of traffic control devices, such as traffic circles, chicanes, speed humps, pedestrian crossing bulb-outs, and narrowing of intersections, to maintain residential street speeds at safe levels.
T-5.6	Alleys should be used to access residential garages and to keep the number of cuts in the curb, other than for streets and alleys, to a minimum, especially for developments that front on arterial streets.
T-5.7	Plant appropriate street trees that will have minimal impact to sidewalks in the future.

T-5.8	Require the construction of roads within the City to be concurrent with new development.
T-5.9	Use sound and environmentally responsible design principles in road construction.
T-5.10	Promote the design of roadways to minimize impacts upon the hydrologic system, including surface and ground water.
T-5.11	Provide for internal access roads within commercial and industrial areas to achieve convenient access and minimize pedestrian/ vehicular conflicts.
T-5.12	Restrict freight traffic to identified corridors within DuPont, managing that traffic to minimize negative impacts to adjoining residential areas.
T-5.13	Continue to include emergency service providers in review of roadway designs to ensure safe emergency vehicle passage. Design considerations include turn-arounds, travel lane widths, maximum road grades, parking locations, and avoiding dead-end street lengths and cul-de-sacs.
T-5.14	Encourage and promote the use of electric vehicles as they are developed in all automobile, truck, and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles (MSV) may travel DuPont’s street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don’t impede traffic flow. Provide for a broad range of charging opportunities at public and private parking venues throughout the city, including minimum standards for new developments that provide parking facilities.
T-5.15	Guide the development of new streets and maintenance of existing streets to form a well-connected network that provides for safe, direct, and convenient access to the existing roadway network for automobiles, transit vehicles, bicycles, and pedestrians. Transportation investments should reinforce the City’s vision of connecting to downtown DuPont and JBLM.

Implementation Actions

The following actions, ordered by priority and urgency, implement the policies identified above. Each action item contains a direct policy reference, indicating how it relates to economic development policies – or other policies in this plan – as appropriate.

	Implementation Action
TA-1	<p>Perform a freight mobility study that:</p> <ul style="list-style-type: none"> • Considers a variety of route options that would be appropriate for use for commercial trucks into and out of existing and developing commercial, manufacturing, and industrial areas and evaluates potential impacts to existing and proposed residential areas • Analyzes the economic and social costs and benefits for all identified options • Identify spot improvements that would improve safety, and/or reduce delay
TA-2	Study, design and construct an alternative to Steilacoom-DuPont Road for pedestrians, joggers and cyclists.

TA-3	Identify and remedy trail segments that are under lighted or otherwise fail to serve pedestrian and cyclist needs.
TA-4	Conduct a study to establish a baseline for the number of walkers and bikers, in order to adopt a goal of doubling the walkers and bikers in DuPont.

Chapter 25.40 BUSINESS TECH PARK DISTRICT

Sections:

- 25.40.010 Purpose.
- 25.40.020 Permitted uses.
- 25.40.025 Accessory uses.
- 25.40.030 Conditional uses.
- 25.40.040 Prohibited uses.
- 25.40.050 Performance standards.
- 25.40.060 Site plan approval.

25.40.010 Purpose.

The business tech park district is intended to provide location for a range of business park uses, including office, commercial, light manufacturing and research. This district is intended to provide area for those uses that desire to conduct business in an atmosphere of prestige location in which environmental amenities are protected through a high level of development standards. Light manufacturing uses with significant adverse impacts such as excessive noise or emission of significant quantities of dirt, dust, odor, radiation, glare or other pollutants are prohibited. (Ord. 06-816 § 4; Ord. 02-707 § 1)

25.40.020 Permitted uses.

(1) All uses that are permitted in the commercial, office and manufacturing/research park districts, except freestanding warehouse/distribution facilities and those listed in DMC 25.40.040.

(a) This district is intended to permit a range of office, commercial, light manufacturing and research uses that:

- (i) Do not create significant noise, risk of explosion, radioactive release, or air or water pollution;
- (ii) Are designed for a campus-like setting with architectural detailing as required by DMC 25.40.050(5).

(b) In addition to the specified uses permitted in the commercial, office and manufacturing/research park districts, this district permits research, research industry-oriented service providers and other compatible uses including, but not limited to:

- (i) Software engineering;

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- (ii) Electronic components and board systems engineering, development, and application;
- (iii) Biotechnology laboratories;
- (iv) Communications services;
- (v) Personnel services;
- (vi) Child day care center;
- (vii) Wireless communication facility, attached;
- (viii) Utility facility;
- (ix) Similar land uses.

(c) Total supporting retail and service uses in the business tech park is limited to an overall maximum of 60,000 square feet of freestanding floor area, with no more than 10,000 square feet of retail or service floor area concentrated in any single area. (Ord. 12-937 § 5; Ord. 11-919 § 11; Ord. 07-855 § 1; Ord. 06-816 § 4; Ord. 02-707 § 1)

25.40.025 Accessory uses.

(1) This district permits the following uses as an accessory to the permitted uses listed in this chapter: Uses which meet the development standards in the purpose section of this chapter and provide a service to the employees or the public of any permitted use, are contained in the main building of said permitted uses, and, in the case of accessory retail uses, contain no more than 10 percent of the total floor area of said permitted use. The procedures and criteria of Chapter 25.130 DMC shall not apply to the establishment of permitted accessory uses in the BTP district.

(2) Electric vehicle charging stations and battery exchange facilities. (Ord. 11-919 § 12)

25.40.030 Conditional uses.

(1) All conditional uses in the commercial, office and manufacturing/research park districts, except those listed in DMC 25.40.040.

(2) In addition to the conditional uses in the commercial, office and manufacturing/research park districts, the conditional uses in this district include but are not limited to:

- (a) School (limited to technical or adult educational facilities);

- (b) Freestanding wireless communication facility;
- (c) Golf course;
- (d) Similar land use. (Ord. 06-816 § 4)

25.40.040 Prohibited uses.

(1) The following permitted or conditional uses in the commercial district are prohibited in the business tech park district:

- (a) Service stations;
- (b) Residential, even as an accessory use;
- (c) Adult family home;
- (d) Family day care;
- (e) Schools (not including technical or adult educational facilities).

(2) The following permitted or conditional uses in the office district are prohibited in the business tech park district:

- (a) Schools (not including technical or adult educational facilities);
- (b) Non-office public use.

(3) The following permitted or conditional uses in the manufacturing/research park district are prohibited in the business tech park district:

- (a) Mineral extraction;
- (b) Single tenant retail outlet over five acres;
- (c) Amusement park;
- (d) Schools (not including technical or adult educational facilities);
- (e) Senior housing. (Ord. 06-816 § 4)

25.40.050 Performance standards.

All uses in the business tech park district shall be regulated by the following performance standards:

(1) Lot Area. There is no minimum lot area for lots in this district.

(2) Lot Coverage. There is no maximum lot area coverage except as needed to meet setback and landscaping requirements.

(3) Building Setbacks.

(a) Front. No structure shall be closer than 25 feet to any front property line. Any building wall over 40 feet high shall be set back at least an additional one foot for each foot in height over 25 feet;

(b) Side. No structure shall be closer than 25 feet to any side property line. Any building wall over 40 feet high shall be set back at least an additional one foot for each foot in height over 40 feet;

(c) Rear. No structure shall be closer than 25 feet to any rear property line. Any building wall over 40 feet high shall be set back at least an additional one foot for each foot in height over 40 feet.

(4) Building height shall not exceed 65 feet in height. Mechanical equipment and its screening shall not be included in height calculation.

(5) Blank walls greater than 50 feet in length along the front and sides of a building shall be softened either by planting large caliper trees of 10 through 14 feet tall adjacent to the building, by wood trellises on the building, or by similar means. Entrances shall be emphasized with architecturally distinctive elements such as a covered walk, gabled roof, landscaping, or similar means. Earth-berming at the base of the facade is encouraged for large-scale structures. Building designs for multiphase campuses are encouraged to be of similar character. The fronts of adjacent buildings on the same lot shall not be so similar in design that they are determined by the director to be virtually identical in terms of building design. Differing materials, window sizes, trim detail, entry location and treatment, and front wall modulations are examples of methods of creating differentiation between building design.

(6) Parking and loading areas shall be provided as required by Chapter 25.95 DMC. Parking and loading areas shall be located at the rear of buildings or separated from public rights-of-way by a moderate screen (see Chapter 25.90 DMC, Landscaping).

(7) Landscaping. Landscaping shall be provided as required by Chapter 25.90 DMC.

(8) Exterior Mechanical Devices. All HVAC equipment, pumps, heaters and other mechanical devices shall be fully screened from view from all public rights-of-way. Vents, mechanical penthouses, elevator equipment and similar appurtenances that

extend above the roofline must be surrounded by a solid sight-obscuring screen that meets the following criteria:

- (a) The screen must be integrated into the architecture of the building.
- (b) The screen must obscure the view of the appurtenances from adjacent streets and properties.
- (c) Exemptions. The following shall be exempted from the provisions of this section:
 - (i) Rod, wire and dish antennas are exempt from the requirements of this section, if the screening would interfere with the effective operation of the antenna.
 - (ii) A painted appurtenance is exempt from the requirements of this section if the director of community development determines that painting will be as effective in minimizing rooftop clutter as would a solid sight-obscuring screen.

(9) Outdoor storage (supplies, materials, or products not contained in a structure) shall not cover more than two percent of the total site area and shall be screened from streets and adjoining properties by a 100 percent sight-obscuring wall or fence.

(10) Trash Enclosures. Trash enclosures shall be provided as required by Chapter 25.100 DMC.

(11) Signage. Signage shall comply with the requirements of Chapter 25.115 DMC.

(12) Noise levels shall not exceed the maximum allowed in Chapter 9.09 DMC (Sound and Vibration) for Class B (commercial) environmental designations.

(13) Air emissions shall meet applicable regulations of the Puget Sound Air Pollution Control Authority, and no visible, frequent smoke, dust, or gases shall be emitted.

(14) Emission of offensive gases or vapors shall not be permitted to exceed the odor threshold as measured at any point along the lot or lots on which the use or structure is located.

(15) Outdoor lighting shall be designed to minimize light escapement beyond the site.

(16) Hazardous Substance or Waste Storage. No more than 20,000 pounds of hazardous substances or hazardous wastes may be stored on-site, and no hazardous substances or wastes may be stored on-site except that which is delivered for on-site operations or produced on-site. Nothing in this section shall preclude storage of diesel

fuel stored on-site for emergency generators. (Ord. 07-854 § 1; Ord. 06-816 § 4; Ord. 02-707 § 1. Formerly 25.40.030.)

25.40.060 Site plan approval.

Site plan approval is required for all development projects. Development projects on sites of 15 acres or less and expansions of permitted projects involving 15 acres or less of a new development shall be processed with a Type II procedure. Development projects and expansions larger than 15 acres shall be processed with a Type III procedure. Processes for all procedures are set forth in DMC 25.175.010. (Ord. 06-816 § 4; Ord. 02-707 § 1. Formerly 25.40.040.)

EXECUTIVE SUMMARY

The City of DuPont developed its first Parks, Recreation and Open Space Plan to identify and prioritize parks and recreation improvements. Based on strong community involvement, DuPont's Parks, Recreation and Open Space Plan presents a vision for a walkable and accessible recreation system that reflects community priorities, expands recreation opportunities, meets community needs, and incorporates the city's unique cultural history and identity. This second Parks Master Plan for the city is intended to support and carry forward the efforts of the existing plan, while reflecting those parks and facilities that have been completed since its adoption. The plan establishes goals, objectives, recommendations, and actions for the ongoing development, preservation, and maintenance of parks, trails, facilities, and open space; as well as a financing strategy for the implementation of capital and non-capital facilities plan that will benefit the community. This plan serves as a framework to guide the city in updating its comprehensive plans and in developing its parks and recreation services and open spaces now and in the future. Updates will occur as needed.

KEY FINDINGS ON NEEDS AND PRIORITIES

The City of DuPont has recently grown from a small, historic company town into a quickly developing community with large employers, strong connections to Joint Base Lewis-McChord and many new residents. With so many new members of the community, identifying residents' needs was a critical part of this plan. The community participation efforts brought to light important data about DuPont residents and their recreation opinions and preferences.

Demographic Findings

- 51% of households have connections to the military.
- 57% have at least one child in the household.
- 36% of residents have been in DuPont for four years or more.

- Residents believe parks, recreation and open space are important to the quality of life in DuPont: 98% of respondents think that they are at least somewhat important, and nearly 75% indicated the highest level of importance.
- People highly value the walk ability and small town character of DuPont.
- DuPont residents are very active in a wide range of recreation activities, and on average are more active than residents of other communities. Residents would like additional active facilities for sports and exercise throughout the park system.
- People highly value trails and open space, and would like to see better access and connectivity.

Executive Summary

- A theme of all public input was the need for better and more accessible information about parks, trails, and natural resources.
- Overall, residents see the community's natural and historic resources as a major asset, and would like to see these highlighted in the park system.

PLAN FRAMEWORK

The Parks, Recreation and Open Space Plan establishes a vision for providing park land, services, facilities and natural spaces in DuPont. From this vision the community has developed a series of goals and objectives that will guide the immediate projects needed to move toward this vision. All recommendations within the Plan contribute to implementation of the goals and objectives.

Guiding Vision

... a walkable, accessible, park and open space system that supports a wide variety of recreation experiences and opportunities, serves all age groups and abilities, and connects the community.

SUMMARY OF RECOMMENDATIONS

Plan recommendations are summarized in the tables on the following pages, including an indication of the implementation timeline. Short-term projects are those anticipated within the next five to six years, longer term projects are envisioned further in the future, and ongoing projects are those that the City should begin now and continue into the future. The recommendations for developed parks, recreation facilities, and natural areas and trails are organized into separate tables.





	TIMELINE		
	SHORT TERM	LONGER TERM	ONGOING
DEVELOPED PARKS			
Provide a developed park and a playground within ½ mile walking distance of each resident.			X
Provide access to active recreation opportunities within at least ½ mile walking distance of each resident.			X
Further development of the Wilkes Observatory and trail to 1833 Fort Site once Loop road is established		X	
Add a park at the Wilkes Observatory site and one on the north side of Sequatchew Creek to highlight unique cultural sites and improve community connections to Puget Sound.		X	
With the input of neighbors, provide improvements at most neighborhood parks: <ul style="list-style-type: none"> ▪ Tract I Park ▪ PowderWorks Park ▪ Edmond Village Park ▪ Iafrati Park ▪ Robinson Park ▪ Ethel Lumsdon Park 			X
Develop new master plans for four sites: <ul style="list-style-type: none"> ▪ Chief Leschi, Ross Plaza & Clock tower Sellers Park 			X
Implement master plans as funding is available			X
Implement park identification signs and historical/cultural interpretive signs system wide.	X		X

Executive Summary _____

	TIMELINE		
	SHORT TERM	LONGER TERM	ONGOING
RECREATION FACILITIES			
At minimum, provide 1 softball/baseball field per 2,200 residents and 1 soccer field per 3,300 residents.		X	
Consider a sports complex and locate an appropriate site in the north end of the City.		X	
Obtain use of the former DuPont School fields from JBLM in order to rehabilitate the site.		X	
Evaluate the feasibility of artificial turf at DuPont PowderWorks Park and school sites.	X		
Improve existing outdoor basketball courts			X
Remodel or build new community center	X		
Add an off-leash dog area to the park system. Identify an appropriate centralized location.	X		
Provide at least one spraypad at a central location.	X		
Continue support to the community garden site.			X
Consider providing new recreation opportunities along the Puget Sound.	X		
Evaluate an indoor recreation center in 5 to 7 years, once the City has grown and the park system has matured.	X		





	TIMELINE			
	SHORT TERM	LONGER TERM	ONGOING	
NATURAL AREAS AND TRAILS				
Secure formalized agreement for public access to the Puget Sound along the Sequelitchew Creek corridor.	x		x	
Secure a natural area corridor above Puget Sound connecting from Tract I Park to the Sequelitchew Creek corridor and further to the north. Provide Puget Sound viewpoints and trail access through this corridor and switchback trail.		x		
Secure access to Old Fort Lake natural area.	x			
Develop a natural area management strategy so that resources are maintained and preserved.			x	
Increase natural area interpretation throughout the City.			x	
Upgrade existing trails.			x	
Pursue a regional trail linkage to Nisqually Wildlife Preserve and to Steilacoom.		x		
Develop a trail signage plan and implement new signs throughout the system.			x	
Provide formal trailhead facilities throughout the trail system. The highest priority formalized trailheads (including trail map kiosks) should be pursued at DuPont Museum, the Civic Center, and DuPont PowderWorks Park.			x	
Provide viewpoints and overlooks along the trail system, with the highest priority viewpoints along Puget Sound, and overlooks of historic sites another high priority	x			

MANAGING RECREATION SERVICES

This Plan provides guidance to help the City prepare for the changes caused by an increasing population and growing park system, and to meet the challenges of increased service demands. The services recommendations summarized on the next page are aimed at building capacity and improving the delivery of recreation services in DuPont.

Executive Summary

	TIMELINE		
	SHORT TERM	LONGER TERM	ONGOING
MANAGEMENT AND OPERATIONS			
Transition to a Parks Department or Division.	x		
Develop and implement a Neighborhood Park Improvement program that encourages donations from residents and involves neighbors in designing park improvements.	x		
Improve cost and revenue tracking for parks and recreation services.			x
Develop a maintenance management plan that addresses the full range of maintenance responsibilities, including sports fields and asset management/preservation. Support additional skills and training for staff.			x
Support partnerships with other agencies and organizations to increase recreation opportunities in DuPont. Partners include the Nisqually Tribe, Joint Base Lewis-McChord, YMCA, Boys/Girls Club the School District, and neighboring jurisdictions.			x
Coordinate with the Residential Owners Association and local businesses on funding or otherwise supporting parks, facilities, and recreation programs.			x
Explore a Metropolitan Park District.	x		
Implement Rental Fees.			x
Allocate REET funds (averaging \$75,000 annually) for park improvements.	x		
Seek grant funding, including allocating staff time or contracting with a professional.			x
Update the City's Capital Facilities Plan to include parks projects.			x
Allocate adequate budget for park maintenance to preserve DuPont's park assets.			x
Update the PROS Plan every six years.			x



IMPLEMENTATION

All projects recommended in the Parks, Recreation and Open Space Plan assist in meeting Plan goals and objectives. However, not all of these projects can be implemented immediately, given the City's limited funding resources. For this reason, the following criteria were developed to include, prioritize and schedule projects in the City's Capital Facilities Plan:

- *Maintenance efficiency.* These are projects that will reduce maintenance costs and improve efficiency.
- *Availability of alternative funding resources or partnerships.* Projects that have potential for other types of funding, such as grants, donations, or partner contributions, should receive higher priority than projects without other funding opportunities.
- *Availability of other resources.* There is adequate staffing and financial resources to support maintenance and operations of the project.
- *Addresses service deficiencies.* These projects address service deficiencies, such as gaps in active recreation opportunities or needed natural area links.
- *Equitable distribution of neighborhood improvement projects.* Consideration should be given to ensure that neighborhood improvement projects are distributed equitably throughout the city.

These criteria should be used to update the Capital Facilities Plan periodically.