

PROJECT MEMO



TO: City of DuPont Planning Commission **DATE:** August 28, 2023
FROM: Barb Kincaid and **PROJECT NO.:** 2220649.30
Lisa Klein, AHBL **PROJECT NAME:** Old Fort Lake Subarea Plan Update
SUBJECT: Transportation and Open Space & Recreation - Proposed DRAFT Goals and Policies

This memo provides the existing Old Fort Lake Subarea Plan (2017) Future Transportation and Open Space & Recreation Goals and Policies together with proposed changes for the plan update. This is a working document intended for analysis and discussion purposes; any of the proposed changes presented are still in draft form and subject to change as they develop through the plan update process. The existing goals and policies are in black text and the proposed draft text additions are underlined in blue and text removal in underlined strikeout. **Red fonts are topic areas that will be brought back to the Planning Commission later when we have more information.**

Future Trails, Open Space & Recreation Goals and Policies

The following goals and policies should guide future development and decision-making and were created to assist in the implementation of the Master Plan.

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

- IOSR 1.1 Secure public access to the lake and provide an informational trailhead, parking, and restroom facility.
- IOSR 1.2 Integrate a looped trail around the lake that connects with surrounding trails and provides views of the lake.
- IOSR 1.3 Enhance natural habitat around the lake.
- IOSR 1.34 Manage Preserve and reestablish the native trees and vegetation around the lakewithin the OFL critical area buffer to ensure a healthy, native ecosystem.

Goal IOSR-2 Create a high quality, attractive, and well-connected integrated multi-modal trail system that capitalizes on view opportunities of the bluff and golf course, connects cultural resource areas, that and is highly accessible to everyone and is connected to the DuPont community.

- IOSR 2.1 Incorporate wayfinding, orientation, indigenous language place names, and educational historic/cultural interpretive signage or kiosks into the interconnected trail network.
- IOSR 2.2 Provide formal trailhead facilities at major trail intersections and entrances. Trailheads should include signage and trail maps, public restrooms, and, where possible, parking spaces.
- IOSR 2.3 Orient and align trails to maximize viewpoints and connections to Puget Sound, Sequalitchew Creek, and historic and cultural sites and ensure accessibility to as many of these areas as possible for all citizens.
- IOSR 2.4 Provide multi-use trails along primary vehicular thoroughfares.

TTOSR 2.5 Use open space and recreation areas to effectively buffer the Home Course and adjacent neighborhoods from new commercial and industrial uses, while ensuring user safety. Require that approximately 50 percent of the Home Course perimeter be comprised of public trails and/or recreation uses. Coordinate with the Home Course to effectively locate facilities.

TTOSR 2.6 Integrate goals and policies of Comprehensive Plan and Parks Master Plan in Old Fort Lake subarea planning process. Update Comprehensive Plan and Parks Master Plan as needed to reflect subarea plan.

TTOSR 2.7 Provide a multi-use trail along the bluff that is accessible to all, provides viewpoints and linkages to parks and open space areas, and is one of the key defining features of the Old Fort Lake subarea.

TTOSR 2.8 Provide a trail connection to new school facilities in the subarea that is safe, accessible and designed for both bicycles and pedestrians.

TTOSR 2.9 Design portions of the trail network to serve as wildfire breaks for adjacent communities and/or supplement emergency access and evacuation routes.

Goal TTOSR-3 Preserve and enhance open space areas for healthy ecosystem and opportunities for public enjoyment.

TTOSR 3.1 Protect open space areas adjacent to view corridors and sensitive critical areas and identify new open space areas.

TTOSR 3.2 Apply open space zoning category and land use designation for areas that should be preserved.

TTOSR 3.3 Plan for active and passive recreational opportunities within open space areas.

TTOSR 3.4 Connect open space corridors and trails to create a comprehensive network.

TTOSR 3.5 Search for opportunities to acquire high-quality critical areas to retain in conservation.

TTOSR 3.6 Partner with other government entities and non-profit organizations to manage natural areas and ensure healthy ecosystem functions that contribute to site and community resilience.

Future Transportation Goals and Policies

The following goals and policies should guide future development and decision-making pertaining to transportation within the subarea. These goals and policies were created to assist in the implementation of the Master Plan.

Goal T-1	Provide a robust multi-modal transportation network that serves as variety of users.
T 1.1	Reduce speeds of automobiles through aesthetically-pleasing traffic calming measures and street design.
T 1.2	Plan for <u>pedestrian/bicyclist facilities to allow for</u> safe and convenient access to future transit and rideshare services <u>for all modes of travel</u> .
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.
T 1.4	Connect and enhance adjacent paths and trails with new facilities within the subarea.
T 1.5	<u>Integrate future transit stops, rideshare services, and package/delivery pickup locations into the site design.</u>
T1.6	<u>Provide electric vehicle infrastructure that is integrated into parking facilities and dispersed throughout the subarea.</u>
Goal T-2	Provide excellent street design that complements desired future land uses, and reflects community values <u>and minimizes City maintenance costs</u>.
T 2.1	Design and adopt street cross sections for primary roadways within the subarea. <u>Ensure key streetscape elements include landscaping design and species, street light design, signage, sidewalk design, bicycle lanes, and other hardscape elements.</u>
T 2.2	Ensure future transportation is consistent with Comprehensive Plan, Capital Improvement Plan, and Public Works Standards, and update these documents as necessary to reflect subarea goals and policies.
T 2.3	Plan a transportation network that reflects the future land use goals.
T 2.4	Construct streets with trees and vegetation; ensure roadways carry forward the streetscape themes found in other parts of the City.
T2.5	<u>Design a distinctive boulevard in higher volume areas to include street calming and landscaping.</u>
T2.6	<u>Provide on-street parking in key activity areas where it does not conflict with adequate travel lanes and emergency vehicle access.</u>
T2.7	<u>Provide roundabouts at intersections and key gateway locations.</u>
Goal T-3	Plan a well-connected and efficient road network.
T 3.1	Plan <u>and design</u> a street pattern that integrates <u>and connects gateways and</u> different development blocks and provides multiple travel route options within the subarea; focus subarea traffic to the internal primary roadways.
T 3.2	Conduct an update Trip Generation Estimate that assumes the desired future land use of the subarea.

- T 3.3 Provide linkages to existing infrastructure and major roads.
- T 3.4 Plan internal street network that provides adequate service while minimizing future maintenance burdens.
- T 3.5 Route freight traffic to Center Drive so not to direct truck traffic through residential neighborhoods that surround the subarea.
- T 3.6 Maintain and enforce the City's concurrency standards for all new development within the subarea; require developers to provide transportation improvements where expected levels of services fall below the adopted standards.
- 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.**
- T 3.8** **Create a maximum block size standards for the mixed-use and residential zones to provide good connectivity.**

LK/

c: Bob Benford and Katy Saunders, Makers

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