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CITY OF DUPONT

## **Introduction**

The Old Fort Lake Subarea Plan (OFLSP) covers approximately 655 acres and includes future development areas for residential, industrial, and mixed-use development. In addition to establishing a range of uses within mixed use village (MUV) zones, the plan further establishes the goals and policies for future development and tenants.

**Description of Development** Current owners of the property within the OFLSP and envision the area could be a multi-phase project including apartments, single-family homes, commercial, manufacturing and light industrial, assisted living/retirement home, resort, open spaces and trails. They had dubbed the broader development area "Founder's Ridge."

NorthPoint Development is a well-established and respected property developer and builder, experienced with working on a broad range of sites across the nation. NorthPoint is seeking to develop the light industrial portion of Founder's Ridge consisting of 101 acres or approximately 15% of the OFL Subarea. This will include construction of four manufacturing and light industrial buildings, totaling roughly 800,000 square feet. This totally development would be provided through comparatively smaller scale 200,000 SF manufacturing and light industrial format buildings, providing small-scale manufacturing, flexible space, and institutional use opportunities. The buildings are easily divided into various leasable areas for any size tenant as small as 25,000 SF to the entire building; 200,000 SF. The flexibility of the buildings will support numerous types of businesses that will bring living wage jobs to Dupont.

NorthPoint will be purchasing this land from the owner, Albatross. NorthPoint will also work with Albatross in the future to coordinate with development of other uses. This cooperation is particularly valuable as the site has a history of soil contamination and is currently under a consent decree that prohibits residential development. The consent decree was established by Weyerhaeuser, former owner of the land, and Washington State Department of Ecology to limit development of the site to non-residential development. To develop the future phases of Founder's Ridge, the soil contamination will need to be addressed. NorthPoint's industrial development will remediate the soil contamination, enabling future development of the other areas within Founder's Ridge by legally encapsulating the contaminated soil under the NorthPoint buildings and parking lots for all four manufacturing and light industrial buildings. This is comparable to the remediation completed with the construction of The Home Course adjacent to the site. NorthPoint Development is working with Washington State Department of Ecology and Weyerhaeuser to determine the standards necessary to remove the consent decree to allow the future residential development. The development proposed in this project will allow for that future residential development to become feasible.

NorthPoint is primarily a speculative builder of manufacturing, light industrial, and warehouse buildings. NorthPoint pursues tenants for buildings while those buildings are under construction. By the time a building is complete, it will typically have one or more



tenants under lease for a majority if not the entire building. It is typical to have a lease for a tenant signed prior to commencing construction. Consistent with this model, this site is planned for speculative development and currently does not have a user(s) for the buildings. We anticipate a mix of 640,000 square feet of manufacturing uses and 160,000 of light industrial uses consistent with the permitted uses for the MUV zones.

Below is a review of the NorthPoint project's compliance with and furtherance of the goals and policies of the Old Fort Lake Subarea Plan (OFLSP.)

### **Land Use Goals and Policies**

**Goal LU-1: Strategically plan for growth so that as Old Fort Lake Develops, it continues the small town character of the city by protecting and enhancing development patterns.**

**LU 1.1: Encourage development that balances sound economic development while maintaining the small-town character of the city by protecting and enhancing development patterns.**

The NorthPoint project is a necessary and vital step in the development the OFLSP subarea, as it will enable future development (including residential development) as it will clean up the contamination. The costs of this remediation will be included with the first phase. The first phase was designed so that the four buildings fit within the development areas and road alignment indicated in Figure 5 OFLSP and will allow the development of the trail system indicated in Figure 12 OFLSP. The proposed plan complies with LU 1.1

**LU 1.2: Efforts should be taken to ensure development occurs in a way that continues and expands the use of "natural trails" as well as urban pathways.**

The NorthPoint project will include construction of that part of the trail system indicated on Figure 12 OFLSP that is within the boundary of the first phase. Future development will construct the trails within those areas. These trails will connect to the future trail around Old Fort Lake and the trail system in the adjacent Hoffman Hill and Yehle Village Neighborhood and to Center Drive providing the comprehensive trail system indicate in the OFLSP. The proposed plan complies with LU 1.2.

**LU 1.3 Site design should minimize lighting, noise and other urban impacts adjacent to Puget Sound and Sequelitchew Creek.**

NorthPoint proposes to develop in the central portions of the site, Blocks E.1, F.1, and F.2 Figure 6 OFLSP. This area is at least 570 feet away from Sequelitchew Creek and 2,700 feet away from Puget Sound. Lighting will be via Lithonia D-Series luminaire. Its design has zero upright and it is consistent with LEED criteria for eliminating wasteful upright. The lights will also have cut off shields to minimize light trespass and the photometrics plan indicates zero footcandle levels at the property lines.



The buildings are oriented so the loading areas to face away from the Sequelitchew Creek and Puget Sound as much as they can be. The plan preserves as much vegetation as possible, includes screening walls, and new landscaping to minimize noise from the truck courts. Future development closer to Sequelitchew Creek and Puget Sound would separately provide buffer to both noise and light.

Storm water will be collected and treated for both water quality and quantity through Best Management Practices and detention basins located adjacent to the buildings. The proposed development will comply with lighting, noise, and storm water standards in WAC 173.60 and city code, protecting both Puget Sound and Sequelitchew Creek from impacts and therefor complying with LU. 1.3.

**LU 1.4: Development regulations should ensure a balanced mix of businesses that provide support services necessary for current and future demands.**

NorthPoint proposes to construct industrial buildings that will attract manufacturing and light industrial businesses that are permitted uses per the Zoning Code. These facilities will attract corporate businesses to Dupont with jobs that support existing commercial development within the City of DuPont. They should also spur the construction of mixed-use/commercial development within OFLSP and therefor complies with LU 1.4.

**GOAL: LU-3 Provide family wage employment by promoting industrial facilities in the subarea.**

The proposed development would provide 800,000 square feet of manufacturing and light industrial facilities. Based on an economic impact analysis completed by Toyer Strategic Advisors, Inc., this development has the potential to create:

	Modeled
Employment	474
Related Jobs^	347
Direct Output (in millions)	\$ 157
Local GDP (in millions)	\$ 115
Earnings* (in millions)	\$ 32.98

<sup>^</sup>This includes direct, indirect, and induced jobs attributable to the estimated employment created by this project  
<sup>\*</sup>Earnings as defined by the model include wages, salaries, and proprietor's net income, plus employer contributions to health insurance

**LU 3.3: Encourage commercial, small-scale manufacturing, flexible space, and institutional uses in order to create family-wage jobs, provide goods and services attractive to the local population, support entrepreneurship and new business development, and provide opportunities for workforce training.**

The smaller scale 200,000 SF manufacturing and light industrial format buildings will allow for small-scale manufacturing, flexible space, and institutional uses. The buildings are



easily divided into various leasable areas for any size tenant as small as 25,000 SF to the entire building; 200,000 SF. The flexibility of the buildings will support numerous types of businesses that will bring living wage jobs to Dupont. The addition of these facilities to Dupont will attract new opportunities for investments in workforce training in the area. Employers and NorthPoint Development can partner with community colleges and technical schools to provide employee training. The employees will also provide increased demand for local goods and services strengthening existing commercial development and spurring new commercial development. This will contribute to and increase Dupont's economy. The proposed plan complies with LU 3.3.

**GOAL: LU-5: Establish/amend land development standards to implement the vision for Old Fort Lake.**

The proposed manufacturing and light industrial development will be consistent with the permitted uses and established standards for the applicable MUV zones.

**LU 5.4: Apply the City's design regulations and guidelines to future development within the subarea so that buildings are attractive and carry forward the community character that is established in Dupont.**

The buildings will incorporate high-quality architectural design. The design includes details, patterns, colors, and horizontal and vertical articulation that are appropriate for the scale and the use of the buildings. The front and side facades have vertical and horizontal offsets that are accented by score lines, windows, and changes in color. The combination of the vertical and horizontal offsets and accents provide scale, balance, rhythm, and interest to the façade. The design is appropriate for the scale and use of the buildings and will comply with established city design standards for industrial development and complies with LU 5.4.

**LU 5.5: Adopt special buffering standards to protect natural areas and the golf course from impacts from industrial uses.**

Dupont's municipal code includes standards for buffering. The plan includes setbacks and landscaping creating separation and screen of the manufacturing and light industrial buildings from the adjacent natural areas, golf course, and public roads. The preliminary landscaping plan meets the requirements of DuPont Municipal Code chapters 25.41 Mixed Use Village and 25.90 Landscaping and therefore complies with LU 5.5.

**Future Open Space and Recreation Goals and Policies**

**Goal OSR 1: Evolve Old Fort Lake into a centerpiece of the Old Fort Lake subarea and a premier recreational opportunity for DuPont residents.**

**OSR 1.1: Secure public access to the lake and provide an informational trailhead.**

NorthPoint will include construction of that part of the trail system indicated on Figure 12 OLFSP within the boundaries of its project. As the OLFSP is implemented through other



projects, these trails will connect to the existing trail network providing connections to the trails in Hoffman Hill and Yehle Village Neighborhoods and to the public sidewalk on Center Drive. This addition to the public trail system will provide pedestrian access to Old Fort Lake and therefor complies with OSR 1.1.

**OSR 1.2: Integrate a looped trail around the lake that connects with surrounding trails and provides views of the lake.**

The NorthPoint project will construct that part of the trail system indicated on Figure 12 OLFSP that is within this phase. Future development in the OFLSP will construct other portions of the trail system. This network of trails will provide access and views of the lake and therefor complies with OSR 1.2.

**Future Cultural Resources Plan**

**GOAL: CR-1: Protect cultural resources by implementing regulations that ensure cultural resources will not be destroyed, damaged, or disregarded during the development process.**

The NorthPoint development includes a cultural resources report that indicates any cultural resources and how they will be integrated, protected, or relocated and will comply with applicable state, local and tribal requirements and therefor complies with CR-1..

**Future Transportation Goals and Policies:**

**GOAL: T-1: Provide a robust multi-modal transportation network that serves a variety of users.**

The NorthPoint project will construct new streets and will connect to Center and Civic Drive. The new streets will have a public sidewalk and a trail system as indicated on Figure 12 OLFSP. These improvements will support pedestrian, bicycle, passenger vehicle, and truck traffic as anticipated for this type of development and complies with T-1.

**T 1.2: Plan for pedestrian/bicyclist facilities to allow for safe and convenient access to future transit and rideshare services.**

The NorthPoint project will provide road segments and trail connections as indicated on Figure 12 OFLSP within the phase. This will provide for safe and convenient access to future transit and rideshare services and therefor complies with T 1.2.

**T 1.3: Plan for trails and multi-use paths to serve both a recreational and transportation function; provide adequate separation between non-motorized facilities and major thoroughfares.**

The proposed site plans indicate trails per Figure 12 of the OFLSP plan. This includes connections to the existing trail network. This will provide both recreational and transportation opportunities to the site. The trails will be separated from the thoroughfares by a landscape buffer and complies with T 1.3.



**T 3.1: Plan a street pattern that integrates different development blocks and provides multiple travel route options within the subarea; focus subarea traffic to the internal primary roadways.**

The planned street network serving this development will connect to Center and Civic Drive via the creation of a spine road that will provide access to the first phase and future phases of the development and amenities on the west side of Old Fort Lake. This development will also initiate construction of Streets A, B and D as shown in the OFLSP and therefore conforms with T 3.1.

**T 3.3: Provide linkages to existing infrastructure and major roads.**

The NorthPoint project will connect to Center and Civic Drives and include the extension of public and private utilities therefor complying with T 3.3.

**T 3.5: Route freight traffic to Center Drive so not to direct truck traffic through residential neighborhoods that surround the subarea.**

The proposed street layout is consistent with Figure 12 OFLSP with primary access to Center Drive via Street A (connecting across from Palisade Boulevard) and secondary access to Civic Drive. These road connections will keep truck traffic away from residential areas to the south and complies with T 3.5.

**T-3.7: Restrict vehicular access connections to Wren Road from within the subarea; plan for emergency access and non-motorized connections to Wren Road.**

The proposed development will not connect to Wren Road. Emergency access and non-motorized connections to Wren Road will be addressed in a separate application for the development of Blocks F.3 and F.4, Figure 6 OFLSP and complies with T 3.7.

**Capital Facilities and Utilities Goals and Policies**

**Goal: CF-1: Plan for the provision and development of roads, water system, wastewater and storm drainage systems, parks, civic facilities and police and fire protection that are adequate to meet the needs of the Subarea at full development.**

Water and sanitary sewer mains will be extended to serve the first phase of the development and stubbed for future development of the subarea. Storm sewer and drainage facilities will be designed to serve the development and drainage area (watershed) as required to meet city standards and water main extensions will provide for fire protection. The proposed development should not require additional police or fire personnel to serve the area. The new roads and trails will provide access to parks and civic facilities and for the police and therefore complies with CF-1.

**CF 1.1: Require that individual development projects are constructed**



**consistent with the Subarea Plan in terms of infrastructure, open space, and land usage.**

The proposed development is consistent with the subarea plan for infrastructure, open space and land usage. Streets and utilities will be extended as previously indicated; open space is provided within each lot. The proposed uses will be manufacturing and light industrial which is consistent with the business/industry focus area description in the OFLSP and therefor complies with CF 1.1.

**CF 1.3: Require developers to construct roadway access to their properties within the subarea; ensure that all development proposals are designed in a way to accommodate the future roadway and trail networks as illustrated on the Old Fort Lake Master Plan.**

The proposed road alignment is consistent with Figure 15 OLFSP. Proposed roads A and B will be constructed as minor arterials with off-street trails per the Future Transportation Plan section of the OLFSP and therefor complies with CF 1.3

**CF 1.4: Obtain rights-of-way and easements to ensure that future access and utilities can be provided to all development properties within the subarea.**

Right-of-way will be dedicated to the city via a Large Lot Segregation and easements will be dedicated as required for public improvements and utilities complying with CF 1.4.

**U 2.2: Require all new development (excluding remote open space buildings) to connect to a public sanitary sewer system.**

All four of the buildings will connect to public sanitary sewer system and comply with U 2.2.

**U 3.2: Require all new development (excluding remote open space buildings) to connect to a public water system.**

All four of the buildings will connect to the public water system and comply with U 3.2.

**U 4.1: Require that future development comply with the City's adopted stormwater management program.**

NorthPoint's project will comply with the City of Dupont's adopted stormwater management program.

### **Community Character Goals and Policies**

**Goal: CC-1: Develop buildings that are attractive and project a welcoming appearance to pedestrians, customers, and the residents of Dupont.**

The buildings are a high-quality architectural design. The design includes details, patterns, colors, and horizontal and vertical articulation that are appropriate for the scale and the use of the buildings. The front and side facades have vertical and horizontal offsets that are accented by score lines, windows, and changes in color. The combination



of the vertical and horizontal offsets and accents provide scale, balance, rhythm, and interest to the façade. The design is appropriate for the scale and use of the buildings and will comply with established city design standards for industrial development and complies with CC-1.

**CC 1.2: Develop and adopt design regulations and guidelines for light manufacturing and warehouse land uses within the Old Fort lake subarea.**

We have included a design guideline for the proposed buildings.

**CC 1.3: Create and adopt pedestrian access standards so the subarea develops as a walkable district within the City.**

The Future Development Plan section of the OFLSP calls for off-street multi-use trails. The proposed development will feature multi-use trails that connect to the City's existing pedestrian network which will create a walkable district and complies with CC 1.3.

**CC 2: Create attractive streetscapes that accommodate a variety of users including motorists, bicyclists, and pedestrians.**

The development's landscape plan indicates street trees and landscaping adjacent to the public sidewalks and trails that will provide a safe and attractive streetscape for all modes of transportation and complies with CC2.

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

The landscape plans meet the landscaping requirements indicated in the OFLSP and the DuPont Municipal Code.

**The City of Dupont Comprehensive Plan:**

The following is a review of the proposed Founder's Ridge Project's compliance and furtherance of the City's Comprehensive Plan Goals and Policies.

**Land Use Goals and Policies**

**LU 3.3: Provide paved and lighted, pedestrian accessible corridors to link adjacent villages that enhance pedestrian safety and promote connectivity from one village to another. Lighting should be minimized when adjacent to the wetlands in order to preserve the natural character and to protect habitat function.**

The plan indicates the location of off-street trails per the Future Transportation Plan section of the OLFSP. The development will provide connections to the existing trail network east and south east of the development and will allow for future extension of the trail network with subsequent phases of the development. The trail will be located



adjacent to the proposed road and will be illuminated by the lighting for the streets and conforms with LU 3.3.

**LU 4.3: Design standards should address integration of amenities for the pedestrian within the streetscape such as; street trees, landscaping, benches, lighting, trash receptacles, signage, and bicycle parking.**

Per the OFLSP, a 12' wide off-street trail network is proposed for pedestrian and bicycle use. The landscape plan indicates street trees and landscaping. All buildings will have a connection from the sidewalk to the off-street trail system and complies with LU 4.3.

**LU 9.2: Ensure development standards limit standalone warehousing and establish limitations on uses adjacent to main streets in order to ensure the small-town aesthetic of DuPont is maintained.**

The manufacturing and light industrial buildings are located in MUV-5 zoning districts, will be limited to 200,000 SF in size, and will comply with setback and building height requirements. The buildings are setback from the right-of-way and include landscaping to buffer the parking, building, and service areas from the road. The limits on the building area and the setbacks from the right-of-way help maintain the small-town aesthetic of DuPont.

**LU 9.3: Limit uses that front on the access road extending from Center Drive to the residential areas in Sequelitchew Village to those uses permitted in the Business and Technology park area.**

The OFLSP changed the Business and Technology Park to mix-use village zoning. Sequelitchew Village is located north of OFLSP and can be accessed via a number of different ways without traveling through the OFLSP: Civic Drive, Sequelitchew Drive, Powerline Road, and Wharf Road. The development limits manufacturing and light industrial buildings along one of these connections and it is limited to approximately 1,000 linear feet of road.

## **Economic Development Goals**

**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.**

The potential tenants for the proposed manufacturing and light industrial facilities could include small manufacturers, research and development businesses and/or like industries (as permitted by the MUV zoning) and these could be a small local business but could also be a regional or national business. All the tenants will support the existing local businesses, some of which are small businesses. These tenants will likely generate additional commercial development which will provide additional opportunities for small businesses.



## **Natural Environment Goals and Policies**

**NE 2.2: Maintain unique physical features and environmentally sensitive areas within the City as passive open space areas in order to ensure their protection while providing for access and enjoyment.**

The proposed development will be consistent with the OFLSP, which provides for natural areas as buffers around Old Fort Lake and Sequalitchew Creek. Further, this proposed development will construct new trails that will connect to the existing trail and sidewalk system. These will provide the opportunity for residences and employees to experience a natural area that they previously had not been able to easily access, while preserving its habitat indefinitely and thereby conforms with NE2.2.

## **Transportation Goals and Policies**

**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.**

The proposed development will construct portions of Streets A, B and D as shown in the Figure 15 OFLSP. This will result in primary access to Center Drive and a connection to Civic Drive. These roads have been designed to carry traffic from this development and will conform with T 5.1.

**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.**

Streets A and D will be constructed as minor arterials and located per figure 15 OFLSP. These locations are along the edge of the city neighborhoods and act as a defining element of the neighborhoods.

**T 5.11: Provide for internal access roads within commercial and industrial areas to achieve convenient access and minimize pedestrian/ vehicular conflicts.**

Private internal access roads in the manufacturing and light industrial buildings will provide convenient access to each building. Connection to the public roads are in conformance with City of DuPont Public Works Standards. The connections to the public roads are minimized to reduce the potential for 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.**

The construction of Roads A & B as minor arterials conforms with Figure 15 OFLSP. They will provide access to Center Drive, Principal Arterial and to Steilacoom Road Minor Arterial per Figure T 2015 Comprehensive Plan Periodic Update, City of DuPont. This will



minimize negative impacts to the adjacent Hoffman Hill Village and Yehle Park Village by directing traffic away from these residential areas.

#### **Capital Facilities and Utilities Goals and Policies:**

**CF 1.2: Require all development projects, both public and private, to demonstrate there are adequate public facilities and infrastructure to support the project or to demonstrate how such facilities will be provided as part of the project.**

NorthPoint's project will connect to the existing City of DuPont public water and sanitary sewer system and extend them through the development.

**CF 1.9: Require new developments to incorporate appropriate on-site storm-water facilities or Connect to regional facilities in order to prevent pollution, siltation, erosion, flooding and other surface water degradation.**

The development will comply with the City of DuPont storm water requirements. Prior to commencing construction, a storm drainage study, erosion control plans, and construction plans indicating on-site storm-water facilities will be submitted to and approved by the City of DuPont. Complying with the city storm-water requirements should prevent pollution, siltation, erosion, flooding, and other surface water degradation.

**CF 1.17: Require all new development to have sanitary sewer service.**

The NorthPoint development will connect to the public sanitary sewer system.

**CF 1.23: Trails, parks, and open space should be required in residential and commercial planning and should connect to the City's trail system and neighboring local trails. Trail and park locations may be determined during the land use review process.**

The NorthPoint project will provide off-street trails as indicated in the OFLSP. These trails will connect to the existing pedestrian network and will provide connections to existing and future trails as indicated in OFLSP and Comprehensive Plan.

#### **Vision 2050: Puget Sound Regional Council Goals and Policies**

The following analyzes how the NorthPoint project is consistent with and furthers Vision 2050.

**MPP-RGS-8: Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.**



The Puget Sound Regional Council has designated Dupont as a high-capacity transit city. This means population growth and investments in infrastructure and transportation will be concentrated more here than in other neighboring communities. With the residential growth expected to take place in these designated communities (including Dupont), it is important that employment opportunities are also provided to balance the jobs to housing ratio. The proposed NorthPoint project will bring needed jobs to Dupont as it grows in accordance with Vision 2050.

**MPP-En-15: Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.**

NorthPoint's project will provide off-street trails that will connect to the existing trail network and are within walking distance of the adjacent residential areas. The trails will serve a diverse population that includes residents and those working in the industrial facilities.

**MPP-CC-4: Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.**

Portions of the Old Fort Lake Subarea, including the lake, Sequelitchew Creek, and other wooded areas will be preserved and protected.

**MPP-CC-12: Prioritize transportation investments that support achievement of regional greenhouse gas emissions reduction goals, such as by reducing vehicle miles traveled.**

The creation of living-wage jobs capable of supporting families in DuPont will allow residences to work in DuPont instead of having to travel outside of the city for employment. The construction of the off-street trail will provide local employees alternate transportation options. The reduced commute distances and alternative transportation options should reduce greenhouse gas emissions.

**MPP-DP-4: Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.**

The NorthPoint project will construct new roads and off-street trails that will provide connectivity to the existing public roads and trails and will provide access to future public spaces in later phases of the development.

**MPP-DP-13: Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.**

The design of the Old Fort Lake Subarea used the natural boundaries of Old Fort Lake, Sequelitchew Creek, Puget Sound, and The Home Course to create developable areas. These areas will be connected by roads and utility mains that are centrally located.



**MPP-DP-50: Protect industrial zoning and manufacturing/industrial centers from encroachment by incompatible uses and development on adjacent land.**

As designed in the OFLSP, the NorthPoint project will be adequately distanced from current and future residential, commercial, and mixed-use development by complying with the setback regulations.

**MPP-EC-1: Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted towards businesses that provide living-wage jobs.**

To recruit new and retain existing businesses, there must be a supply of available space. Currently the Puget Sound Region does not have an adequate supply of manufacturing facilities for businesses wanting to relocate or expand in the area. NorthPoint's project will create new manufacturing and light industrial space to support manufacturing jobs that are more likely to be living-wage jobs. This will help diversify the region's economy and achieve the goals laid out above.

**MPP-EC-3: Support efforts to retain and expand industry clusters that manufacture goods and provide services for export, increasing capital in the region.**

The NorthPoint project will cluster four manufacturing and light industrial buildings on 101 acres in the Old Fort Lake Subarea, which will create additional opportunities for an industry to expand in DuPont. This project will further expand the light industrial and manufacturing cluster that includes DuPont Corporate Center less than ½ mile away. This will support opportunities to create goods and services that will be exported and increase capital in the region.

**MPP-EC-4: Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.**

To adequately leverage the region's position as a trade hub, the region must have the adequate space for manufacturing to sustain industry demand. The creation of new industrial space in Dupont will support the continued leveraging of trade and defense related industries in the region.

**MPP-EC-7: Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.**

The construction of new manufacturing and light industrial buildings will attract new or retain existing businesses in Dupont. The increase in jobs will support the existing businesses and generate additional development. This will provide opportunity for startup, small businesses, locally owned, and women and minority-owned businesses.



**MPP-EC-9: Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living-wage jobs for the region's residents.**

One of the best ways to promote economic growth and business retention in the region is to have an adequate supply of space for businesses. The proposed manufacturing and light industrial buildings will help the City attract living-wage jobs that it cannot do if it does not have a suitable supply of building space available.

**MPP-EC-13: Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.**

The development of industrial space in smaller communities like DuPont create opportunities for employment closer to residential areas where housing is more affordable, support job opportunities for military spouses, and promote the retention of skilled workers as they retire from military service and wish to stay in the area. NorthPoint's project will serve to increase employment opportunities that improve the local and regional economy.

**MPP-EC-16: Ensure that economic development sustains and respects the region's environment and encourages development of established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.**

Many existing and new businesses in the region promote environmental sustainability, but they lack suitably sized facilities that allow them to be efficiently manage their carbon footprints, utility usage, etc. NorthPoint's project will enable new and existing businesses to find appropriately sized state of the art facilities that will help promote environmental sustainability.

**MPP-EC-18: Develop and provide a range of job opportunities throughout the region to create a much closer balance and match between jobs and housing.**

The NorthPoint project will create job opportunities in Dupont. The businesses that move here will employ people living in the immediate area where housing is generally more affordable than in larger cities in the region. This creates a better balance between jobs and housing and reduces commute time, traffic volumes, pollution, and improves the quality of life.

**MPP-T-16: Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.**



The NorthPoint project will construct new streets and off-street trails as indicated in the OFLSP. This will provide for alternate transportation options, connectivity, and physical activity opportunities.

**MPP-T-17: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections.**

The construction of off-street trails will provide opportunities for bicycle and pedestrian travel.

**MPP-T-23: Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.**

The transportation network identified in the OFLSP includes an emphasis on providing access and connectivity for motorized and non-motorized transportation. The mixed-use nature of the subarea and road and trail investments will improve local conditions that support employment and provide alternate transportation options. The NorthPoint project will comply with the OFLSP and construct new roads and an off-street trail that will provide employees alternate means of transportation. The trails will benefit residents and employees and could help retain and attract businesses to DuPont. This will not only benefit the local economy but also the entire Puget Sound Region.

**MPP-T-25: Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.**

The project is located 2.5 miles from I-5, 22 miles from the Port of Tacoma, 50 miles from Seattle, 130 miles from Portland. This location provides distribution of goods to global, state, regional, and local markets.

**MPP-T-26: Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, efficiency, and mobility, and prepare for continuing growth in freight and goods movement.**

The proposed manufacturing and light industrial facilities will locate businesses close to the existing freight transportation network and encourage industrial employment growth in the region.