

CITY OF DUPONT WASHINGTON

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF DUPONT, PIERCE COUNTY, WASHINGTON,
RELATING TO LAND USE AND ZONING; ADOPTING THE
2026 COMPREHENSIVE PLAN UPDATE; AMENDING THE
OFFICIAL ZONING MAP; PROVIDING FOR
SEVERABILITY; AND ESTABLISHING AN EFFECTIVE
DATE**

WHEREAS, on October 27, 2015, the City adopted its updated Comprehensive Plan, Ordinance No 15-990 ("Comprehensive Plan"), as required by the Growth Management Act, Chapter 36.70A RCW; and

WHEREAS, on November 28, 2017 the City amended its Comprehensive Plan, Ordinance No 17-1029, to include the Old Fort Lake sub-area plan which was subsequently amended on September 22, 2025 (Ordinance No 25-1154); and

WHEREAS, the City now adopts its periodic update of the Comprehensive Plan as required by the Growth Management Act, Chapter 36.70A RCW, and amends the City's Official Zoning Map in accordance with the Comprehensive Update, consistent with DuPont Municipal Code (DMC) Chapters 25.15 and 25.165;; and

WHEREAS, the City of DuPont has established a procedure for amending the Comprehensive Plan in Chapter 25.170 of the DMC, which requires amendments to the Comprehensive Plan to be consistent with applicable State, Federal, and local rules and regulations; and

WHEREAS, these amendments are consistent with the County Wide Planning Policies, the State Growth Management Act, and other applicable regulations and ordinances; and

WHEREAS, the proposed Comprehensive Plan update draft was sent to the Puget Sound Regional Council (PSRC) to review for Certification on December 8, 2025 and the City received comments from PSRC on January 7, 2026; and

WHEREAS, in accordance with Washington Administrative Code Section 365-196-630 on January 23, 2026, a notice of intent to adopt the proposed Comprehensive Plan periodic update and Zoning Map amendments were sent to the State of Washington Department of Commerce and to other State Agencies with

acknowledgement of the Department to allow for 60-day review and comment period; and

WHEREAS, the public process for the proposed periodic update has provided for early and continuous public participation opportunities including Planning Commission workshops and public meetings, open houses, and public presentations from March 11, 2024 through December 8, 2025; and

WHEREAS, on November 17, 2025, the Planning Commission conducted a public hearing on the periodic update to the Comprehensive Plan and Zoning Map Amendments at City Hall, and

WHEREAS, on December 8, 2025, after considering the public comment received and other information presented at the public hearing and public meetings, the Planning Commission voted to recommend to the City Council adoption of the proposed amendments to the Comprehensive Plan and Zoning Map; and

WHEREAS, the Findings, Conclusions, and Recommendation of the Planning Commission is attached hereto as Exhibit I; and

WHEREAS, environmental review of the proposed Comprehensive Plan amendments has been conducted in accordance with the State Environmental Policy Act ("SEPA"), and a SEPA threshold determination of non-significance was issued on November 3, 2025, see Exhibit II; and

WHEREAS, on December 9, 2025, the City Council adopted by Resolution No 25-030 a Capital Facilities Project list which is incorporated into the draft Comprehensive Plan Capital Facilities Element and is herein incorporated by reference; and

WHEREAS, on February 10, 2026 the City Council conducted a public hearing to take public testimony regarding the proposed amendments and review the draft Comprehensive Plan Periodic Update; and

WHEREAS, having considered among other things, public testimony and the recommendation of the Planning Commission, the City Council has determined that adoption of the amendments to the Comprehensive Plan and Official Zoning Map are consistent with and would serve to further implement the planning goals of the adopted Comprehensive Plan and the Growth Management Act, are in the public interest and protect the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF DUPONT, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Incorporation of Recitals. The recitals set forth above are adopted and incorporated as if set forth fully herein.

Section 2. Findings, Conclusions, and Recommendations Adopted. The Findings, Conclusions and Recommendations from the Planning Commission dated December 31, 2025 attached hereto are adopted and incorporated as if set forth fully herein.

Section 3. Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4. Effective Date. This Ordinance shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF
ON THE _____ DAY OF FEBRUARY 2026.

CITY OF DUPONT

Ronald Fredericks, Mayor

ATTEST/AUTHENTICATED:

Karri Muir, City Clerk

Approved as to form:

Gordon P. Karg, City Attorney

Filed with the City Clerk:
Passed by the City Council:
Date of Publication:
Effective Date:

City of DuPont Planning Commission
Findings of Fact, Conclusions, and Recommendations for the
Comprehensive Plan periodic update and Zoning Map Amendment
December 31, 2025

In accordance with the State of Washington laws and DuPont Municipal Code (DMC) 1.04.020, the Planning Commission makes the following Findings of Fact, Conclusions, and Recommendations for the Comprehensive Plan Periodic Update and Zoning Map Amendments and forwards such to the DuPont City Council.

FINDINGS OF FACT

1. DMC 25.170 and .175 provide for updating the Comprehensive Plan and amending the Zoning map as a Type V Legislative action.
2. The Planning Commission shall review Type V actions, hold a public hearing, and transmit written findings and recommendations to the City Council.
3. A public process for the proposed periodic update provided for early and continuous participation including open houses, workshops, presentations, and public meetings between March 11, 2024 and December 8, 2025.
4. The draft Comprehensive Plan amendments were sent to the Puget Sound Regional Council (PSRC) and the Washington State Department of Commerce for review as required by the Growth Management Act (GMA).
5. Environmental review on the proposed amendments was conducted by the City's SEPA official and a Determination of Nonsignificance (DNS) was issued on November 3, 2025.
6. The Planning Commission held a public hearing on November 17, 2025 to hear public testimony. The public hearing notice was posted as required by DMC 25.175.
7. The Planning Commission held a meeting on December 8, 2025 to deliberate on public comments received and other information presented at the public hearing and during public meetings and voted unanimously in favor of transmitting a recommendation to City Council to adopt the proposed amendments attached hereto.

CONCLUSIONS

1. The Comprehensive Plan periodic update proposal and Zoning Map amendments comply with the Growth Management Act consistent with the DuPont Municipal Code (DMC) and are in the public interest to protect the public's general health, safety, and welfare.
2. Proposed amendments to the Comprehensive Plan and Zoning Map will not have probable adverse significant impacts to the environment and the issuance of the SEPA DNS for this non-project action is proper and appropriate.
3. Requirements for updating the Comprehensive Plan and Zoning map pursuant to DMC 25.170 and .175 have been met.

RECOMMENDATION

Based on the forgoing Findings and Conclusions, the DuPont Planning Commission respectfully recommends APPROVAL of the Comprehensive Plan periodic update and Zoning Map amendments attached hereto.



CITY OF DUPONT

DEPARTMENT of Community Development

1700 Civic Drive, DuPont, WA 98327

Telephone: (253) 964-8121

www.dupontwa.gov

COMPREHENSIVE PLAN UPDATE

STAFF REPORT & RECOMMENDATION TO THE PLANNING COMMISSION

Project: Comprehensive Plan Update

Date of Report: November 10, 2025

From: Patrick Kelly, AICP
AHBL, Inc., Planning Consultant to the City

Via: Barb Kincaid
City of DuPont, Public Services Director

Public Hearing: November 10, 2025, at 6:00 pm
DuPont City Hall / Council Chambers
1700 Civic Drive
Dupont, WA 98327

PROJECT DESCRIPTION: The proposal is to amend the DuPont Comprehensive Plan consistent with the amendment process as defined in DuPont Municipal Code (DMC) Chapter 25.170 DMC and as required by the Growth Management Act (GMA) and RCW 36.70A.130(4) and (5). The Comprehensive Plan was last amended December 7, 2021.

The Comprehensive Plan update includes the following elements: Introduction; Background and Context; Land Use; Economic Development; Natural Environment; Historic and Cultural Resources; Parks and Recreation; Housing; Transportation; and Capital Facilities and Utilities. Each element contains goals and policies, and typically provides a discussion of the background information, purpose, and intent of the policies.

LOCATION: The Comprehensive Plan address all land within the City boundaries.

APPLICANT/CITY CONTACT: Barb Kincaid
Director of Public Services
City of DuPont
1700 Civic Drive
DuPont, WA 98327
Phone: (253) 912-5393
bkincaid@dupontwa.gov

A. FINDINGS OF FACT:

1. History/Background

The Growth Management Act (GMA) sets requirements for fast-growing cities and counties to develop Comprehensive Plans, primarily codified under Chapter RCW 36.70A RCW. Pierce County is one of 18 counties required to "fully plan" under the GMA, and the requirements also includes all of the cities and towns within the County. All localities which "fully plan" must make periodic updates which are now on a 10-year cycle, meaning the next periodic update will be due in 2034.

The legislature made significant changes to the GMA since the last time DuPont conducted a Comprehensive Plan periodic update. Many of the changes then trickled down and modified requirements set forth by the Puget Sound Regional Council (PSRC, which encompasses King, Snohomish, Pierce, and Kitsap counties). The Housing and Land use Elements are the subject of the most significant changes. *DuPont is not yet required to adopt a Climate Element, and this is not included in the scope of this update.*

Some of the major legislative changes which impact the Comprehensive Plan and/or the City's development regulations include:

- HB 1220 (2021) requires jurisdictions to update their development regulations to support STEP housing (emergency shelters, transitional housing, emergency housing, and permanent supportive housing).
- HB 1110 (2023) requires that middle housing types be allowed in certain cities and limits design review processes that only target multifamily housing; HB 2321 (2024) was a "fix-it" for the original middle housing bill, giving more flexibility to smaller cities like DuPont.
- HB 1293 (2023) requires cities to have clear, objective, and understandable design review procedures and standards governing the exterior design of all new developments.
- SB 5290 (2023) relates to new permitting timeline requirements.

While these bills were taken into consideration during the Comprehensive Plan Update, in order to be properly implemented, many will require amendments to the City's development regulations. Draft development regulations are forthcoming and will require a Planning Commission public hearing, undergo separate environmental review, and be sent to the Department of Commerce for a 60-day review and comment period.

Gap Analysis:

The gap analysis identified changes required to the Comprehensive Plan since the last update. Comprehensive Plan policies required modification, removal, or inclusion. Updates to population and housing data and projections were required. Adequate lands to accommodate housing growth targets per income level by Pierce County required identification and verification. Potential racially disparate impacts required analysis. Updates to the capital facilities plan were required. The overall clarity and usability of the document required improvement, through incorporation of additional tables, charts, and graphs. The Department of Commerce and Puget Sound Regional Council (PSRC) checklists were completed to ensure consistency with updates to the GMA.

2. Procedural Requirements

The process to date has included the following events and meetings. City initiated its kickoff in January 2025. The elements of the kickoff included a briefing to the City Council and discussion and development of a public participation plan. Boards were placed in the public library to solicit input from residents. An open house was held on November 4, 2025, to brief the community on the upcoming scheduled public hearing with the Planning Commission. Regular public meetings have been held with the Planning Commission as follows, including the items discussed:

- March 11, 2024 – Introduction to the Periodic Update
- April 8, 2024 – Public Participation Plan, focus of chapter updates, work plan
- May 13, 2024 – Existing plan overview, future land use map, Gap Analysis, Guiding Concepts
- June 10, 2024 – Guiding Concepts
- July 8, 2024 – Guiding Concepts
- August 12, 2024 – Guiding Concepts, Introduction Chapter, Demographics, Land Capacity, Background and Context Chapter
- February 10, 2025 – Public Participation Plan, Gap Analysis, Review Introduction and Background and Context Chapters, discuss schedule
- March 10, 2025 – Finalize Public Participation Plan, receive input on Introduction and Background and Context Chapters, and Natural Environment Chapters
- April 14, 2025 – Review Historic and Cultural Resources Chapter, preliminary discussion on Economic Development Chapter and Capital Facilities Chapter
- April 28, 2025 – Additional discussion on Economic Development Chapter and Capital Facilities Chapter
- May 12, 2025 – Discussion of Transportation Chapter
- June 2, 2025 – Discuss Historic and Cultural Resources Chapter, and Transportation Chapter
- June 9, 2025 – Recap Historic and Cultural Resources, and Economic Development Chapters
- June 30, 2025 – Wrap up for Transportation and Economic Development Chapters
- July 14, 2025 – Review Economic Development, Historic and Cultural Resources, and Parks and Recreation Chapters
- August 11, 2025 – Review Parks and Recreation and Historic and Cultural Resources Chapters
- August 25, 2025 – Review Housing Chapter
- September 8, 2025 – Review Housing Chapter revisions, discuss Land Use Chapter
- September 22, 2025 – Discuss Land Use goals and policies, future land use map and zoning map
- October 13, 2025 – Discuss Land Use, Parks and Recreation Chapters
- October 27, 2025 – Discuss Capital Facilities Chapter

- (a) SEPA
 - i. A SEPA checklist was prepared on August 25, 2025
 - ii. A Determination of Nonsignificance was issued on October 31, 2025
 - (b) In order to adopt the Comprehensive Plan, the following next steps are required:
 - i. Planning Commission holds public hearing to take testimony on the Comprehensive Plan Amendments. Public hearing duly noticed for November 10, 2025.
 - ii. Washington State Department of Commerce completes their required 60-day review
 - iii. Planning Commission issues a Recommendation to City Council. Tentatively scheduled for November 17, 2025
 - iv. City Council reviews Planning Commission recommendation and conducts first reading of the amendment ordinance on December 9, 2025
 - v. City Council conducts second reading of ordinance on December 16, 2025, and adoption of the Comprehensive Plan amendments
 - vi. Puget Sound Regional Council (PSRC) certifies Comprehensive Plan
-

B. DRAFT COMPREHENSIVE PLAN UPDATE

The proposed Comprehensive Plan Update is summarized as follows:

The **Introduction** provides a brief history of DuPont, identifies the plan's primary areas of focus, and outlines the Comprehensive Plan's vision statement. The Introduction also provides an explanation of the process and purpose of the Comprehensive Plan as well as its relation to other state and local processes. It also summarizes the other Plan Elements.

The **Background and Context Element** provides a comprehensive historical background and explains how the area's land use has been influenced by the area's geography and economic development. This element provides a community profile including demographic information, outlines the City's existing land use designations, provides historical context for housing and employment in DuPont, and introduces the City's housing and employment growth targets from the PSRC.

The **Land Use Element** provides an overview of the City's employment and housing projections based on Census data and growth targets assigned to the City by Pierce County. It also identifies the City's future land use designations as shown on the Future Land Use Map (FLUM) and provides an overview of each Village within Dupont and types of land uses within these areas. It includes a discussion about capacity of different permanent and emergency housing and provides various land use goals. The goals and policies focus on the general patterns of land use in the City.

Cities subject to the Growth Management Act, including DuPont, are required to identify capacity of land suitable for development that will accommodate housing and employment growth allocated to them. For DuPont, these allocations are adopted by Pierce County through their countywide planning policies (County Ordinance 2022-46s and 2023-22s). The growth allocated to DuPont though 2044 is shown in Table 1, below:

Table 1: Housing and Employment Growth

| | 2020 | 2020-2044 Growth Targets | 2044 Total |
|---------------|-------------|---------------------------------|-------------------|
| Population | 10,151 | 5,184 | 15,335 |
| Employment | 5,309 | 1,177 | 6,486 |
| Housing Units | 3,791 | 2,096 | 5,887 |

The Growth Management Act was amended by HB 1220 in 2023 to require not only that cities provide adequate land for assigned growth targets, but that land area specifically be identified for moderate, low, very low, and extremely-low income households. Housing units for these income levels were allocated to DuPont, as shown in Table 2, below.

A Land Use Capacity Analysis (LCA) was prepared as an appendix to the Land Use Element. As shown in the table, The LCA identified adequate capacity for all income levels, to be accommodated within the recently adopted Old Fort Lake Subarea Plan, the city's mixed-use and multifamily-zoned areas, Patriot's Landing, and the Former State Farm Campus.

Table 2: Housing Capacity

| | PSH* | Non PSH | Extremely Low | Very Low | Low | Moderate | |
|------------|-------------|----------------|----------------------|-----------------|------------|-----------------|-------|
| | 0-30%** | 0-30% | >30-50% | >50-80% | >80-100% | >100%-120% | >120% |
| Allocation | 271 | 366 | 389 | 307 | 132 | 120 | 511 |
| Capacity | 1,333 | | | | 1,975 | | 870 |
| Surplus | +1,757 | | | | +1,723 | | +359 |

*Percent Area Median Income (AMI)

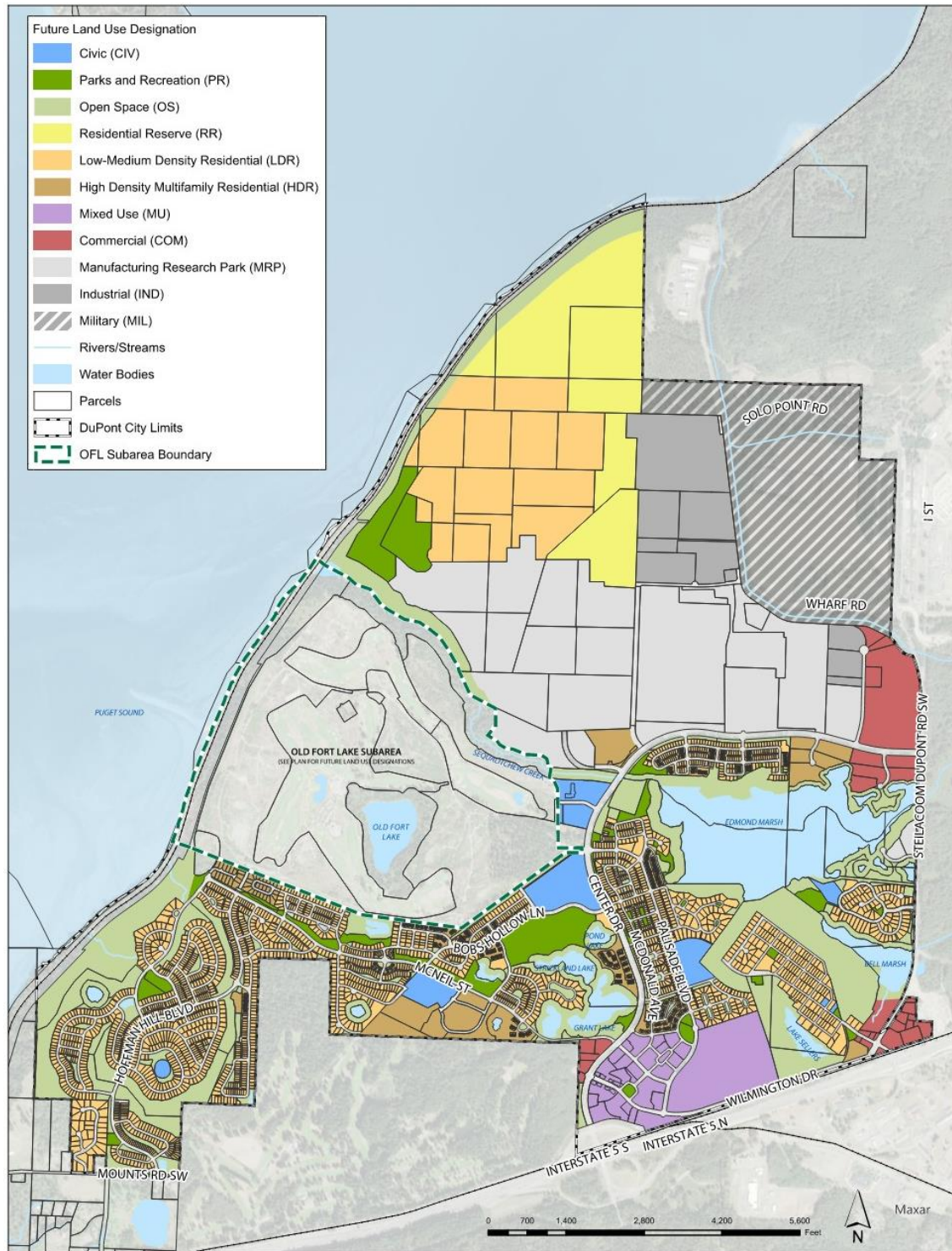
** Permanent Supportive Housing

The LCA also identified adequate lands for projected employment, within the existing commercial and industrial-designated lands. With a job growth target of 1,177 through 2044, a surplus of jobs capacity of 771 was identified in the LCA.

Updates to goals and policies were required to comply with new standards from the Department of Commerce and the PSRC. These policies address several topics, such as providing for equity in the planning process, climate change adaptation and resiliency, and public health.

The future land use designations are depicted in Figure 1, below and include Civic (CIV), Parks and Recreation (PR), Open Space (OS), Residential Reserve (RR), Low-Medium Density Residential (LDR), High Density Residential (HDR), Mixed Use (MU), Commercial (COM), Manufacturing Research Park (MRP), Industrial (IND) and Military (MIL). Access and circulation is depicted. The zoning map is also being updated to be consistent with the FLUM.

Figure 1



Summary of Amendments to the FLUM

Three residential designations (Residential 3, 4 and 5) were consolidated into a single Low-Medium Density Residential designation. The Mixed Use 1 and 2 designations were consolidated into a single

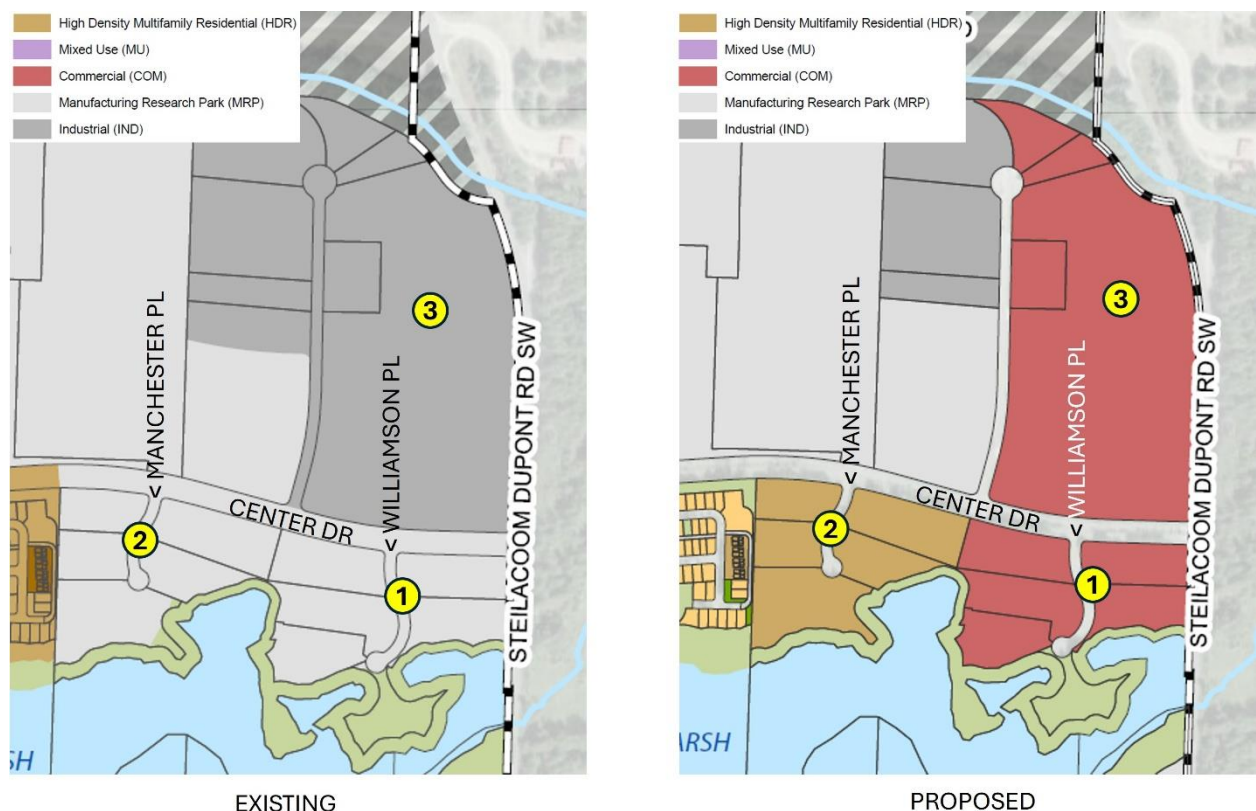
Mixed-Use designation. A Civic designation was created for community facilities and infrastructure, and all designations were removed from public roads.

The sets of figures below highlight specific areas of the plan that include changes to land use designation. Figure 2 focus in on parcels adjacent to Center Drive and DuPont Steilacoom Road. The areas of change on the “Existing” and “Proposed” maps are indicated by yellow dots.

The parcels accessed by Williamson Road and bounded to the north by Center Drive (1) would be redesignated from Manufacturing Research Park (MRP) to Commercial (COM). Additionally, the parcels bounded by Center Drive to the south and DuPont Steilacoom Road to the east (3) would be redesignated from Industrial to Commercial. These changes are made to be consistent with the current Commercial zoning designation, as the FLUM was not updated to correspond with this zoning.

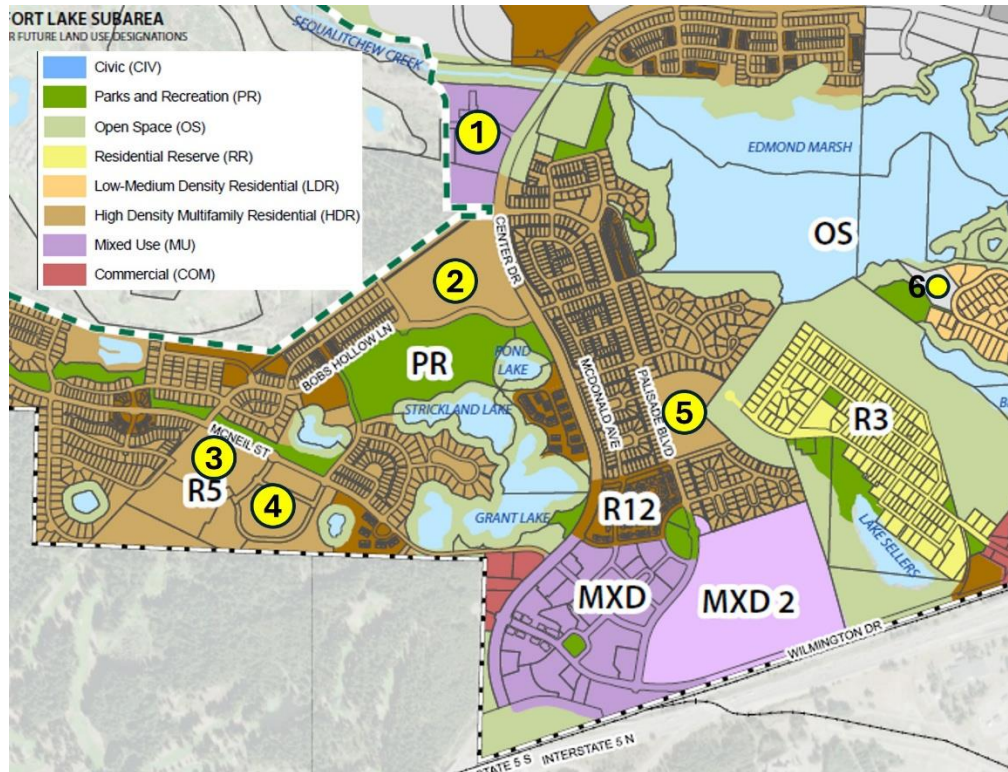
The parcels accessed by Manchester Place and bounded to the north by Center Drive (2) were redesignated from Manufacturing Research Park to High Density Residential. The reason for this change is the allowed uses in the MRP designation are not suitable for these parcels, due to critical area constraints, existence of several significant trees, existing parcel sizes, and adjacency to residentially designated parcels to the west. A multifamily development could be designed more flexibly than an industrial use to make the most efficient use of the property and better preserve the natural features.

Figure 2

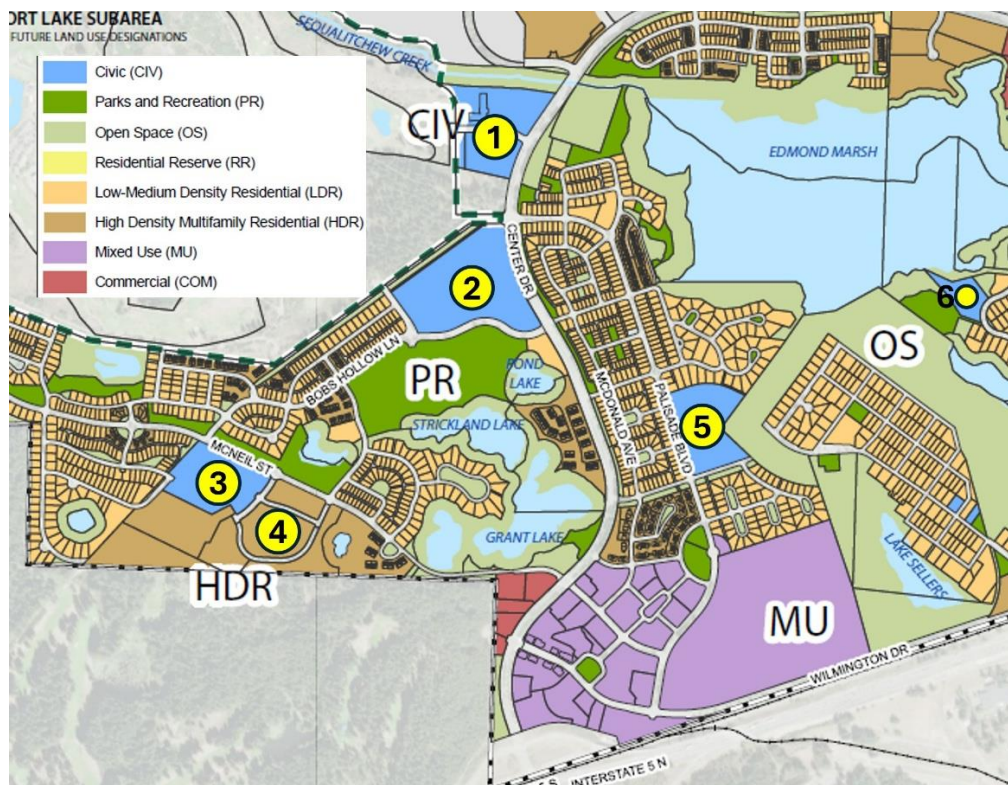


The figure on the next page (Figure 3) focus on a broader area of the City and show various designation changes on “Existing” and “Proposed” maps, summarized in the captions to the right of the bottom part of the figure.

Figure 3



EXISTING



PROPOSED

1. Change to Civic, due to the existing City Hall, Fire Department and Police Department facilities
2. Change to Civic, due to planned civic facility on this parcel (community center)
3. Change to Civic as this is a planned school site within the Patriots Landing Master Plan
4. Change to High Density Residential per Patriots Landing Master Plan
5. Change to Civic due to existing public school
6. Change to Civic due to existing City water tower site

Figure 4

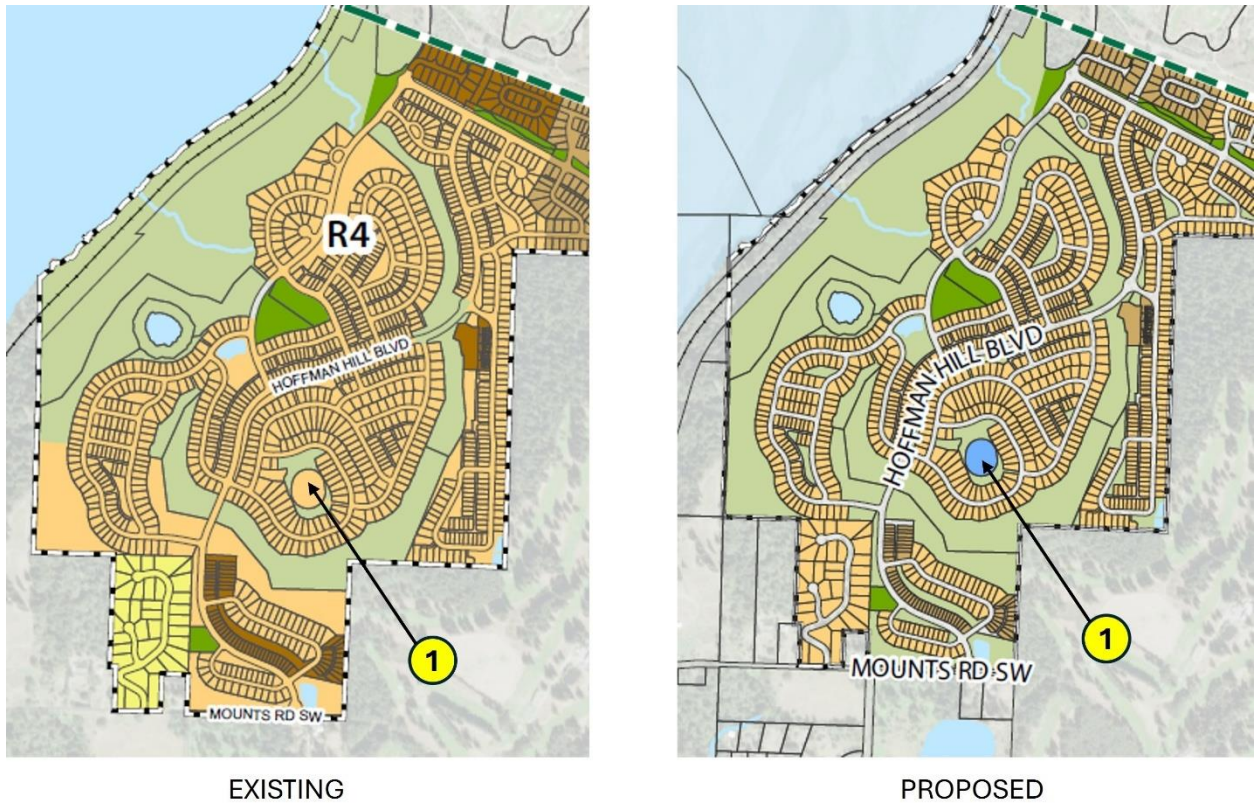


Figure 4 above shows a change to the Hoffman Hill water tower site (1) from Low Density Residential (left) to Civic (right), due to the water tower site being owned by the City for a civic purpose.

The overall Land Use policy direction has been to clarify the intent and add specificity to the policy wording and add and update policies addressing planning for growth; promoting public health, safety and welfare; ensuring development enhances the City's neighborhood environment and Historic Village; providing a street system that provides for all modes of transportation; promoting community equity and culture; and enhancing the environment.

The **Economic Development Element** includes goals and policies intended to support appropriate and advantageous economic growth and stability in DuPont. This element includes discussion of various strategies for economic development, such as the development of mixed-use projects and the expansion and retention of local businesses. New and updated policies in this element are intended to achieve a balance between equity, economic development, and environmental health; attract a diverse spectrum of commercial and industrial development projects; strengthening and integrating regional transportation infrastructure improvements; and encouraging a variety of marketing and tourism efforts that build on the City's assets.

The **Natural Environment Element** provides an inventory of Critical Areas within the City. DuPont consists of natural resources including Puget Sound shoreline, geology and soils, hillsides, urban forests, streams and wetlands, etc. These natural features support important regional species such as salmon. This element contains discussion and policies relating to conservation of natural resources, energy, and fish and wildlife habitat areas; water; critical areas such as wetlands, and groundwater protection areas; and clean air. It also briefly discusses the impacts of climate change, provides an

overview of hazard mitigation planning, and outlines new state regulatory requirements for the Comprehensive Plan climate element. Policies also focus on increasing protections and enhancements for the city's tree canopy.

The **Historic and Cultural Resources Element** includes a brief history of the City and outlines the city's guiding concepts for cultural resources. It also provides goals and policies to ensure that cultural and historic resources are protected, preserved, and promoted as the City develops. Several new policies are added that seek to capitalize on DuPont's historic and cultural resources through enhanced and local education and tourism opportunities; and establishing a process for identifying and designating cultural resources and sites.

The **Parks and Recreation Element** references the Parks, Recreation, and Open Space, and Trails Plan, and includes related goals and policies. The PROST Plan includes an inventory of existing parks, trails, and open space facilities; outlines projected need to adequately provide for the growing population – including park level of service standards. The City's PROS plan discusses and provides goals and policies to guide the development of park and recreation programming over the twenty-year planning horizon.

The **Housing Element** 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. It includes information on household characteristics such as median age, average household size, and median income; the City's housing inventory, age, and value, and the percentages of renter- and owner-occupied units. Housing cost burden is also discussed, which addresses housing cost as a percentage of household income.

The Housing Element is updated to include a discussion of the City's share of the regional housing targets with an analysis of existing and projected housing needs according to specific incomes levels. It reference the LCA discussed earlier in this report. The requirement for development regulations to allow STEP (emergency shelters, transitional housing, emergency housing, and permanent supportive housing) is also discussed, pursuant to HB 1220. This element has also been updated to include the most recent data and meet newly adopted requirements for goals and policies.

Also pursuant to HB 1220, an appendix has been prepared analyzing the potential Racially Disparate Impacts (RDIs), as well as the risks of exclusion and displacement of households. Cities are now required to adopt measures aimed at addressing and reversing these harmful effects. The analysis concludes that there is insufficient data to draw conclusions on RDIs, displacement risks, or exclusions within the City of DuPont; however, data is presented which provides basic information on overall household cost burden within the City; the City's racial composition, and the number of households by race experiencing various levels of household cost burden.

Finally, several policies addressing recent changes to the GMA are included, such as those encouraging the production of "middle housing" (duplexes, triplexes, quads, stacked flats, cottage housing); production of housing adjacent to transit centers and employment; production of housing for various income bands; housing inclusivity; production of ADUs; and promoting development regulations that are non-exclusionary, and which avoid racially disparate impacts or disinvestment.

The **Transportation Element** sets a framework for the City of DuPont in understanding, prioritizing, measuring, and constructing a multimodal transportation network that supports communitywide mobility goals. Each element of the Comprehensive Plan, including Land Use, Housing, and Transportation, forms the policy basis for the Capital Facilities Plan. The Transportation Element's goals, policies, and implementation actions provide a roadmap for how DuPont will address future development and direct spending for capital facilities improvements associated with transportation.

The Transportation Element includes new and updated policies addressing regional collaboration on implementing projects that improve DuPont-Steilacoom Road and Mounts Road connections to I-5; fill gaps in sidewalks, trails, transit connectivity and bicycle facilities; and providing investments in efficient and complementary transportation networks.

The **Capital Facilities and Utilities Element** consists of an inventory of current capital facilities owned by public entities and private/public utilities, shows locations of existing facilities, and provides goals and policies for ensuring that facilities adequately support growth and maintain an appropriate Level of Service. This element also includes a six-year plan to finance capital facilities within the projected funding capacities and clearly identifies sources of public funds for such purposes. The element strengthens fiscal sustainability through capital facilities project planning. This element has been updated based on recent data and any new applicable requirements.

C. SUMMARY OF SEPA PROCESS

City Council approval of amendments to the Comprehensive Plan are subject to a State Environmental Policy Act (SEPA) review process. The City has opted to process a Determination of Nonsignificance (DNS) as a non-project action. A non-project action means that no specific development project is proposed; however, a non-project action includes proposed ordinances, regulations, plans and programs, including a Comprehensive Plan amendment.

The DNS process included preparation of a SEPA environmental checklist, which included a summary of the Comprehensive Plan, a statement of objectives, and a discussion of the purpose and need for the update.

D. DECISIONAL CRITERIA FOR PLAN AMENDMENT PROPOSALS

DMC 25.170.100 provides the framework for the City to amend its Comprehensive Plan for assessing periodic updates to the Comprehensive Plan. The City shall monitor the Comprehensive Plan and regulatory procedures that implement the plan and may initiate amendments as needed for adoption. This assessment shall be based on, but is not limited to:

- a. Whether growth and development are occurring at a faster rate than envisioned in the plan; or

Analysis: Growth and development are not occurring at a faster pace than envisioned in the plan; however, population and housing growth targets assigned by Pierce County are higher than envisioned in the plan and must be accommodated in this amendment.

- b. Whether the capacity to provide adequate services is diminished or increased; or

Analysis: In meeting the assigned growth targets in housing and population, the amendment provides policies to assure that with future growth, plan provides adequate level of service standards to support anticipated growth in demand.

- c. The availability of land to meet demand; or

Analysis: The Pierce County Buildable Lands Report (BLR) identified a capacity for 1,150 new residential units in the City. This is less than the housing growth target of 2,096 assigned to the City through the Pierce County countywide planning policies. The Old Fort Lake Subarea Plan was amended after completion of the BLR and added additional housing capacity of 2,208 units. Moreover, increased capacity was achieved through changing the land use designations of the industrial parcels discussed previously. Along with additional capacity identified within existing mixed use and commercial areas of the City, a total capacity for 5,936 housing units was identified, exceeding the target housing growth of 2,096 units. Therefore, adequate land is available to meet growth targets.

- d. Assumptions upon which the plan is based are found to be invalid; or

Not applicable

- e. The effect of the plan on land values and housing is contrary to the plan goals; or

Not applicable

- f. A determination that sufficient change or lack of change in circumstances dictate the need for a recommended amendment; or

Analysis: Periodic updates to the Comprehensive Plan are required by the Growth Management Act, on a ten-year cycle. DuPont is at the end of its current 10-year cycle, which is a change in circumstance dictating the need for the amendment.

- g. A determination that a question of consistency exists between the Comprehensive Plan and Chapter 36.70A RCW, the County-Wide Planning Policies for Pierce County, and Vision 2050: Growth Management and Transportation Strategy for the Central Puget Sound Region.

Analysis: It is incumbent on the City to review and make amendments to ensure consistency the GMA, the County-Wide Planning Policies, and Vision 2050. Several changes have been made to these plans, particularly with regard to the provision of housing, that necessitate changes to the Comprehensive Plan. Specific examples include a new requirement for the periodic update, established by HB1220, that specific housing development capacity be identified for moderate, low, very low, and extremely low-income households. A requirement for middle to provide capacity for middle-density housing; focusing growth adjacent to high-capacity transit stations; and identifying and undoing local policies and regulations that result in racially disparate impacts are other examples, all required by Vision 2050's multicounty planning policies.

E. CONCLUSION

Based on the need for the Comprehensive Plan to accommodate growth targets assigned by Pierce County, the provision of policies to assure adequate levels of service to support anticipated growth; the identified capacity to meet the growth targets; and the need to update the Comprehensive Plan to meet GMA requirements, amendments to the Comprehensive Plan are warranted, and the proposal complies with the decisional criteria in DMC 25.170.100.

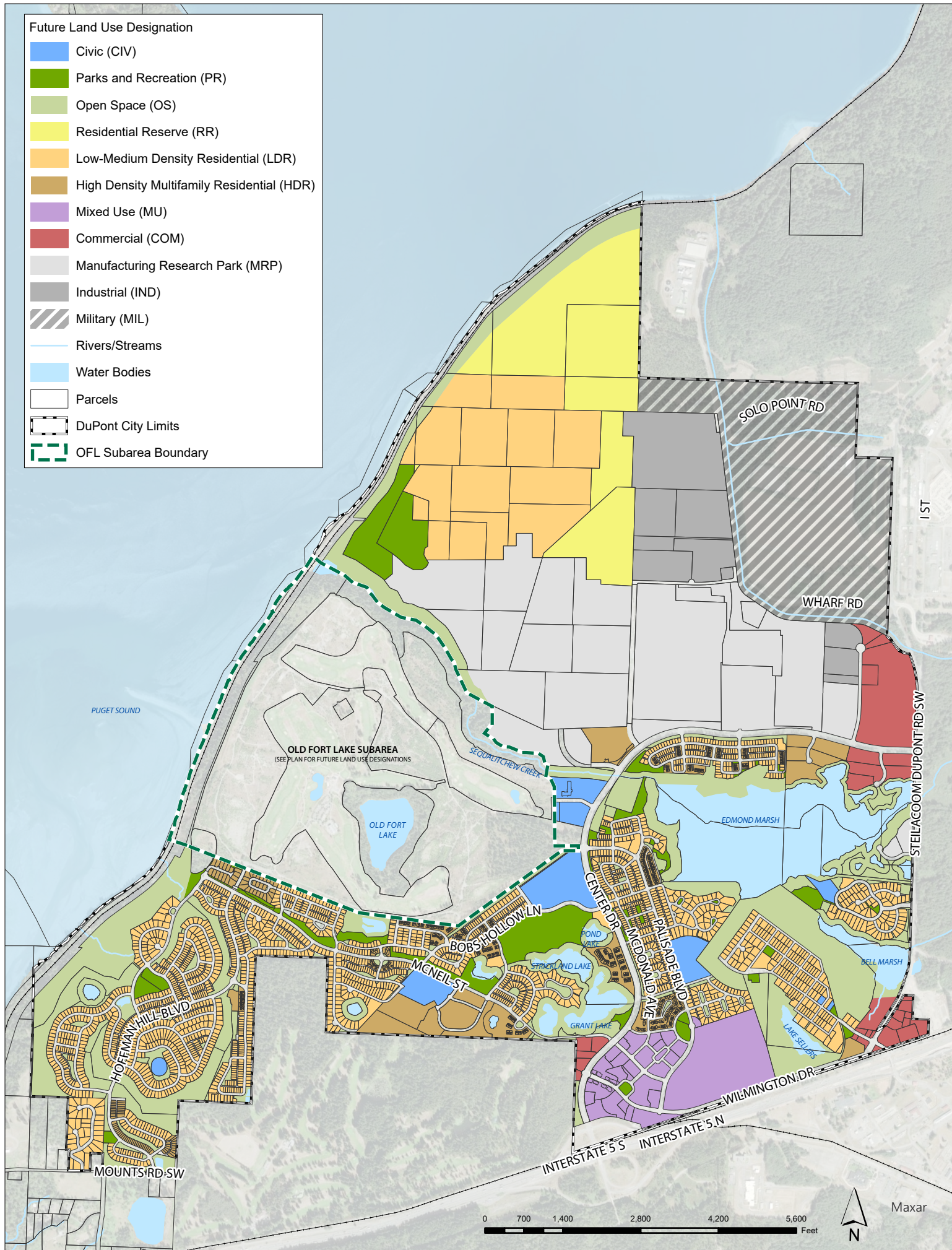
F. Attachments

The following plans and documents are submitted for review:

1. Public Participation Plan
 2. Record of the Planning Commission
 3. Summary of Public Input (Nov 4 open house + poster boards from Library)
 4. Draft Comprehensive Plan – Clean Copy
 5. Draft Comprehensive Plan – Strikethrough/Underline Goals and Policies
 6. DNS
-

Future Land Use Designation

- Civic (CIV)
- Parks and Recreation (PR)
- Open Space (OS)
- Residential Reserve (RR)
- Low-Medium Density Residential (LDR)
- High Density Multifamily Residential (HDR)
- Mixed Use (MU)
- Commercial (COM)
- Manufacturing Research Park (MRP)
- Industrial (IND)
- Military (MIL)
- Rivers/Streams
- Water Bodies
- Parcels
- DuPont City Limits
- OFL Subarea Boundary





DuPont Comprehensive Plan

DRAFT Chapters 1-11
for February City Council
Meeting

February 2026



Historic Photo of Granary 1850-1870

| Chapters | Page |
|--|-------------|
| Chapter 1 – Introduction | 1.1 |
| Chapter 2 – Background and Context | 2.1 |
| Chapter 3 – Land Use | 3.1 |
| Chapter 4 – Economic Development | 4.1 |
| Chapter 5 – Natural Environment | 5.1 |
| Chapter 6 – Historic and Cultural Resources | 6.1 |
| Chapter 7 – Parks and Recreation | 7.1 |
| Chapter 8 – Housing | 8.1 |
| Chapter 9 – Transportation | 9.1 |
| Chapter 10 – Capital Facilities | 10.1 |
| Chapter 11 – Old Fort Lake Subarea Plan | |

Chapter 1 Introduction

Location and Setting

The City of DuPont, Washington situated half-way between Olympia and Tacoma is a unique community. Its history unfolds with the Native American, Hudson Bay Company, DuPont company and Weyerhaeuser eras, each leaving an indelible imprint on the City. In 1951, DuPont became incorporated and with the exception of the original DuPont company town, the “Historic Village” and the existing El Rancho Madrona subdivision, was largely developed by Weyerhaeuser beginning in the 1980’s as Northwest Landing. Being a largely planned community, capital facilities were planned, sized and developed concurrent with the Northwest Landing development.

In addition to this unique feature, the City of DuPont is isolated from other municipalities. It is surrounded on northeast, east, and south sides by the JBLM Military Reservation, on the northwest side by steep bluffs leading down to Puget Sound, and on the southwest side by an isolated area of unincorporated Pierce County immediately adjacent to the Nisqually River flats and delta area. The nearest municipality is the Town of Steilacoom three miles to the north via DuPont-Steilacoom Road through North JBLM. Access to the City of DuPont is either via Interstate 5 to Olympia or Tacoma or DuPont-Steilacoom Road to the Town of Steilacoom.

Relationship to the Growth Management Act and Guidance Documents

The Growth Management Act (GMA), RCW 36.70A, became effective on July 1, 1990, making planning mandatory in the State’s fastest growing counties and the cities within those counties, including Pierce County and the City of DuPont. The GMA is primarily codified under Chapter 36.70A of the Revised Code of Washington (RCW) but has been amended and added to in several other parts of the RCW.

The GMA establishes a series of 15 goals for the purpose of managing population growth which are listed below.

- **Urban growth.** Encourage development in urban areas.
- **Reduce Sprawl.** Reduce the inappropriate conversion of undeveloped land.
- **Transportation.** Encourage efficient multimodal transportation systems.
- **Housing.** Plan for and accommodate housing affordable to all economic segments.

- **Economic development.** Encourage economic development throughout the state.
- **Property rights.** Private property shall not be taken for public use without just compensation having been made.
- **Permits.** Applications should be processed in a timely and fair manner.
- **Natural resource industries.** Maintain and enhance natural resource-based industries.
- **Open space and recreation.** Retain open space, enhance recreational opportunities.
- **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- **Citizen participation and coordination.** Encourage the involvement of citizens.
- **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate.
- **Historic preservation.** Identify and encourage preservation.
- **Climate change and resiliency.** Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.
- **Shoreline management** (RCW 36.70A.480)

Growth Management is intended to be a “bottom-up” approach to planning in the State of Washington (WAC 365-196-010). Local jurisdictions still retain ultimate authority over land use decisions within their boundaries. It is expected that local plans will vary according to the character of the community and by the number and magnitude of growth issues facing the community. However, the GMA makes it clear that, to the extent that a city or town is impacted by the consequences of growth affecting the whole county, it must also share in the burden of dealing with these consequences.

The GMA stipulates the following elements be included in local comprehensive plans: land use, transportation, housing, capital facilities, utilities, parks & recreation, climate change & resiliency, and economic development.

Each element must contain information and analytical requirements deemed necessary to address the issues within that element. The elements must be consistent with each other (i.e.,

internally consistent), meaning that the goals in any one element cannot conflict with the goals and policies in the others.

In addition to internal consistency, the GMA requires comprehensive plans be consistent with countywide planning policies (CWPPs). The Pierce County CWPPs act as a common guide for the county and all of its cities to deal with issues that affect the whole county, such as transportation, in a consistent manner.

The GMA also requires that Snohomish, King, and Pierce counties develop and adopt multi-county planning policies. In much the same way that countywide planning policies provide a framework for comprehensive plans, multi-county planning policies provide a regional framework for the development of countywide planning policies. The multi-county planning policies are a component of Vision 2050, which is the policy and planning document for the Central Puget Sound region and are adopted by the Puget Sound Regional Council (PRSC). The GMA, Vision 2050, Multi-county Planning Policies, and Countywide Planning Policies have been used as a guide in developing this plan.

PSRC Vision 2050 – Statement of Conformity

As a partner in the Puget Sound region’s growth and development, the City of DuPont Comprehensive Plan advances a sustainable approach to growth and future development. The Plan and its goals and policies have incorporated a local approach to planning and decision-making that addresses protection of its natural, social, historical, cultural, and economic resources.

Regional Growth Strategy Alignment

This Comprehensive Plan has considered the countywide and regional residential and employment targets. The residential capacity exceeds the City’s target numbers due to two emergent issues. The first being a rezone in 2022 of the 52-acre site used for the State Farm Insurance offices to allow for mixed-use. The second is the update of the Old Fort Lake Subarea Plan that developed a long-range vision and development strategy for a 655-acre area around the Home Course Golf Course to provide single, middle and multifamily housing options that will promote equal access to affordable housing.

The Plan’s goals and policies address the development of a sound fiscal base and opportunities to increase the local economy through an emphasis on small business and preservation of lands capable of supporting employment related to the City’s recreational, historic and cultural assets.

Plan Platform and Structure

For purposes of the plan, "Goal" and "Policy" are defined as:

GOAL – A goal is a broad statement indicating a general aim or purpose to be achieved. A goal is a direction setter, an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed.

POLICY – A policy is a topic-specific statement that provides guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. Policies are extensions of a plan's goals, reflecting an assessment of conditions.

This plan update contains the following main components:

- 1) **Background and Planning Area Overview** – a review of the City's overall development patterns and planning area.
- 2) **Comprehensive Plan Chapters/ Elements** – individual chapters for each element of the comprehensive plan:
 - a) Land Use,
 - b) Economic Development,
 - c) Natural Environment,
 - d) Historic and Cultural Resources,
 - e) Parks and Recreation,
 - f) Housing,
 - g) Transportation, and
 - h) Capital Facilities and Utilities
 - i) Old Fort Lake Subarea Plan

Each element contains a list of the community's goals and policies directed at achieving the community's stated long-term vision.

- 3) **Villages and Major Land Use Areas** –

This update preserves and respects the historic organization around DuPont's Villages.

- a) Each Village discussion includes the topical elements, as appropriate:
 - Land Use
 - Transportation,
 - Economic Development
 - Housing
- b) Incorporate, as appropriate (largely by reference)
 - Transportation Plan
 - Capital Facilities Plan
 - Shoreline Master Program (SMP)
- 4) **Implementation** - List various programs, suggested timeframes and leading agencies responsible for setting the plan into motion and over time keeping progress measurable and consistent over time.
- 5) **Appendices** - Present information relevant to this comprehensive plan, as well as the component topic-specific plans that will help activate the Comprehensive Plan's policies, including, but not limited to:
 - a) A State Environmental Policy Act (SEPA) documentation developed for the plan's adoption.
 - b) An accounting of the public process used to develop this update
 - c) The Transportation Plan
 - d) The Capital Facilities Plan

Vision Statement

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

Guiding Principles

The following guiding principles to the Comprehensive Plan establish overarching themes that apply to all policies and actions. They express values are not intended to stand alone, but to be

in concert with one another and to carry across the Plan as a whole. This Plan incorporates themes that were not considered in the 2015 update such as equity, environmental justice and health disparities, racially disparate impacts, displacement discrimination, and exclusionary housing policies.

The Guiding Principles are viewed through the lens of the following five pillars: Economic prosperity, Well-being, Environment, Equity, and Sustainability & Resilience. Implementation of these principles must be balanced, integrated and multi-disciplinary.

Economic Prosperity

- Support a vibrant economy.
- Ensure sustainable growth that is fiscally responsible.
- Provide opportunities for businesses of all sizes to provide diverse employment options.
- Implement design standards and responsible zoning for the development of quality, attractive architectural structures and landscaping.
- Preserve and improve historical and cultural resources.
- Respond to changing economy, needs, and demographics of the area.

Well-Being

- Develop collaborations with partners to provide health and human services so that the basic needs of people are being met.
- Build an inclusive community by working to engage all people to create a sense of belonging and pathways for opportunities.
- Strive to increase a multimodal transportation system for users of all abilities, with safe, effective and well-maintained systems of roads, bicycle routes, trails, and transit opportunities that connect housing, jobs, services, parks, schools, and the region.
- Avoid or minimize negative health impacts and improve opportunities for residents to lead healthy and active lives through site planning and development standards.

Environment

- Protect or prevent against things that might harm people's health in places where they work and live.

- Weave nature into the city and foster a healthy environment that sustains people, neighbors, fish and wildlife.
- Embrace the intrinsic value of nature and sustain the ecosystem services of the City's air, water and land.
- Ensure that natural systems and built structures protect and enhance habitats, create a healthy environment, address climate change, and promote energy efficiency.

Equity

- Promote a livable and welcoming community through a safe, accessible, affordable, and well-designed community planned for all to participate.
- Strive to be an all-inclusive community where people of all income groups, stages of life, and life experiences can thrive and feel that they are valued and belong.
- Recognize that reliable and accessible technological systems are critical to keep residents and businesses connected, informed and involved.
- Promote equity and environmental justice by reducing disparities, extending community benefits, and increasing the amount of affordable housing.
- Strengthen the public spaces through thoughtful planning that considers the comfort and dignity of residents, workers and visitors.

Sustainability and Resiliency

- Protect and enhance the City's natural environmental systems, including its tree canopy, lakes, wetlands, streams, shoreline, plants, fish and wildlife.
- Create resilient community that can prosper after natural, human and economic disruptions and adapts to climate change.
- Increase resiliency of the built environment through development regulations.
- Reduce risk and improve ability of individuals, communities, and economic systems and the natural and built environments to withstand, recover from, and adapt the changes from natural hazards, human-made disasters, climate change and economic shifts.
- Design for resilience and adaptability to climate change as the city evolves.

Chapter 2 Background and Context

Planning Area Description

The City of DuPont spans approximately 5.8 square miles (3,755 acres) and is bordered by several key landmarks. To the northwest, it meets the shoreline of Puget Sound, while the southern boundary is defined by Interstate 5 and the JBLM Golf Course. The eastern edge is marked by DuPont-Steilacoom Road.

The city is bordered to the northeast, east, and southeast by the JBLM Military Reservation. To the south and west, the Nisqually National Wildlife Refuge stretches across the tidal flats, and Puget Sound forms the western border. DuPont is situated about five miles from the nearby communities of Steilacoom to the north and Lakewood to the northeast.

Historic Development Patterns

Original Peoples and European Settlement

Historically, the DuPont area and its surroundings were inhabited by several Native American tribes collectively known as the Salish people. In more recent times, the region was utilized by the Hudson's Bay Company, its subsidiary the Puget Sound Agricultural Company, and the E.I. du Pont de Nemours Company.

European settlement in the area began in 1833 when the Hudson's Bay Company established a cabin and storehouse at the mouth of Sequatchew Creek, later named Nisqually House. That same year, Fort Nisqually was constructed as a key trading and supply center for both Native American tribes and early U.S. settlers. In 1843, the fort was relocated west of Edmond Marsh and south of Sequatchew Creek, to the east of what is now Center Drive.

As defined by the 1854 Treaty of Medicine Creek, the land is part of the traditional territory of the Nisqually Tribe. Additionally, numerous prehistoric sites have been discovered through field surveys conducted for the Weyerhaeuser Export Facility and Glacier Northwest (formerly Lone Star Company), underscoring the area's rich cultural history.

Industrial Roots

Industrial activity in DuPont began in 1906 when the E.I. du Pont de Nemours Company acquired the Fort Nisqually property and started building a munitions and explosives plant. The plant produced explosives used to clear stumps for the railroad's westward expansion and to prepare fields for farming in the region. This marked the dawn of the Industrial Era in the American West. In 1909, the DuPont Company began developing what is now the Historic Village to accommodate its workers. By 1917, the company town had grown to include 100 homes.

A City is Established

The City of DuPont was first incorporated on March 26, 1912, primarily to allow the legal sale of liquor under state law. However, following the enactment of Prohibition, the city disincorporated on November 2, 1926, as the sale of liquor became illegal.

DuPont was reincorporated on May 11, 1951, at which time the company housing was sold to private residents. On January 16, 1970, DuPont became a Code City. Explosives production continued until the late 1970s, 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.

Construction of Center Drive began in 1989, with the first phase starting at DuPont Steilacoom Road. The final phase was completed in 1997, connecting the road to Interstate 5. The initial phase focused on providing utility services and improving access to business properties. The improvements were deliberately made to entice development to the area.

The costs associated with preparing for development have been substantial. Weyerhaeuser Real Estate Company invested approximately \$60 million in infrastructure, including water systems, 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.

Land Use Influences and Constraints

Soil Contamination Remediation

In 1985, Weyerhaeuser initiated an investigation of the former DuPont Works property, now known as the Old Fort Lake Subarea, to assess the presence of hazardous substances. The investigation revealed that the soils in the production areas of the former DuPont Works site were contaminated with chemical compounds linked to explosives manufacturing. See the Soil Contamination and Remediation Section in the Natural Environment Element (Chapter 5) for more information.

Remediation of the site was conducted under a Consent Decree with oversight from Washington State Department of Ecology.

These site conditions and characteristics have limited the types of development (particularly residential projects) to ensure a safe and healthy environment. As lands that have been remediated, such as the Old Fort Lake Subarea, are prepared for redevelopment, there is focus on creating unique Villages using Subarea plans, with planned residential development located within mixed use areas, while adhering to Ecology's guidelines as to the appropriate uses based on safety concerns. Some zoning designations, such as Manufacturing and Research may be applied in cases where it is useful to capitalize on recently approved sites for corresponding types of development. The Old Fort Lake Subarea, which was updated in February 2025, previously had a strong focus on future light manufacturing and research land uses but has now been revised to focus more on a variety of types of residential development in order to meet future housing needs. The Old Fort Lake Subarea includes zoning districts such as Entertainment and General Commercial, which allow the City to meet its employment target needs while still meeting housing unit targets.

Other Land Use Influences

In late 2020, the community was impacted by the closure of State Farm Insurance, a major employer. The company's iconic brick office building, set in a park-like campus on Wilmington Drive and visible from Interstate 5, was a key component of the City's image and a center for economic activity. The 52-acre property, located within the DuPont Station Village and just east of the McNeil Station commercial area, once accommodated over 1,500 people employed by State Farm¹.

¹ Like many businesses nationwide, State Farm shifted to remote operations during the COVID-19 pandemic, leaving the campus inactive. As remote work became more prevalent, State Farm had already begun adjusting its operations prior to the pandemic.

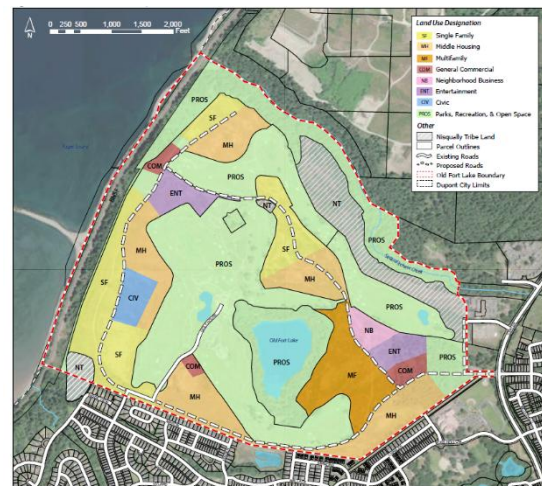
In 2022, to encourage revitalization, the City changed the property's land use designation from Office to Mixed Use District and accordingly rezoned it from Office to Mixed Use District-2. The City of DuPont no longer has any land strictly dedicated to office uses. Instead, the new Mixed Use District designation allows for a mix of uses, including commercial, retail, office, public and quasi-public, and residential, providing the flexibility needed to support future revitalization efforts with broader options.

Other market trends have affected the region and DuPont. One is a low supply of housing, causing significant housing price increases and a lack of more affordable entry-level housing. In early 2022, DuPont City Council placed a moratorium on development within the Old Fort



State Farm Building. Source: Tacoma News Tribune

Lake Subarea until the Subarea Plan and its zoning and design standards could be updated to meet the City's residential needs. A Subarea Plan for the area was initially adopted in 2018 to incorporate a variety of land uses with a larger emphasis on commercial, retail, and light manufacturing type uses. The updated Subarea Plan, zoning, and design standards are intended to increase housing densities to include allowing accessory dwelling units (ADUs), middle housing (which includes duplexes, triplexes through five-plexes) and multifamily, which is intended to respond to the Council's intent but also meet recent state legislative requirements aimed at increasing the supply of more affordable housing types and providing a variety of housing choices. Commercial, retail and entertainment-type uses are also allowed.



Old Fort Lake Subarea Plan Future Land Use Map, adopted February 2025

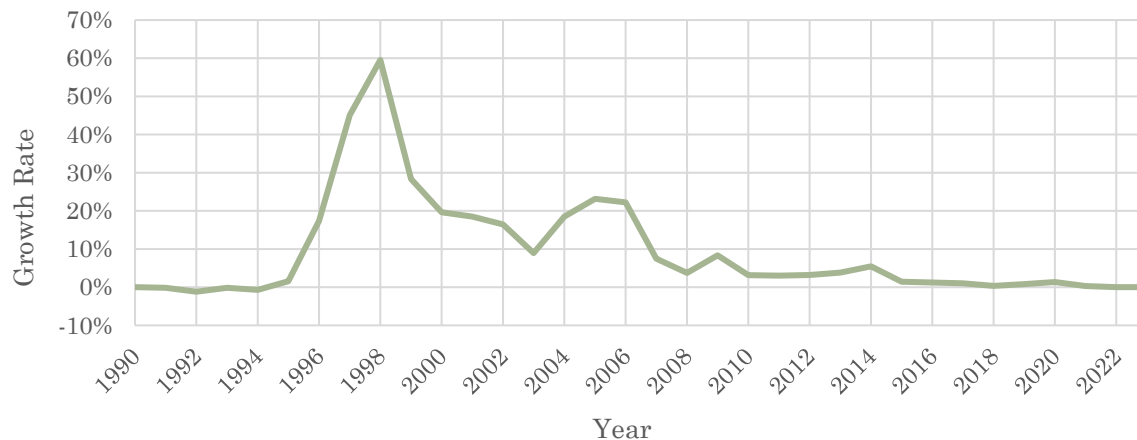
The other market trend is related to a change in buying habits from the traditional brick and mortar retail store to online purchases and home delivery. This has increased the demand for more distribution warehouses and impacted the viability of retail stores. In DuPont the Industrial and Manufacturing Research Park zoning districts have been developed with more distribution type uses and many of the retail uses in DuPont Station have struggled to survive or closed.

Population Characteristics

Population Growth

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, which had increased to 8,199 by 2010². **Figure 2.1** depicts the growth rate and reveals the dramatic growth experienced in the 1990s has leveled out and become a steadier, more predictable growth rate. According to the Washington State Office of Financial Management (OFM), DuPont's population was 10,151 in 2020 and estimated to be 10,180 in 2024.³

Figure 2.1: Population Growth Overview



Source: Washington State Office of Financial Management

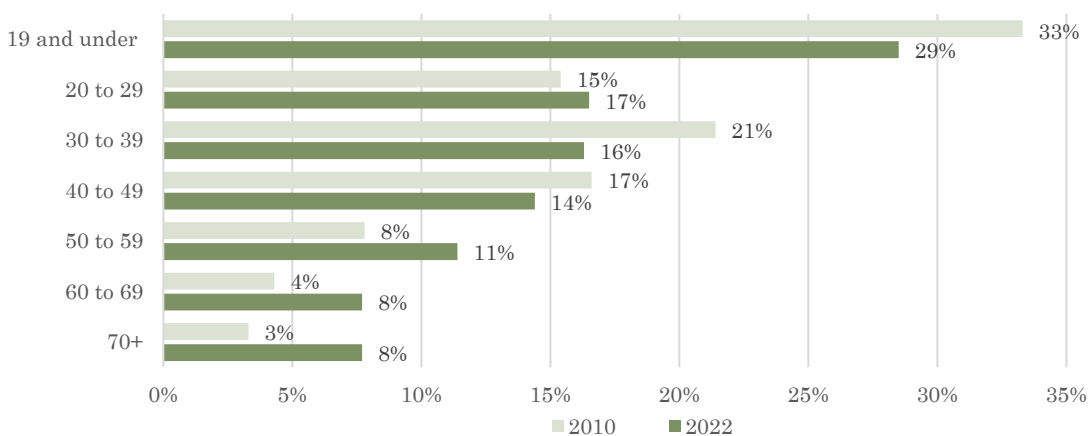
² U.S. Census Bureau. Decennial Census, DEC Redistricting Data (PL 94-171), Table P1, 2010, <https://data.census.gov/table/DECENNIALPL2010.P1?g=160XX00US5318965>. Accessed on June 6, 2024.

³ Washington State Office of Financial Management. OFM April 1 Population Estimates published June 28, 2024. <https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/april-1-official-population-estimates/>. Accessed August 1, 2024.

Age Distribution

According to 2022 census data, the median age of a DuPont resident is 34.2 years, and the population consists predominately of families with children. Nearly 28.5 percent of the total population is under the age of 20 and 34 percent of all households have children under the age of 18 almost entirely in married-couple households (American Community Survey 2022 5-Year Estimates). Even though there is a high prevalence of families with children, Census data shows that the population has been aging since 2010, and DuPont is becoming an older community. This trend and the anticipated needs of the future population age distribution is important to consider when planning for future housing and services in DuPont.

Figure 2.2: Population Age Cohorts

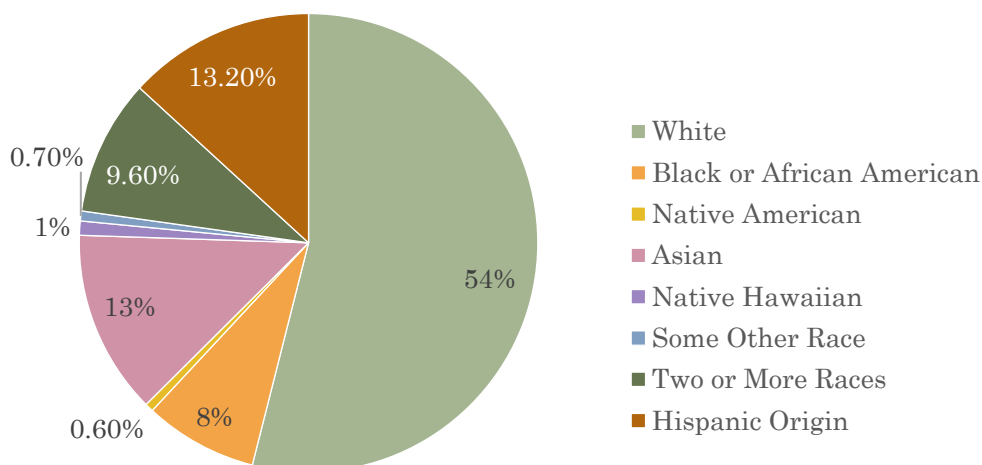


Source: 2010 and 2022 ACS 5-Year Estimates

Diversity

Two indicators of diversity among the city's population are income levels and race and ethnic mix. The most accessible information on those indicators is available from the U.S. Census Bureau's American Community Survey. DuPont's population is predominately white but also more ethnically diverse than Pierce County and is becoming more diverse over time.

Figure 2.3: Ethnic Diversity in DuPont



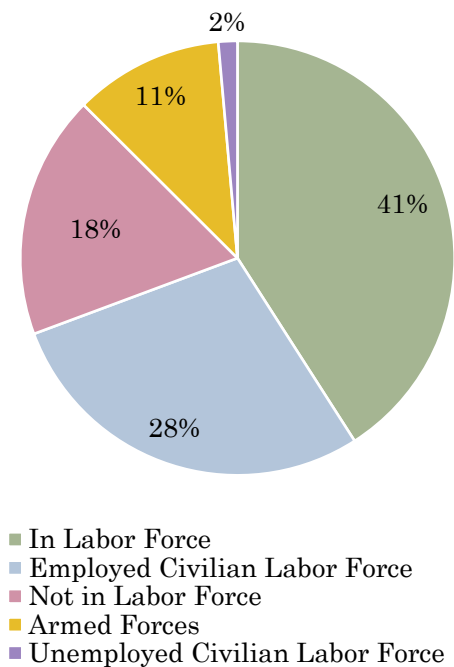
Source: 2022 ACS 5-Year Estimates

The job mix in DuPont has led to median incomes which are generally higher than other neighboring communities. Median household income was estimated at \$106,695 in 2022. This is slightly higher as compared to Pierce County (county-wide) which was \$91,486 for the same year. However, the Census Bureau reports statistics on the Fort Lewis-DuPont Census County Division and the reported median income of that demographic was \$71,822, perhaps reflecting unique circumstances for the community at large.

Employment

It is estimated that 7,613 people within the City of DuPont were age 16 or older in 2022, and almost 70 percent of them are in the labor force (see **Figure 2.4: DuPont Employment Status, 2022**). Of those in the labor force, 18.8 percent are in the Armed Forces.

Figure 2.4: DuPont Employment Status, 2022



Since 2012 civilian workforce employment among DuPont residents has increased by 34 percent (or 3.4 percent per year)⁴. Population growth in the same ten-year period has increased by 16.8 percent.

Among the most pertinent employment statistics is the percentage of the population over 16 employed in the Armed Forces- 18.8% in DuPont and only 1% in the state as a whole. This provides some context for planning considerations in the DuPont community.

Source: 2022 ACS 5-Year estimates

Figure 2.5 shows the industries in which DuPont's civilian labor force is employed. The educational services, healthcare, and social assistance industry employs the largest segment of DuPont's civilian workforce at 25 percent.

Employment in the manufacturing industry, once almost 40 percent of the City's civilian labor force, continues to shrink and as of 2022, per the ACS Estimates, is approximately 5 percent, lower than Washington state as a whole. DuPont's civilian labor force employment in the construction industry is also lower compared to the state at nearly 2 percent versus 7 percent. Public administration is a much larger segment of City's civilian labor force compared to the state at 15 percent versus 5 percent, perhaps due to DuPont's proximity to the state capitol.

⁴ This number is slightly reduced to 31 percent when taking into consideration total employment, including the Armed Forces.

Figure 2.5: Civilian Employment by Industry, 2022



Source: ACS 5-Year Estimates, 2022.

Current Land Uses

Permitted land uses are established through the City’s zoning districts. **Table 2.1** lists the City’s current zoning classifications as of September 2025 and categorizes them into zone types as defined by the Pierce County Buildable Lands Report. The total acreage is the sum of the parcel acreage within that zoning classification and the percentage represents the portion of the City within that zoning classification.

Table 2.1: DuPont Zone Classifications

| Zone Classification | | Zone Type ¹ | Total Acres ² | Percentage |
|---------------------|-----------------------------|------------------------|--------------------------|------------|
| CB | Community Business | Commercial | 58.1 | 1.8% |
| CIV | Civic | N/A | 57 | 2.2% |
| COM | Commercial | Commercial | 23.5 | 0.9% |
| IND | Industrial | Industrial | 134.6 | 5.2% |
| MRP | Manufacturing Research Park | Industrial | 450.6 | 17.3% |
| SF | Single Family | Residential | 70 | 2.7%% |
| MH | Middle Housing | Residential | 94 | 3.6% |
| MF | Multifamily | Residential | 10 | 0.4% |
| GC | General Commercial | Commercial | 34 | 1.3% |
| NB | Neighborhood Commercial | Commercial | 7 | 0.3% |

| | | | | |
|-------|-----------------------------------|-------------|--------|-------|
| ENT | Entertainment | Commercial | 20 | 0.8% |
| CIV | Civic | N/A | 10 | 0.4% |
| PROS | Parks, Recreation, and Open Space | N/A | 329 | 12.7% |
| MXD | Mixed Use | Commercial | 36.6 | 1.4% |
| MXD-2 | Mixed Use | Commercial | 55.1 | 2.1% |
| OS | Open Space | N/A | 483.5 | 18.6% |
| R-12 | Residential-12 | Residential | 117.1 | 4.5% |
| R-3 | Residential-3 | Residential | 54.4 | 2.1% |
| R-4 | Residential-4 | Residential | 370.87 | 14.3% |
| R-5 | Residential-5 | Residential | 162.67 | 6.3% |
| RR | Residential Reserve | Residential | 197.66 | 7.6% |

Source: 2022 Pierce County Buildable Lands Report, 2024 City of DuPont zoning

¹ For purposes of the Buildable Lands inventory and analysis.

² Represents parcel acreage (not zone coverage).

Housing

In 1994, 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 3,562 housing units built with the bulk of this growth occurring in the decade between 1996 and 2006. **Table 2.2** illustrates how the total number of housing units and types in DuPont has evolved over the past 30 years.

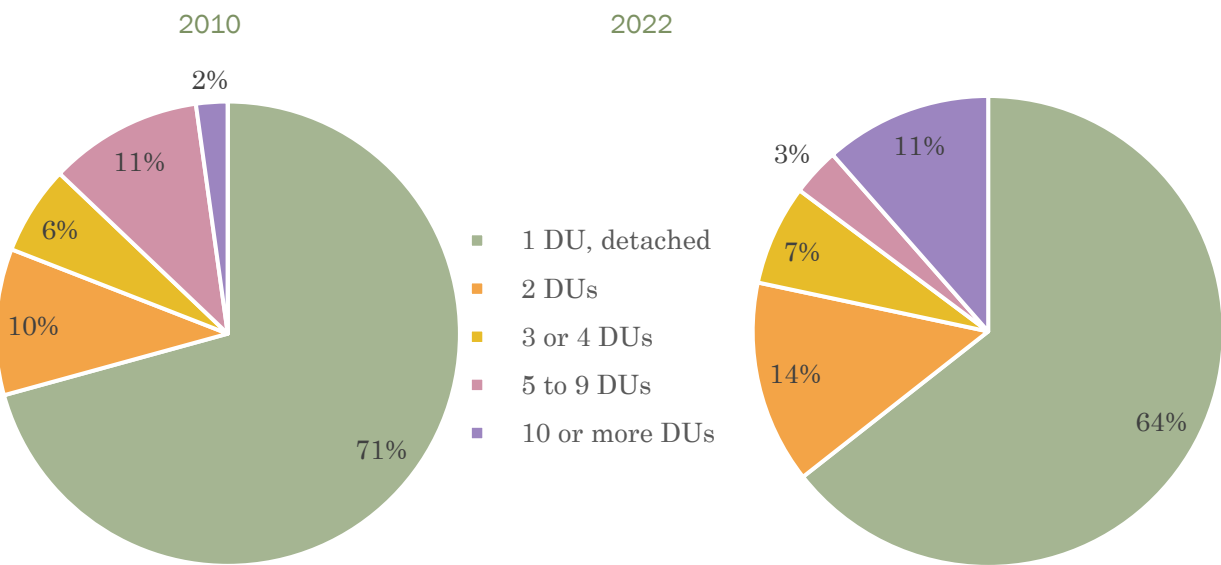
Table 2.2: DuPont Housing by Unit Type

| | 1995 | 2001 | 2010 | 2020 | 2023 |
|---------------|------|-------|-------|-------|-------|
| Housing Units | 233 | 1,086 | 3,241 | 3,791 | 3,801 |
| Single Family | 179 | 678 | 1,996 | 2,634 | 2,569 |
| Multifamily | 54 | 408 | 804 | 1,468 | 1,232 |

Sources: ACS 5-year estimates, OFM Intercensal Estimates (2013) and OFM Postcensal Estimates (2023)

As of 2023⁵, 67.6 percent of DuPont’s housing units are detached single-family and 32.4 percent include two or more dwelling units, which includes attached single family housing types, such as row houses, duplexes, and townhomes. Meanwhile, the density has increased to 6.8 people per residential acre. The share of detached, singly-family residences in DuPont has fallen as other housing types have been added. This difference is mostly made up of larger apartment buildings and attached homes, such as duplexes.

Figure 2.6: DuPont Housing Type Distribution



Source: ACS 2022 5-Year Estimates

According to the 2023 ACS 5-Year Estimates, the overall average household size in DuPont is 2.57 (2.62 for owner-occupied units and 2.30 for renter-occupied units). DuPont’s average household size has decreased from the 2010 estimate of 2.66 following the nation-wide trend. These household sizes have been used in all subsequent population estimates in this Plan.

⁵ 2023 ACS 5-Year Estimates

Jobs

Table 2.3 illustrates how the total number of jobs has increased in DuPont over the past 30 years.

Table 2.3: DuPont Jobs

| | 1995 | 2001 | 2010 | 2020 |
|------|------|-------|-------|-------|
| Jobs | 200 | 2,890 | 2,937 | 5,099 |

Source: ACS 5-year estimates

Housing and Employment Growth and Capacity

As a part of Pierce County, DuPont is also under the planning umbrella of the Puget Sound Region Council (PSRC), which guides planning strategies for the entirety of the Puget Sound Region. VISION 2050 was adopted by the Puget Sound Regional Council in October 2020. The PSRC is also tasked with providing growth targets and allocations for the region. The long-term plan for growth in the Puget Sound region through the year 2050, VISION 2050, provides a framework for how and where development will occur and how the region supports efforts to manage this growth.

Under the Growth Management Act, each county, in consultation with its jurisdictions, is responsible for adopting 20-year growth targets. The planning cycle for the next allocated 20-year growth targets is 2024 through 2044.

The City of DuPont is part of the High Capacity Transit (HCT) Regional Geography that was allocated 21 percent of the County’s population growth (77,000) and 15 percent of the County’s employment growth (29,000). Pierce County divided the population and employment growth targets for the HCT jurisdictions amongst each other and calculated independent housing growth targets based on persons-per-household assumptions.

Housing and Employment Targets

The City adopts the 2044 housing and employment targets adopted by Pierce County Ordinance Number 2022-46 and 2023-22. These targets and estimated capacities for the City of DuPont for the years 2020 through 2044 as identified in Pierce County’s Buildable Lands Report are as follows:

- Population Growth: 5,184
- Housing Unit Growth: 2,096
- Employment Growth: 1,177

In 2021, Pierce County released a Buildable Lands Report, which used parcel data to analyze the ability of DuPont to meet its housing and employment targets under zoning at the time of the analysis. In 2023, in order to further examine the parcel data in DuPont, document the changes in the intervening years, and address the shortfall in capacity, DuPont commissioned a Housing Capacity Analysis. Following the Housing Capacity Analysis, further examination was needed, as additional zoning changes have since been made, including the changes as part of the Old Fort Lake Subarea Plan update.

What follows is a discussion of how, where and whether DuPont intends to meet its housing and employment growth targets in order to absorb its share of the expected regional growth.

Housing Capacity

With its unique history in the region, DuPont has developed largely as a series of planned communities between 1990 and today. Because of this development pattern, there are not many underutilized parcels, and the areas of DuPont vacant land are predominately large areas, such as the Old Fort Lake Subarea, which accounts for the vast majority of housing capacity in both reports. It is important to note that the Buildable Lands Report was prepared assuming no residential use for the State Farm property based on the (at the time) Office land use and zoning designations.

The 2021 Pierce County Buildable Lands Report allocated growth target for DuPont is 2,096 dwelling units. Using DuPont's 2020 zoning classifications, the Buildable Lands Report found the city to have capacity for 1,150 dwelling units, showing a deficit of 946 dwelling units. The assumed number of dwelling units for the Old Fort Lake Subarea at that time was 961 units.

Since adoption of the Buildable Lands Report, the Old Fort Lake Subarea Plan was updated (December 2024) and now has an assumed housing unit capacity of 3,120 dwelling units. The Patriot's Landing Master Plan has also been approved since the Buildable Lands Report, which is a 44-acre site within the R-5 zoning district planned for a 170-unit age restricted (55+) multifamily building and a multifamily building with 113 units (total of 283 units). The Buildable Lands Report identified this parcel as having capacity for 131 housing units. Additionally, the Office (OFF) zoning designation, which had been in place for the State Farm campus, has been eliminated and replaced with MXD-2 zoning, which was not included in the Buildable Lands Report and therefore the additional availability for housing capacity in this area was not identified.

Additional housing capacity was identified based on the changes that have occurred since the adoption of the Buildable Lands Report, as described above. These changes are further described in the Land Capacity Analysis (Appendix F). **Table 2.4** demonstrates the anticipated adjusted housing capacity.

Table 2.4 City of DuPont 2020-2044 Adjusted Housing Capacity (Dwelling Units)

| Zone | Vacant | Underutilized | Vacant Single Unit | Pipeline | Total |
|--------------|--------------|---------------|--------------------|-----------|--------------|
| CB | 0 | 0 | 0 | 0 | 0 |
| COM | 41 | 0 | 0 | 0 | 41 |
| IND | 0 | 0 | 0 | 0 | 0 |
| MRP | 0 | 0 | 0 | 0 | 0 |
| SF | 560 | 0 | 0 | 0 | 560 |
| MF | 680 | 0 | 0 | 0 | 680 |
| MH | 1,880 | 0 | 0 | 0 | 1,880 |
| MXD | 24 | 0 | 0 | 0 | 24 |
| MXD-2 | 0 | 2,346 | 0 | 0 | 2,346 |
| R-12 | 64 | 0 | 12 | 19 | 95 |
| R-3 | 0 | 8 | 7 | 0 | 15 |
| R-4 | 5 | 0 | 0 | 0 | 5 |
| R-5 | 283 | 7 | 0 | 0 | 290 |
| RR | 0 | 0 | 0 | 0 | 0 |
| Total | 3,537 | 2,361 | 19 | 19 | 5,936 |

Source: Land Capacity Analysis (Appendix F)

Table 2.5: Housing Capacity Analysis Comparison

| Zone | Pierce County Buildable Lands Report 2021 | Adjusted Housing Capacity per the Land Capacity Analysis (Appendix F) |
|--------------------------|---|---|
| CB | 0 | 0 |
| COM | 0 | 41 |
| IND | 0 | 0 |
| MRP | 0 | 0 |
| MUV 1-8 | 961 | N/A* |
| MUV 9 | 0 | N/A* |
| SF | N/A* | 560 |
| MF | N/A* | 680 |
| MH | N/A* | 1,880 |
| OFF | 0 | N/A** |
| MXD | 0 | 24 |
| MXD-2 | N/A*** | 2,346 |
| R-12 | 31 | 95 |
| R-3 | 15 | 15 |
| R-4 | 5 | 5 |
| R-5 | 138 | 290 |
| RR | 0 | 0 |
| Total | 1,150 | 5,936 |
| Surplus/Deficit of units | Deficit of 946 units | Surplus of 3,840 units |

*Zoning changes to the Old Fort Lake Subarea occurred during the February 2025 update, which was after adoption of the 2021 Buildable Lands Report, and therefore these zoning districts were not included in the Buildable Lands Report.

**Zoning changes resulting in the removal of the Office zoning district occurred after adoption of the 2021 Buildable Lands Report, and therefore this zoning district has been removed from the adjusted capacity.

***Zoning changes resulting in the addition of the MXD-2 zoning district occurred after adoption of the 2021 Buildable Lands Report, and therefore this zoning district was not included in the Buildable Lands Report.

Source: Pierce County Buildable Lands Report, 2021 and City of DuPont Land Capacity Analysis (Appendix F)

Emergency Housing DuPont must demonstrate that there is capacity to accommodate emergency housing, which is temporary accommodations for households or individuals experiencing homelessness or at imminent risk of being homeless. The Land Capacity Analysis (located in Appendix F to this plan) discusses the developable lands inventory which could accommodate Emergency Housing and Emergency Shelters in accordance with the city's development regulations. The analysis shows there is an ample supply of land for these needs in the next 20-year planning period.

Employment Capacity

Commercial development has evolved in the same planned manner as residential development since around 1995. Currently, there are a few distinct employment zones in the City. Two auto-oriented areas provide retail, hotel, restaurant, and services; one on the west side (zoned MXD) and one on the east side (zoned COM) adjacent to the I-5 freeway. The north part of DuPont adjacent to the CalPortland gravel mine and JBLM that is zoned MRP and IND has been built out with warehouses and offices from roughly 2013 onwards.

The Buildable Lands Report identified a surplus of 2,988 jobs for employment capacity. The previous Old Fort Lake Subarea zoning districts were classified as mixed-use villages, which permitted a variety of services and commercial uses. The Old Fort Lake Subarea zoning districts were updated to allow for additional housing capacity in alignment with the GMA growth targets. To allow for increased housing capacity, the zoning districts were reclassified into more defined categories, such as single family and middle housing. Although some civil and public use types are permitted in these zones, commercial uses, office, and business use types are not permitted. Additionally, 14.5 acres of the MRP zoning district have been rezoned to the R-12 zoning district. This rezone is intended to increase housing capacity within the City, and therefore the employment capacity allocations associated with the MRP zone have been reduced to reflect this change. **Table 2.6** depicts the adjusted employment capacity. See Appendix F Land Capacity Analysis for more details.

Table 2.6: City of DuPont 2020-2044 Adjusted Employment Capacity (Jobs)

| Zone | Vacant | Underutilized | Pipeline | Total Jobs |
|--------------|--------------|---------------|------------|--------------|
| CB | 95 | 0 | 0 | 95 |
| COM | 40 | 39 | 4 | 83 |
| IND | 0 | 0 | 0 | 0 |
| MRP | 272 | 0 | 538 | 810 |
| GC | 200 | 0 | 0 | 200 |
| NB | 140 | 0 | 0 | 140 |
| ENT | 400 | 0 | 0 | 400 |
| CIVIC | 200 | 0 | 0 | 200 |
| MXD | 0 | 20 | 0 | 20 |
| MXD-2 | 0 | 0 | 0 | 0 |
| SF | 0 | 0 | 0 | 0 |
| MF | 0 | 0 | 0 | 0 |
| MH | 0 | 0 | 0 | 0 |
| R-12 | 0 | 0 | 0 | 0 |
| R-3 | 0 | 0 | 0 | 0 |
| R-4 | 0 | 0 | 0 | 0 |
| R-5 | 0 | 0 | 0 | 0 |
| RR | 0 | 0 | 0 | 0 |
| Total | 1,347 | 59 | 542 | 1,948 |

Source: Land Capacity Analysis (Appendix F)

The 2044 employment target for DuPont is for an additional 1,177 jobs from the 2020 baseline. As shown in **Table 2.7**, under the 2025 zoning, DuPont has a surplus capacity for 771 jobs.

Table 2.7: Employment Capacity (Jobs) Analysis Comparison

| Zone | Pierce County Buildable Lands Report 2021 | City's Housing Capacity Analysis 2023 |
|----------------------------|---|---------------------------------------|
| CB | 95 | 95 |
| COM | 83 | 83 |
| IND | 0 | 0 |
| MRP | 846 | 810 |
| GC | N/A* | 200 |
| NB | N/A* | 140 |
| ENT | N/A* | 400 |
| CIVIC | N/A* | 200 |
| SF | N/A* | 0 |
| MF | N/A* | 0 |
| MH | N/A* | 0 |
| MXD | 123 | 20 |
| MUV 1-8 | 954 | N/A** |
| MUV 9 | 2,060 | N/A** |
| OFF | 4 | N/A*** |
| R-12 | 0 | 0 |
| R-3 | 0 | 0 |
| R-4 | 0 | 0 |
| R-5 | 0 | 0 |
| RR | 0 | 0 |
| Total | 4,165 | 1,948 |
| Additional Capacity Needed | Surplus of 2,988 | Surplus of 771 |

*Zoning changes to the Old Fort Lake Subarea occurred during the February 2025 update, which was after adoption of the 2021 Buildable Lands Report, and therefore these zoning districts were not included in the Buildable Lands Report.

**Zoning changes to the Old Fort Lake Subarea occurred during the February 2025 update, which was after adoption of the 2021 Buildable Lands Report, and therefore these zoning districts no longer exist.

***The Office zone no longer exists within the City, and parcels previously zoned as Office have been rezoned to MXD-2.

Source: Pierce County Buildable Lands Report, 2021 and City of DuPont Land Capacity Analysis (Appendix F)

Chapter 3 Land Use

DuPont’s essential land use directive is to maintain its small town “postcard” 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 includes goals on preserving the small-town postcard image, suggesting individual policies the City and community can implement to accommodate growth and development. The City is committed to preserving the character residents have come to expect, and it will use the tools available to do so.

Growth Targets

The City of DuPont collaborates with Pierce County to determine the projected 20-year population and employment growth targets for the city through 2044, which are identified in the Pierce County County-Wide Planning Policies (Pierce County Ordinance No. 2022-46s and No. 2023-22s). Growth targets for each City are determined by dividing up the projected growth of County population forecasts from Washington State’s Office of Financial Management. DuPont is required to plan for the established growth targets in order to accommodate future growth.

The Puget Sound Regional Council (PSRC) VISION 2050 Plan provides target growth allocations and is intended to support job growth and concentrate population and job growth in centers and near transit. VISION 2050 establishes a Regional Growth Strategy (RGS) for four counties (including Pierce County), which provides guidance for achieving urban growth that advances social equity, promotes affordable housing choices, supports economic prosperity, improves mobility, and promotes a healthy natural environment.

By 2044, DuPont’s population is targeted to grow to 15,335 persons, and 5,887 housing units. Likewise, employment, which is estimated at 5,309 jobs in 2024, is targeted to grow to 6,486 jobs by 2044. In 2023, the average household size in DuPont was 2.57 persons. The projection figures in five-year increments for 2025-2050 for DuPont are shown in **Table 3.1** below.

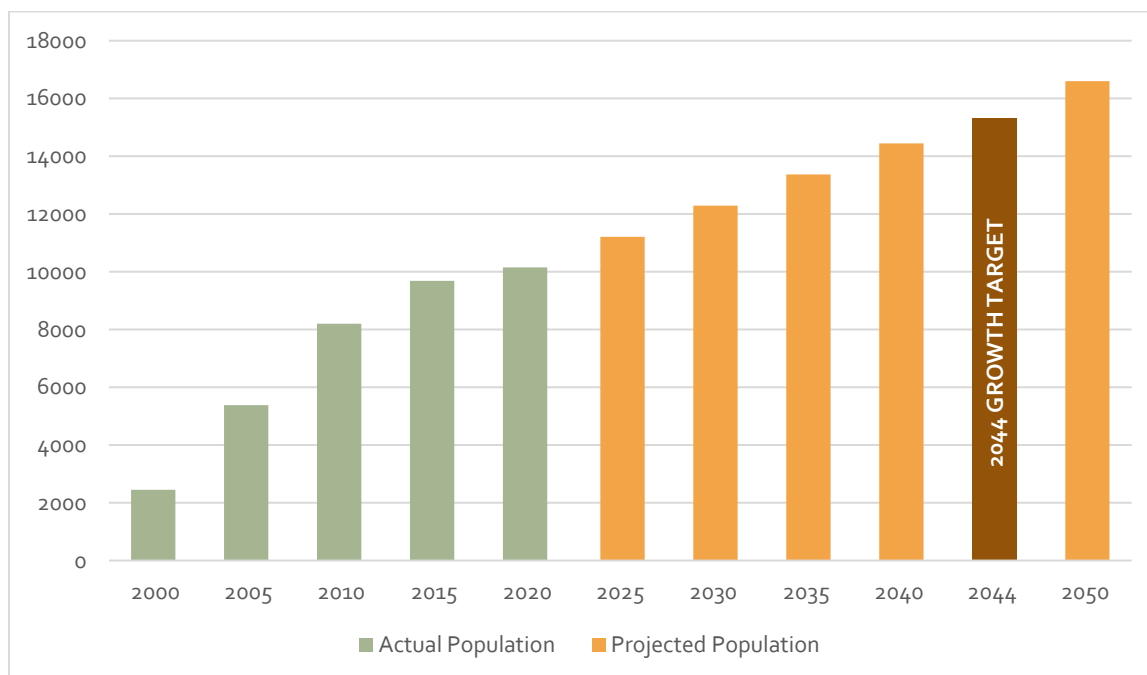
Table 3.1: 2044 DuPont Growth Targets

| | 2025 | 2030 | 2035 | 2040 | 2044 (Growth Target Year) | 2050 |
|------------|--------|--------|--------|--------|---------------------------|--------|
| Population | 11,210 | 12,292 | 13,368 | 14,446 | 15,335 | 16,602 |
| Households | 4,100 | 4,550 | 4,999 | 5,447 | 5,887 | 6,345 |

Source: VISION 2050 City Summaries (2023 LUV-It Model)

Figure 3.1 below shows DuPont’s actual growth through population estimates in five-year intervals from 2000-2020, as well as the projected growth for 2025-2050 based on growth targets.

Figure 3.1: DuPont Population Growth 2000-2020 and Projected Population Growth (2025-2050) Based on Growth Targets



Sources:

Office of Financial Management (OFM) April 1 Official Population Estimates 2022 Pierce County Countywide Planning Policies, Population Growth Targets 2020-2044

Land Use Designations

The tables below show the City’s future land use designations for the city as a whole as well as those in the Old Fort Lake Subarea. The tables provide a description of the designation’s intent. The Land Use Code and zoning map help implement these designations through development regulations.

Table 3.2: Future Land Use Designation Descriptions

| Designation | Description |
|------------------------------------|--|
| Low and Medium-Density Residential | The purpose of the low and medium-density residential designation is to implement single-family and middle housing land uses, where density ranges from 3 to 5 units per acre. This designation is intended to provide for a balanced neighborhood with a variety of residential uses and small-scale neighborhood goods and services. |
| High-Density Residential | The purpose of the multifamily designation is to implement multifamily land uses and to provide for affordability and a variety of housing options including co-housing units, where multifamily density averages 12 units per acre. |
| Residential Reserve | The purpose of the residential reserve designation is to designate property likely not available over the city's 20-year growth projections for the northerly portion of the Sequatchew Village planning area. |
| Commercial | The purpose of the commercial designation is to allow commercial development. These areas are intended to provide goods and services to the entire community or larger market areas. |
| Civic | The purpose of the civic designation is to provide for public and quasi-public civic or public uses such as schools, public parks, convention centers, community and cultural centers, churches, and public utilities. |
| Mixed Use | The purposes of this designation are to allow for a mix of uses that are allowed in the commercial and residential zoned districts. This area is intended to provide office space, goods, and services to the entire community or larger market. The districts also allow complementing single-family and multifamily uses (including co-housing units). |
| Manufacturing and Research | The purpose of the manufacturing and research designation is to allow 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 small scale retail in limited locations. |
| Industrial | The purpose of the industrial designation 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. |
| 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 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. |
| Open Space | The purpose of the open space designation 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. Another purpose is to recognize lands for 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 |

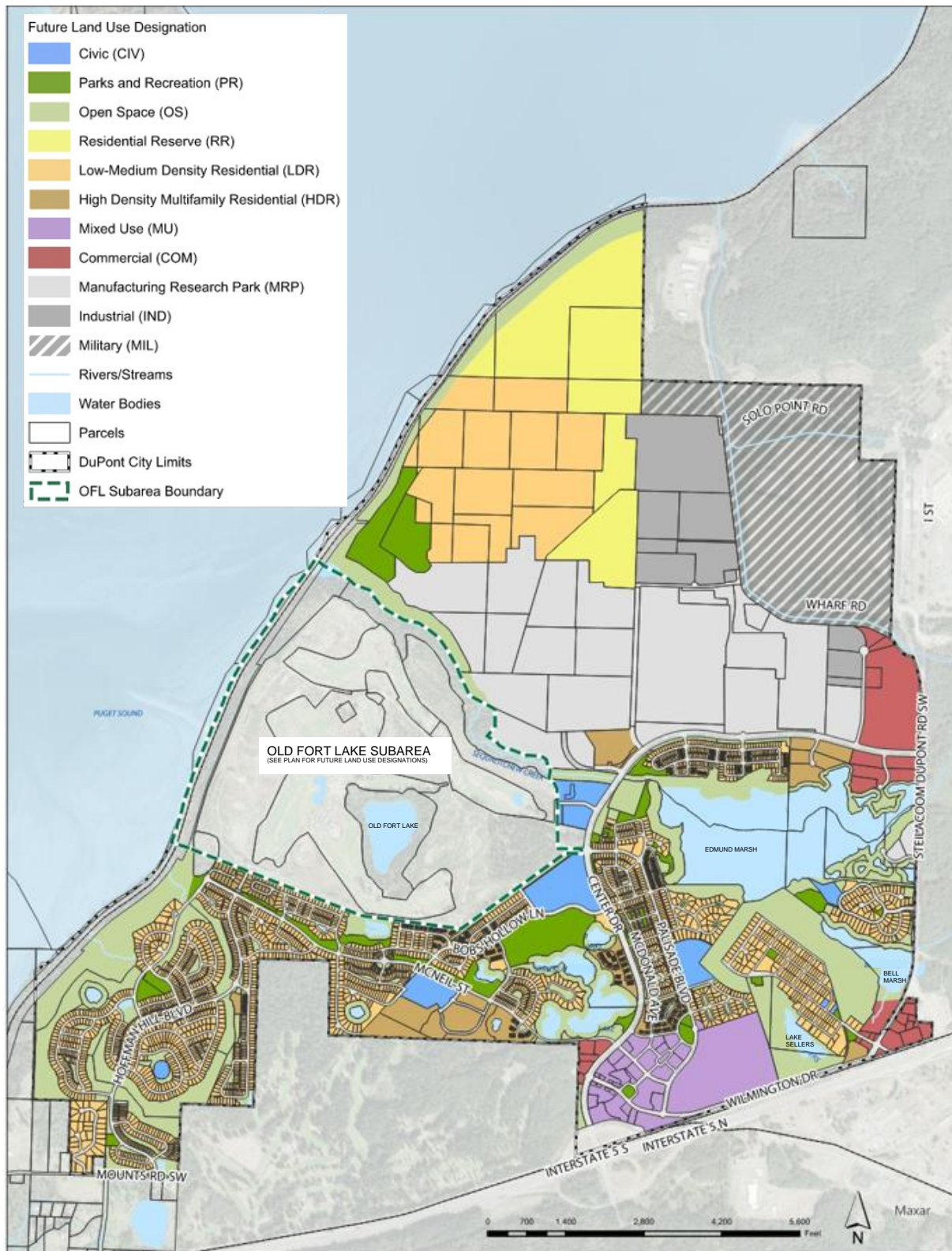
| | |
|------------|---|
| | Native American cultural sites. A network of trails is intended to link open spaces with one another and with other community facilities. |
| Park Lands | The purpose of the park lands designation is to provide for a wide range of parks and recreation uses. |

Table 3.3: Old Fort Lake Subarea – Future Land Use Designation Descriptions

| Designation | Description |
|-----------------------|---|
| Single Family | The purpose of the single-family designation is to provide for detached single family and duplex uses at a base density of two units per lot. The assumed maximum density at the required two units per lot and a minimum lot size of 6,000 square feet is 560 dwelling units; however, it is likely that many of the lots will be single-family only and the actual density will be less. This designation is intended to provide for a balanced neighborhood with a variety of residential uses and either uses that support residential land uses or are similar, such as family day cares, adult retirement communities, schools, and utility facilities. |
| Middle Housing | The purpose of the middle housing designation is to provide for attached housing types from two to five units that are compatible with single family houses in scale, form, and character. The assumed density is 10 units per gross acre, which would allow for up to 1,880 dwelling units. This designation is intended to provide for a balanced neighborhood with a variety of residential uses including single-family and others that either support residential uses or are similar, such as family day cares, adult retirement communities, schools, and utility facilities. |
| Multifamily | The purpose of the multifamily designation is to provide for higher density housing in buildings that comprise between six and 150 units. The assumed density is 20 units per gross acre, which would allow for 680 dwelling units. This designation is intended to provide for a balanced neighborhood with a variety of high-density residential uses and others that either support higher density residential land uses or are similar such as co-living housing, assisted living facilities, adult retirement, communities, nursing homes, family day cares, commercial recreation, churches, schools, and utility facilities. |
| General Commercial | The purpose of the general commercial designation is to provide for higher intensity commercial uses such as retail establishments over 20,000 square feet, restaurants, and commercial recreation that may draw visitors from a larger region. This designation intends to provide vibrant pedestrian-oriented and walkable storefronts that are attractive and inviting. |
| Neighborhood Business | The purpose of the neighborhood business designation is to provide for smaller scale commercial and personal-service type uses at a neighborhood scale that serve the Subarea and City residents, such as retail and restaurants, salons, light manufacturing buildings no greater than 50,000 square feet, professional and medical offices, and banks and credit unions. |
| Entertainment | The purpose of the entertainment designation is to provide for entertainment type uses such as hotels, commercial recreation, retail, restaurants, and community and cultural centers. These uses may draw visitors from the larger region and support the adjacent golf course use. |

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| Civic | The purpose of the civic designation is to provide for public and quasi-public uses such as schools, public parks, convention centers, community and cultural centers, churches, and public utilities. This designation is surrounded by single family and middle housing designated land to encourage walking and potentially limit vehicular trips and provide a buffer for the adjacent golf course. |
| Parks, Recreation, and Open Space (PROS) | The purpose of the parks, recreation, and open space designation is to provide for a wide range of parks, recreation, and open space uses. |

Figure 3.2: Citywide Future Land Use Map



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 City was largely developed by Weyerhaeuser beginning in the 1980's as Northwest Landing, which included the creation of these villages (with the exception of the Historic Village and El Rancho Madrona Village which were a part of the original DuPont company town). The table below provides a description of each village, and the maps below reflect the overall location of each village and land use designations within each village.

Table 3.4: Village Descriptions

| Village | Description |
|------------------|---|
| Historic Village | <p>The Historic Village is located in the southeast portion of the City, bounded to the south by the Barksdale Avenue/Interstate 5 Interchange. The Historic Village is bounded to the north by Edmond Marsh, to the east by Bell Marsh, and to the west by Palisade Village and DuPont Station. The Historic Village was a part of the original E.I. DuPont de Nemours Powder Company town and was one of two villages not a part of Northwest Landing. The majority of residences and structures are craftsman style and date back to the formation of the company town and were built between 1909 and 1916. In 1987, the Historic Village was listed on both the State and National Register of Historic Places due to its significance as one of the few remaining company towns in the state and because of the purity of the historic architecture.</p> <p>The Historic Village is recognized in this Comprehensive Plan as the birthplace of the community. The Historic Village is comprised of approximately 166 acres including park land and open space for passive recreation, lower density residential, multi-family and commercial space. The lot sizes in the Historic Village range from approximately 0.14 acres to 1.9 acres and the majority of the residential uses are single-family. A portion of the 65-acre greenbelt dedicated land is located within the Historic Village and trail through the greenbelt links the Historic Village to the rest of the City.</p> |

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| Palisade Village | <p>Palisade Village is bordered by the 1843 site of Fort Nisqually and a community park and Edmond Marsh to the north, Center Drive to the west, the Historic Village to the east, and DuPont Station to the south. The first housing units in Palisade Village were occupied in 1995 and the Village was completed in 2001 with a combination of single-family and street facing multi-family styles. Palisade Village contains both small cottage lots and larger residential lots adjoining wetlands. The lot sizes range from approximately 0.05 acres to 4.7 acres. The village also includes two groupings of multifamily homes, Bay Colony Condos and Palisade Park Condos. Palisade Village also includes a trail section that connects to other trails at Sequelitchew Creek, small pocket parks within residential areas, and Chloe Clark Elementary School</p> |
| DuPont Station | <p>DuPont Station is bounded by Interstate 5 on the south, Palisade Village on the north, the Historic Village on the east, and the Eagle's Pride Golf Course on the west. The village is accessed by Center Drive. DuPont Station has lot sizes ranging from approximately 0.2 acres to 51.6 acres and the majority of residential uses within the Village are multifamily. The village also includes automobile-oriented land uses and services in McNeil Station, a post office, and a large mixed-use area intended for commercial and high-density residential land uses. The location of the mixed-use designated area provides convenient access to/from I-5 and thus will create a market draw beyond the population of the City. The Village includes a 51.63-acre site that was previously used as the State Farm campus. Since the closing of the State Farm campus in 2020, the parcel has been redesignated from Office to Mixed Use, in an effort to spur revitalization.</p> <p>The mixed-use area of DuPont Station is envisioned with storefronts adjoining the street, walks, and public spaces that provide a mixture and concentration of commercial, office, and residential uses in a compact area, intended to accommodate development of a transit center.</p> <p>The existing transit center will serve as a hub for local bus routes serving the city and adjacent communities and for a proposed extension of the Sounder regional commuter rail line, providing seamless transportation options. The transit center will be supported by the concentration of employment in the adjacent office and commercial developments. The mixed-use designation surrounding the transit center is intended to provide multifamily housing that is within a short walking distance of the transit center.</p> |

Yehle Park Village

Yehle Park Village is located between the south boundary of the Old Fort Lake subarea and the Eagle's Pride Golf Course. The Village extends west from Center Drive to Hoffman Hill Village. It has been expanded to include the area north of Strickland Lake known locally for its significant stand of Oregon White Oak trees. Strickland Lake, Grant Lake, and many of the City's wetlands are contained within this Village.

Within this village, McNeil Street and the adjacent trail provide central circulation for automobiles, bicycles, and pedestrians that connects Center Drive to Yehle Park Village and continue west through the village to Hoffman Hill Village. While the McNeil Street corridor is attractively designed, the entirety of the Hoffman Hill neighborhood relies on this corridor for access. This creates high peak-hour flows on McNeil Street, with a steady stream of cars – more than what would be expected in a residential area. An alternate vehicular route is planned to link Hoffman Hill Village through the Old Fort Lake Subarea to bypass Yehle Park Village, and a potential link to the existing Mounts Road freeway access ramps may further reduce McNeil Street traffic.

Most of the Village was contained in a preliminary plat that was approved in 1997 and amended in 1999. Traditional design principles like grid streets, alleys and neighborhood greens were used, but they were modified somewhat to fit the topography and bend around wetlands. The plat was completed in 2007 with a mix of single-family and multi-family dwelling units. Areas have a mix of lot sizes and house sizes to encourage variety, a mix of densities, and a range of affordability. Larger lot sizes and building setbacks were implemented for those properties abutting sensitive areas and their buffers. The lot sizes range from approximately 0.06 acres to 7.7 acres.

Included in the village is the approved Patriot's Landing Master Plan, 44-acre site located at the southwest intersection of Bobs Hollow Lane and McNeil Street. The Master Plan has been approved for a 200-unit age restricted (55+) multifamily building and a multifamily building with 83 units. The plan also includes a 10-acre site for a future approximately 78,000 square foot Elementary School that would serve approximately 500 students. The plan also includes open space and recreation areas. Patriot's Landing is planned as a complete, walkable community that will provide connections to surrounding villages and will offer a wide range of housing options, designed particularly to attract and serve the needs of seniors and retirees. It is a long-term City goal to provide a variety of housing options for seniors, retirees, and

| | |
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| | <p>those who are close to retirement that are affordable, walkable, and celebrate an active community lifestyle.</p> <p>The approved Patriot's Landing Master Plan provides an opportunity to address the City's goal to provide affordable housing options.</p> <p>In the area north of Strickland Lake, a community park, DuPont Powderworks Park, has been located to preserve the character of the existing open prairie and oak trees and to provide space for active recreation areas. The intention is to retain as many trees as possible because oak savannah tree communities are rare in Washington State and there are only a limited number remaining in the region. To accomplish tree retention, recreational uses such as sports fields and passive activity areas are located among the oaks. Another community feature in this village is the 15-acre Pioneer Middle School site.</p> <p>The Village includes a mix of single-family and multifamily housing that were constructed after the adoption of the 1995 Plan. The multifamily units are divided into several groups mixed among single-family blocks.</p> |
| Hoffman Hill Village | <p>Hoffman Hill Village is the largest village in the city, more than twice the size of Palisade Village. This Village is bounded by the Home Course Golf Course to the north, the southwest City boundary, the Puget Sound bluff to the west, the south boundary of the Old Fort Lake Subarea, and Yehle Village to the east. Unlike other villages, Hoffman Hill is primarily on sloping topography that rises in the middle of the village to the highest point in the city.</p> <p>Within this Village, selected bands of trees are integrated into the design of the neighborhood, and a large natural buffer is maintained along the slope of the Puget Sound bluff to provide a natural amenity for the residents. Approximately 69 acres along the slope of the bluff within Hoffman Hill Village are undevelopable and will preserve the visual character of the Nisqually Delta¹. This sensitive area and buffer also keeps development back from the bluff, avoiding potential erosion, landslide, or seismic hazards.</p> <p>Traffic from Hoffman Hill Village currently uses McNeil Street to reach Center Drive, but future plans will also make available a future roadway through the Old Fort Lake</p> |

¹ Settlement Agreement for Lone Star Northwest DuPont Project, Dec. 25, 1994, Page 17.

| | |
|---------------------------|--|
| | <p>Subarea. This future road has been identified as the southern portion of Loop Road on the plan and will also serve the non-residential development surrounding the golf course.</p> <p>Currently, the connection to Mounts Road is limited to emergency vehicles only. An updated study may determine the feasibility of connecting Hoffman Hill Village to I-5 via Mounts Road.</p> <p>The village also includes neighborhood parks and a small community park, and trails connecting with a pedestrian path paralleling the Puget Sound bluff. Residential uses within the Hoffman Hill village consist mostly of single-family residences and the lot sizes range from approximately 0.06 acres to 5.5 acres.</p> |
| El Rancho Madrona Village | <p>El Rancho Madrona Village is bounded to the east and north by Hoffman Hill Village, to the south by open space owned by the Nisqually Tribe outside of the City limits, and to the west by rural residential uses outside of the City limits. El Rancho Madrona Village, the smallest of the City's nine villages, is approximately 18 acres. The Village was originally developed as a separate residential subdivision in 1974 and annexed to the City in 1977. The El Rancho Madrona Village is one of two villages that was not a part of the Northwest Landing. The El Rancho Madrona Village consists of only single-family residential uses and the lot sizes range from approximately 0.29 acres to 0.80 acres.</p> |
| Edmond Village | <p>Edmond Village is bounded by Center Drive to the north and west, Sequelitchew Creek and Edmond Marsh to the south, and by vacant land to the east. Both multi-family and single-family homes are distributed throughout the Village and the lot sizes range from approximately 0.06 acres 1.8 acres. Trails have been established to connect the walkway on Center Drive with the major trail along Edmond Marsh.</p> |
| Bell Hill Village | <p>Bell Hill Village is bounded by DuPont Steilacoom Road to the east, Edmond Marsh to the north and northwest and the Historic Village to the southwest, creating a triangular shaped area. It contains the residential area known as Bell Hill, the Bell Marsh, and the Bell Hill PFAS treatment facility. Bell Hill Village consists of single-family residential units and the lot sizes range from approximately 0.16 acres to 0.73 acres. Trails have been established that link Bell Hill Village to the Historic, Palisade</p> |

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| | <p>and Edmond Villages as well as the manufacturing/Research & Industrial Park. To achieve the associated policies of this Comprehensive Plan, a pedestrian corridor should be developed which links Bell Hill Village with the rest of the City, either along Steilacoom-DuPont Road and/or extending from the (approximate) terminus of Haskell Street in the Historic Village up to Bell Hill Village.</p> |
| Sequalitchew Village | <p>Sequalitchew Village includes the area of the City bounded by Puget Sound to the north and west, the manufacturing research park and industrial areas to the east and Sequalitchew Creek to the south. This village is intended for a mixture of residential types and densities, manufacturing and research park uses, and open space areas including the Sequalitchew Creek Ravine and Puget Sound bluffs. Nearly this entire village is within the mineral resource overlay boundary.</p> <p>Public access along the Sequalitchew Creek Canyon and the Puget Sound beach will be developed in the future as designated in the Parks Master Plan.</p> <p>In addition to trails that will connect this village with other neighborhoods, a seven-to-ten-acre community urban design feature is located within this area, just north of Sequalitchew Creek and west of Center Drive in the vicinity of the historic 1838 Methodist Mission site. The intent of this feature is to emphasize and preserve historic elements through the development of a community focal point involving water, nature, and linkage between Sequalitchew Village and the villages south of the creek.</p> <p>As indicated above and in the Reasonable Measures in Chapter 2, the area designated as Residential Reserve is slated for a subarea planning process. As the mining operations in Sequalitchew Village are anticipated to cease sometime within the horizon of this plan, and this plan anticipates that near the end of mining operations the City will undertake a subarea planning process that should:</p> <ul style="list-style-type: none"> • Ensure vehicular access as close to the shoreline as possible. • Encourages a broad mix of housing types and densities. • Evaluate the potential for a neighborhood center that includes commercial uses that serve the neighborhood. • Provides for park, recreation, open space, and trails, including connections to regional trail networks. |

- Efforts should be taken to ensure development does not impact the tranquil and natural setting adjacent or near Sequalitchew Creek, other wetland areas, and trails within these areas. Efforts should include careful site design to reduce lighting, noise, and other urban impacts.

The preceding list is only intended to provide broad-brush objectives of a Sequalitchew Village subarea plan. This plan anticipates that these objectives should be reevaluated as this plan is updated in the future.

Figure 3.3: Historic Village Future Land Use Map



Figure 3.4: Palisade Village Future Land Use Map



Figure 3.5: DuPont Station Future Land Use Map

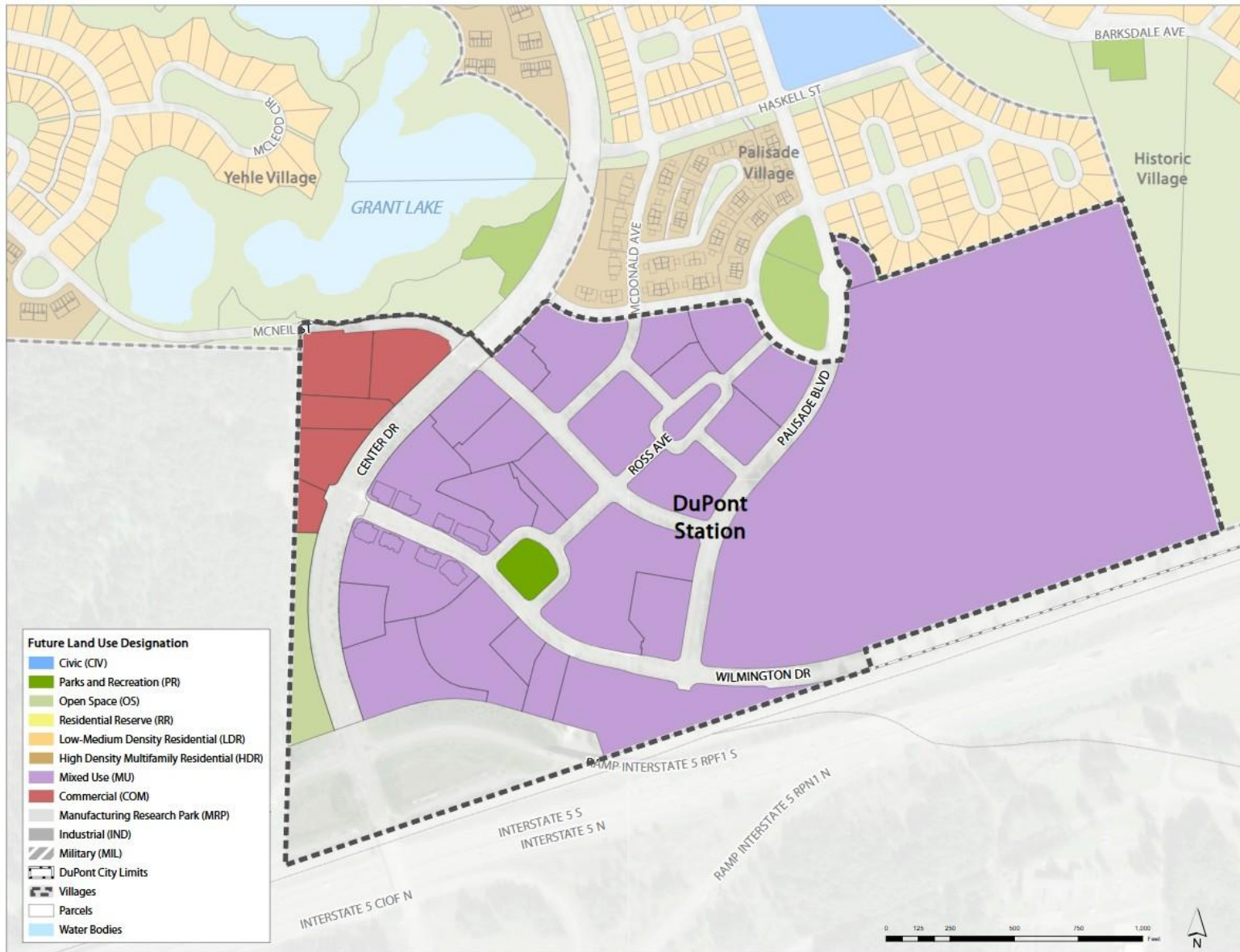


Figure 3.6: Yehle Village Future Land Use Map

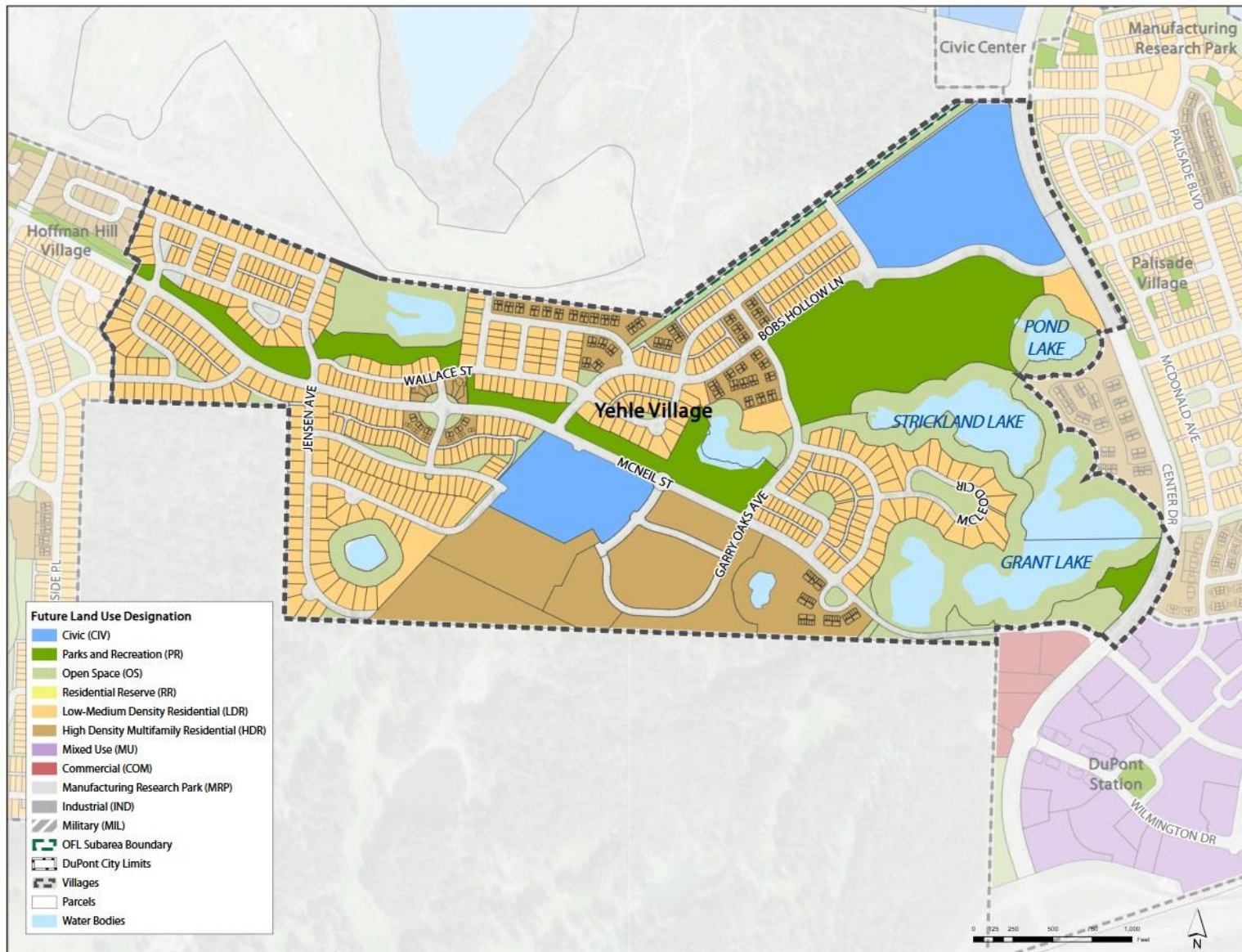


Figure 3.7: Hoffman Hill Village Future Land Use Map



Figure 3.8: El Rancho Madrona Village Future Land Use Map



Figure 3.9: Edmond Village Future Land Use Map



Figure 3.10: Bell Hill Village Future Land Use Map

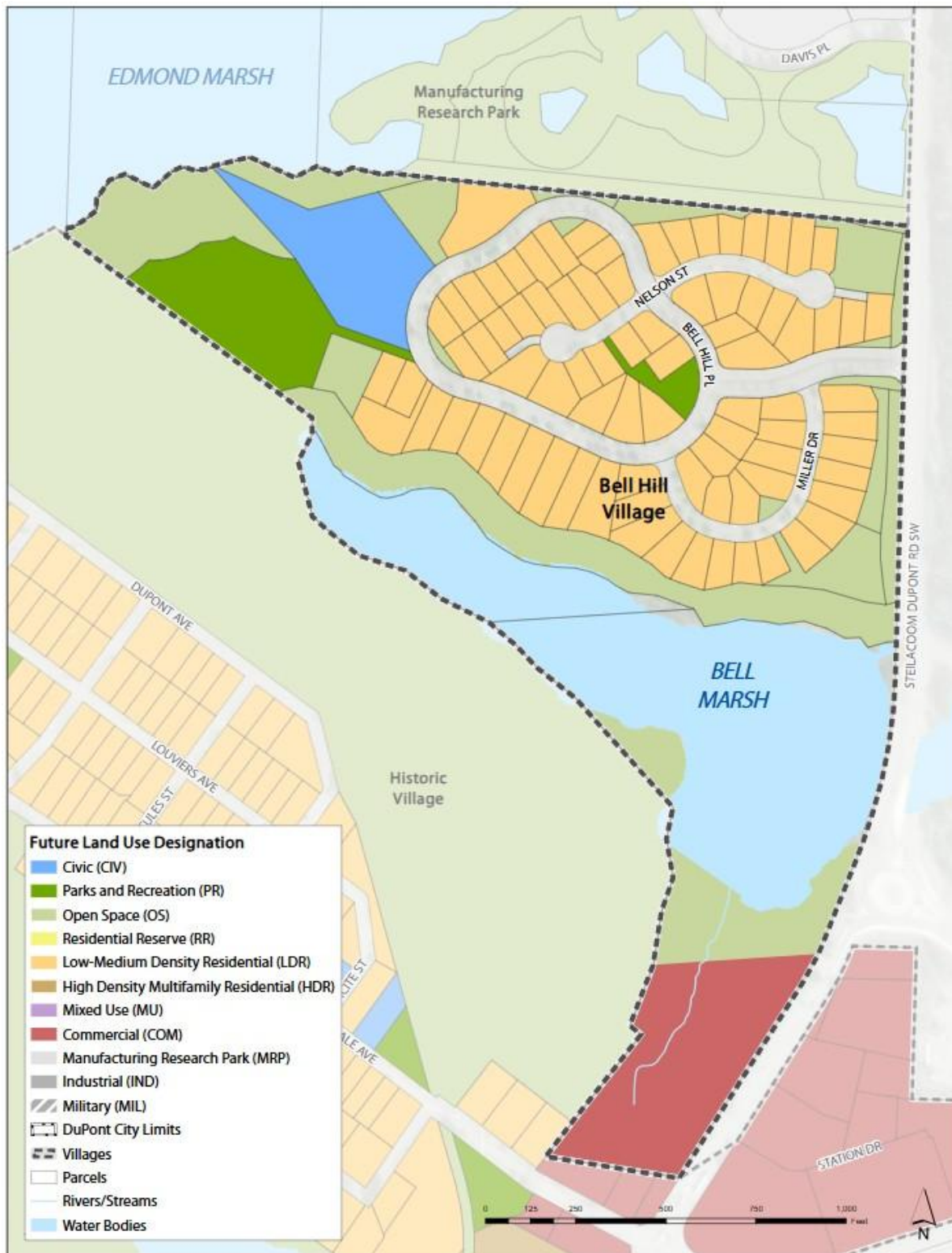
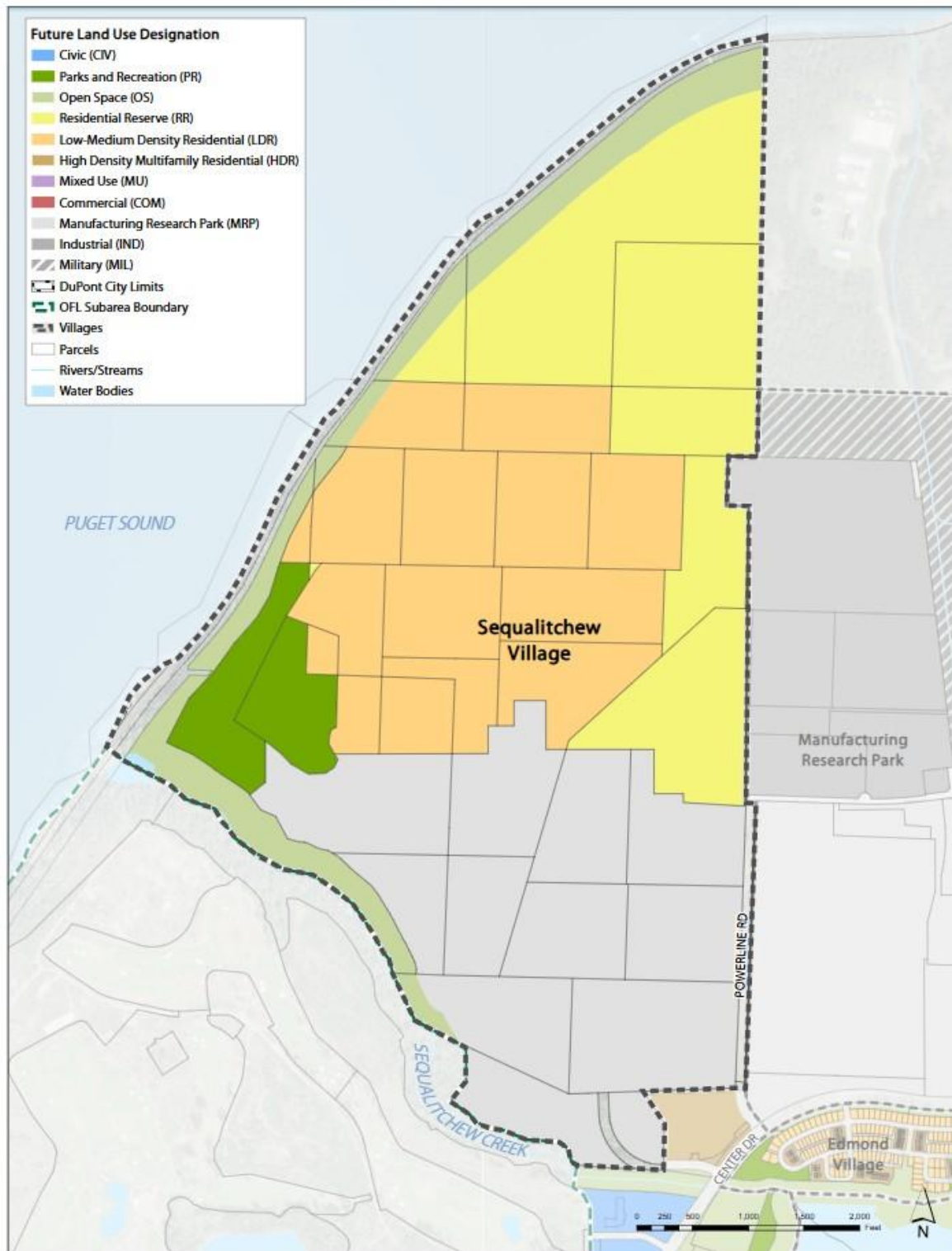


Figure 3.11: Sequelitchew Village Future Land Use Map

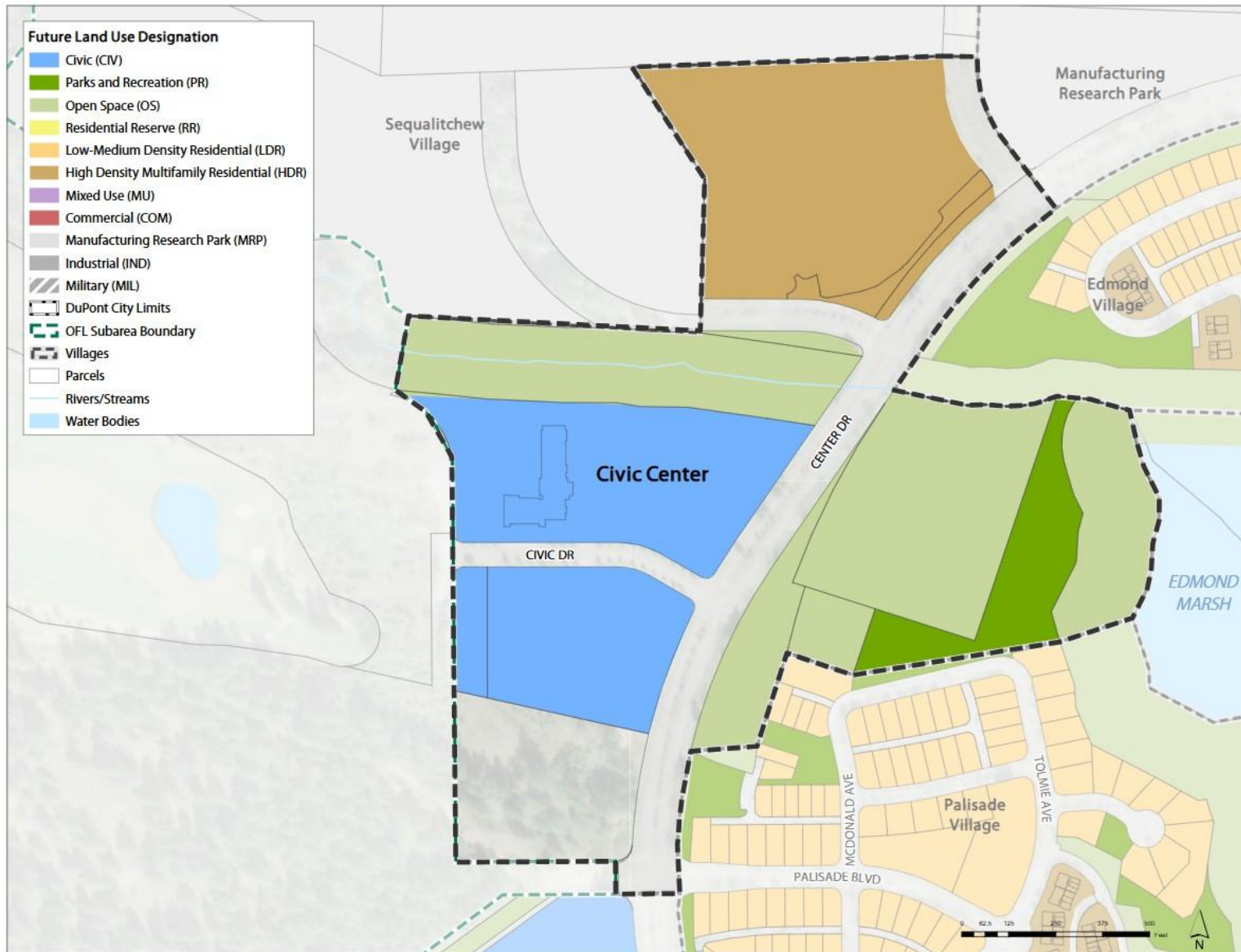


Civic Center

The Civic Center area is located in the middle of the city and is bisected by Center Drive. The area is also at the center of the community's early settlement which includes the 1843 Fort Nisqually site. It is bounded by the northern edge of Yehle Park Village, the western edge of Edmond Marsh, the southern edge of the Sequelitchew Creek canyon and the eastern edge of the Old Fort Lake Subarea.

The primary feature in this village is a ten-acre site, located on the northwest side of Center Drive, adjacent to the south side of Sequelitchew Creek. The site is a qualified land donation to the City of DuPont by Weyerhaeuser Real Estate Company for use as a civic center. Principal civic buildings include City Hall, a combined public safety building housing both the police and fire departments, and the public works department. In the future a library and museum could also be located on the Civic Center campus. The remainder of the area south of Civic Drive provides for the potential of a mix of uses. In addition to being a focal point for history, the location of the civic buildings in the middle of the community allows Edmond Village and future residential areas in Sequelitchew Village to be more connected to city activities. Access into the civic center site is via a signalized intersection on Center Drive approximately 800 feet north of the Palisade Boulevard intersection. The Civic Center also contains multifamily residential uses in Creekside Village. The average lot size in the Civic Center is approximately 4.78 acres.

Figure 3.12: Civic Center Future Land Use Map



Old Fort Lake

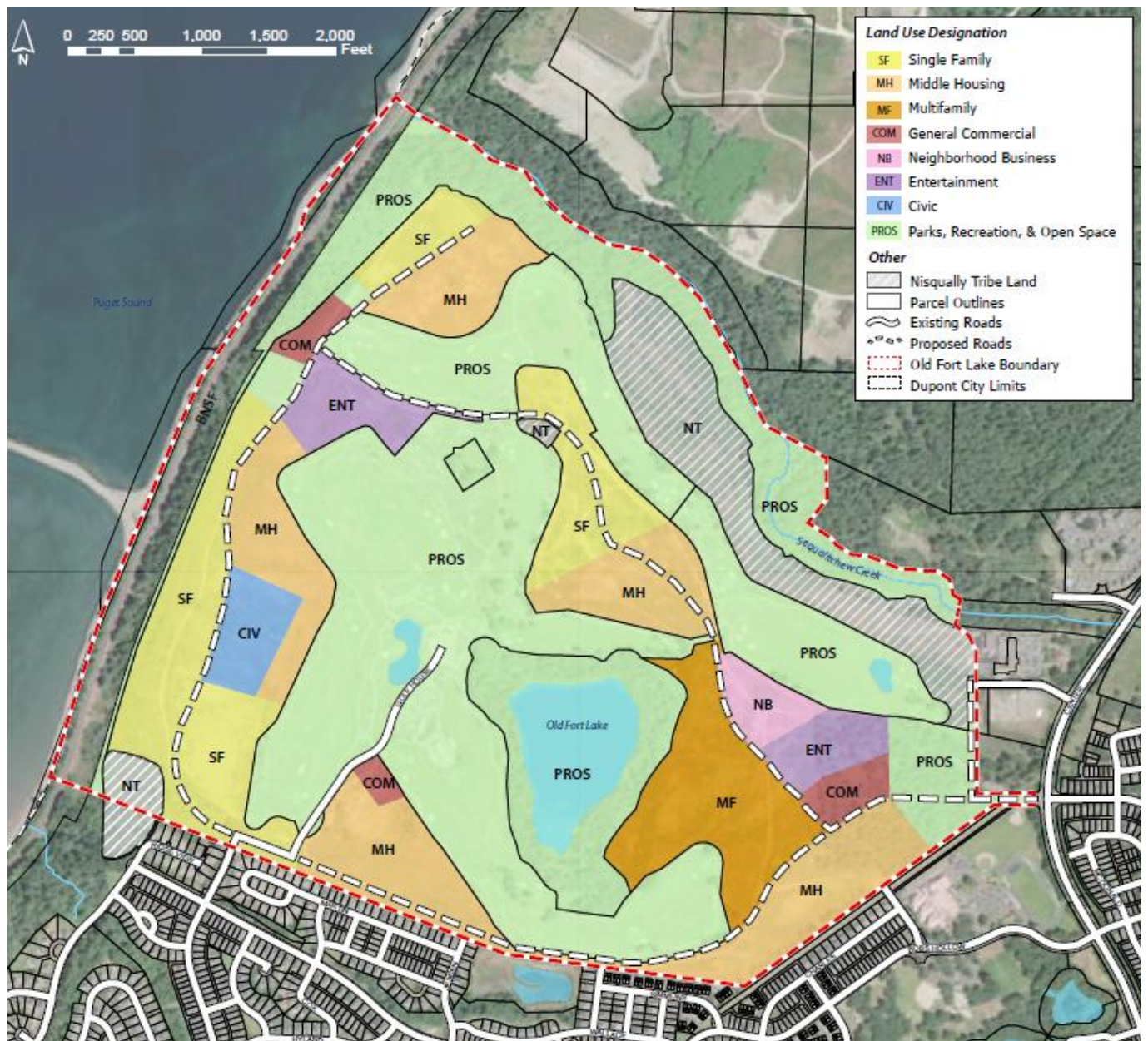
Old Fort Lake is bounded to the north by Sequelitchew Creek and to the west by the Puget Sound Bluff. These features will be maintained in their natural state and protected from development by required critical area buffers. A future network of trails has been identified connecting these natural areas and future development.

The “Home Course” golf course accounts for one-third of the area’s land use, while the remaining land is largely vacant. Two historic sites exist within its boundaries. Old Fort Lake was historically used as munitions site in the mid-1970’s, and extensive clean-up efforts have been conducted to remove contaminated soils. Residences, schools, and parks have been deed restricted by the Weyerhaeuser and the DuPont Corporation by a Consent Decree, however, it is possible that further remediation efforts may relax these restrictions.

Old Fort Lake offers a large amount of vacant developable land. The area has many unique assets, opportunities, and constraints, and therefore a vision for this area has been established through a subarea plan. The Old Fort Lake Subarea Plan was first adopted in 2018 and was updated in February 2025 to meet the City’s residential needs as well as to comply with new GMA requirements that aim to increase the supply and affordability of housing for all (Chapter 11). The subarea area plan establishes the future land uses and lists the implementing goals and policies. The updated Plan increases the maximum housing unit capacity that was previously established but still provides for a mix of uses with a variety of zoning districts (including Parks, Recreation, and Open Space; Civic; Neighborhood Business; Entertainment; etc.) The area also provides recreational and cultural opportunities alongside a beautiful natural setting.

Development in this area will provide for business and emerging technology activities within a campus like setting of natural and manmade landscapes. The Old Fort Lake Subarea will allow for ample opportunity for future housing, employment, commerce, and recreation to accommodate current and future populations.

Figure 3.13: Old Fort Lake Future Land Use Map



Manufacturing/Research Park and Industrial Area

The area of the City between Sequalitchew Village, the DuPont Steilacoom Road, the northern city limits and the eastern edge of the Palisade and Historical Villages is identified as Manufacturing/Research and Industrial Area and provides land for industrial activity, manufacturing, office and some non-manufacturing activities such as wholesaling and distribution. The boundaries of this area have been reduced from the 1995 Plan on the west and from the 2001 Plan on the southeast to create a portion of Sequalitchew Village and the entirety of Bell Hill Village respectively. Access is provided via Center Drive, an east/west route intended for truck traffic along the JBLM Land Fill site and DuPont-Steilacoom Road.

This area has two primary land use designations, Manufacturing/Research Park and Industrial. The Manufacturing and Research Park designation is located adjacent to Center Drive and includes office uses and less intense, generally smaller scale industrial uses. Larger scale, somewhat more intense industrial uses are located in the industrial designation area to both the north and east.

The industrial area on the east side, along DuPont Steilacoom Road, has been in place since the 1995 plan and was developed in order to compensate for the proposed elimination of industrial uses from the then, newly created Sequalitchew Village.

Contained within this area is Edmond Marsh and its associated buffer. This land area provides a major passive recreation opportunity for the community and nearby business users. A trail system through wetland buffers connects various sites within neighboring villages. A trail within the landscape buffer along Center Drive connects to DuPont-Steilacoom Road and the Civic Center.

The Manufacturing/Research Park and Industrial Area also supports future commercial service at the corner of Center Drive and DuPont-Steilacoom Road to provide retail trade, service businesses, and/or office uses to support the larger DuPont community. Complementing multifamily is also permitted where ground level commercial is provided. Furthermore, a street and pedestrian network shall be developed to interconnect roadways and land uses. The land use code shall establish development controls to further define the allowable uses, ensure quality urban design, and promote an interconnected transportation network.

There are no housing units existing or proposed within the Manufacturing, Research Park and Industry designation.

Residential Areas

Residential designations within the City include Residential Reserve, low-density residential, and high-density residential, which are dispersed throughout the City. The various residential designations allow for a variety of densities and housing types, including co-housing and accessory dwelling units (ADU's). The low-density residential designation is intended to provide for balanced neighborhoods with a variety of residential uses and small-scale neighborhood goods and services. The high-residential designation allows for multifamily land uses and provides for affordability and a variety of housing options. As required per House Bill 1337, two ADU's per lot are permitted on all residential lots. This allows for increased density and provides for additional housing types and affordable options in all residential designations.

The residential reserve designation is intended to reserve property that is likely not available for the city's 20-year growth projections due to its location within the Sequalitchew Village planning area which is currently undergoing mining operations. Mining operations are anticipated to cease in the next 15 to 20 years; therefore, the City will undertake a subarea planning process that should encourage a broad mix of housing types and densities; encourage the creation of balanced neighborhoods with a variety of residential uses and small-scale commercial uses; provide parks, recreation, open space, and trails, including connections to regional trail networks; and preserve the natural areas adjacent or near Sequalitchew Creek.

Mineral Resource Overlay Area

The mineral resource overlay is an approximately 650-acre area located in the northwest portion of the City which contains the Pioneer Aggregates Mine. The mineral resource overlay designation intends to provide development standards for the overlay area and adjacent to the overlay area in order to conserve mineral resources and ensure compatibility between mineral resource lands and adjacent uses. Additionally, the overlay designation helps to assure that the use of lands adjacent to the mineral resource overlay do not interfere with the continued use, in the accustomed manner, of the mineral resource, as required by the State Growth Management Act. The Growth Management Act encourages local governments to designate natural resource lands of long-term significance and adopt development regulations to assure their conservation.

The mineral resource overlay area will undergo a subarea plan process at or near the conclusion of mining operations which are likely to continue for at least the next 15-20 years. The overlay will be removed following the completion of mining operations. This overlay consists of multiple land use designations, with the largest portions of the overlay designated as Residential Reserve (RR) and Manufacturing and Research Park (MRP). Small portions along the western boundary are designated Open Space (OS) and Parks and Recreation (PR). These land use designations are intended to provide the basis for future land use planning in this area following mining operations. A large portion of the overlay is designated for Residential Reserve, as residential uses are anticipated to be developed in this area in the future.

Community Business

The Community Business designation is intended to create business districts that include a mix of commercial services, office, manufacturing, and industry. This designation accommodates quality employment and commercial services to serve the DuPont community and immediate vicinity; the district also allows complementing multifamily when built with ground level commercial uses.

Land Use Goals and Policies

The following goals and policies related to land use are in alignment with the Guiding Principles outlined in Chapter 1, Introduction.

GENERAL

- | | |
|-------------------|---|
| Goal LU-1 | Strategically plan for anticipated growth so that as the City develops it maintains its small town character by protecting and enhancing development patterns <u>that are in alignment with the guiding principles as seen in the Historic Village and Palisade Village.</u> |
| LU 1.1 | Ensure neighborhoods or “villages” are sized according to a <u>Maintain a g to a</u> pedestrian / walking scale of distance and that is are defined by natural features, parks, open spaces, and streets. |
| LU 1.2 | Encourage Continue new urbanism types of development rather than typical suburban development which that are is less efficient in its their use of land and often that results in disconnected auto-oriented enclaves and sprawl <u>allow for connectivity.</u> |
| LU 1.3 | Direct DuPont's growth in a manner that balances a small town character with sound economic development. |
| Goal LU-2 | |
| | <u>Strategically plan for a range of sustainable uses that provide jobs and offer goods and services that respond to the needs of the City's residents while drawing visitors.</u> Encourage economic development that is balanced with maintaining the small town character of the city. |
| LU 2.1 | Explore opportunities for design centered development controls while allowing flexibility in uses. |
| <u>LU 2.2</u> | <u>Promote high-quality and accessible educational, job training, and cultural opportunities, particularly for those facing unique obstacles and/or those with special needs.</u> |
| LU 2.3 | Explore innovative approaches to site remediation, land development, and infrastructure improvements through strategies such as public-private partnerships, private-private partnerships, and strategic capital investments. |
| LU 2.4 | 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. |
| LU 2.5 | Limit heavy industrial uses to the two existing industrial areas (west <u>and south of</u> of JBLM and between <u>Intel Powerline Road</u> and DuPont Steilacoom Road) as they are likely to attract uses that require more material inputs, processes, and finished products and are therefore likely to produce a greater volume of truck traffic. |

- Goal LU-3** ~~Promote~~ Maintain and enhance a public health, safety, and welfare through land use planning. ~~sense of community health by protecting natural features, preserving historical sites, reducing the necessity for driving, making walking an enjoyable alternative and making transit use practical.~~
- ~~LU-3.1~~ Maintain the visual quality of the City as seen from Puget Sound, the Nisqually National Wildlife Refuge and public roads. Provide scenic viewpoints to reinforce attractive community features and highlight natural and cultural amenities such as Puget Sound and the Nisqually Delta.
- LU-3.1 Establish and prioritize multi-modal linkages, provide recreational spaces, and trails for pedestrians and bicycles between villages.
- LU-3.2 In support of Crime Prevention through Environmental Design (CPTED), provide paved, and lighted, and mile-marked 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.
- ~~LU-3.4~~ Provide land use regulations that give opportunities for the community to have fair access to livelihood, education, and resources.
- LU-3.3 Establish land use regulations that provide for community health, such as increasing access to healthy food options and healthcare services in proximity to residential areas.
- ~~LU-3.5~~ The Mineral Resource Overlay designation shall be enforced and recognized for a length of time corresponding to the completion of excavation and reclamation within the designated area.
- LU-3.4 Plan for future public safety needs in accordance with the Capital Facilities Plan.
- ~~LU-3.6~~ Employ practices that protect the long term integrity of the natural environment, adjacent land uses, and the long term productivity of resource lands.
- Goal LU-4** Ensure the design and placement of ~~commercial and residential buildings-development~~ throughout the City enhances ~~the pedestrian neighborhood environment.~~
- LU-4.1 ~~Guarantee~~ Ensure that design guidelines ~~are included-outlined~~ in development regulations ~~that promote a pedestrian scale, and character. Such design standards should include elements such as pitched roofs, roof overhangs, awnings, surface modulation, textured surface treatment, variety of surface materials and should discourage long expanses of blank walls at the street level.~~
- LU-4.2 ~~Orientation of retail, residential, public structures, and commercial buildings (outside the Research Park and Business and Technology Park) should be to the front near the street Right of Way, rather than being separated from the street. Churches and other symbolic structures should be located in a way that promotes their visual prominence.~~ Retail, residential, and public structures should be located and oriented to establish a well-defined street corridor and promote pedestrian activity along adjacent sidewalks.
- LU-4.3 Design standards should address integration of amenities for the pedestrian

within the streetscapes ~~such as; street trees, landscaping, benches, lighting, trash receptacles, signage, and bicycle parking.~~

~~Development standards for commercial structures should encourage on street parking and parking at the rear or secondarily on the sides of developments to enhance the pedestrian environment.~~

LU-4.5 Plan for a range of low intensity commercial uses that provide for a variety of personal services, offices, and light manufacturing at a neighborhood scale that is distinctly separate from the high intensity commercial area.

Goal LU-5 ~~Develop and maintain a street system that is fundamentally based on a traditional town setting that assures provides direct safe and efficient auto, bike and pedestrian access for all modes of transportation. and is based on a grid system.~~

LU-5.1 Development within ~~villages the City~~ should ~~be based on a grid or modified grid system that provides~~ provide clear orientation, alternate traffic routes, and opportunities for multi-modal transportation patterns.

LU-5.2 Development regulations should encourage pedestrian circulation and reduce walking distances whenever possible through a variety of means such as frequent intersections through block connections. Cul-de-Sacs should only be used when topographical or other features of the land warrant deviation and should include enhanced pedestrian access through adjacent blocks.

LU-5.3 Roadway standards and Right of Way widths should include traffic calming techniques such as traffic circles, diverters, chicanes, etc. to reduce driving speeds and enhance the pedestrian environment. ~~Alleys should be developed to the maximum extent possible, and residential roadways should not exceed three lanes.~~

DUPONT STATION

Goal LU-6 ~~Maintain and enhance DuPont Station as the City's primary pedestrian oriented, mixed use, compact, attractive, destination shopping area.~~

LU-6.1 ~~Development standards should promote a mix of housing, offices, and commercial uses that are designed to be coordinated and complimentary through placement size and massing. Façades should present a unique set of characteristics while allowing for architectural expression and individuality.~~

LU-6.2 ~~Promote the creation of an identifiable pedestrian downtown and avoid the appearance of domination by the automobile by promoting ground floor retail, multi-storied buildings, a mix of commercial, office, and upper story residential uses, a clearly defined street edge, and encouragement of upper story activities which overlook the streets and plazas.~~

MINERAL RESOURCE LANDS

- Goal LU-6 Recognize the value of mineral resource extraction while protecting the integrity of the natural environment.**
- LU-6.1 ~~Encourage~~ Require segmental reclamation and reuse of mined areas using established reclamation practices in accordance with approved reclamation plans.
- LU-6.2 ~~Understand that mining may~~ As mining continues ~~continue~~ into the near future, ~~and plan for and~~ periodically update, land use mapping, the Mineral Resource Overlay designation, phasing schedules, and management plans for extractive operations with approved mining permits.
- LU-6.3 Ensure mining activities employ best management practices that protect the long-term integrity of the natural environment, water resources, adjacent land uses, and the long-term productivity of the mineral resource lands.
- LU-6.4 Following the completion of excavation of mineral resources within designated mineral lands, require reuse and redevelopment of reclaimed mining areas north of Sequalitchew Creek in a manner consistent with underlying City zoning designations, understanding that any non-mining development shall be consistent with continued mining operations on the balance of the site.
- LU-6.5 Following the completion of excavation of mineral resources within designated mineral lands, the mineral resource overlay shall be removed.
- LU-6.6 Employ practices that protect the long term integrity of the natural environment, adjacent land uses, and the long term productivity of resource lands.
- LU 6.7 The Mineral Resource Overlay designation shall be enforced and recognized for a length of time corresponding to the completion of excavation and reclamation within the designated area.

EQUITY

Equity is defined as “just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. Unlocking the promise of the nation by unleashing the promise in us all.”

Source: APA Planning for Equity Policy Guide, 2019

Healthy communities and community health is defined as “places where all individuals have access to healthy built, social, economic, and natural environments that give them the opportunity to live to their fullest potential regardless of their race, ethnicity, gender, income, age, abilities, or other socially defined circumstances.”

Source: APA Healthy Communities Policy Guide, 2017

- Goal LU-7 Promote equity and community health in land use decisions and development patterns.**
- LU-7.1 Review land use decisions and mitigate as needed for disproportionate impacts to

marginalized groups.

LU-7.2 Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

LU-7.3 Plan for public amenities such as parks, trails, and viewsheds and provide connections to historic and cultural resource areas that are accessible to all.

LU-7.4 Strive to include all groups in public engagement opportunities and strive to be an all-inclusive community where people of all income groups, stages of life, and life experiences can thrive and feel that they are valued and belong.

LU-7.5 Implement regulations that reduce environmental health hazards and ensure access to clean air and water for all residents.

ENVIRONMENTAL SENSITIVITY, SUSTAINABILITY, AND RESILIENCY

Goal LU-8 Protect and enhance the City's natural environmental systems and design for resilience and adaptability to climate change as the city evolves.

LU-8.1 ~~Encourage~~ Promote development of sustainable, clean industries ~~within the Industrial, Manufacturing, and Technology designations.~~

LU-8.2 Ensure ~~mining activities~~ all development employs best management practices that protect the long-term integrity of the natural environment, water resources, and adjacent land uses, ~~and the long-term productivity of the resource lands.~~

LU 8.3 Continue to evaluate ways to design for resiliency and adaptability to climate change as the city evolves through development regulations.

LU 8.4 Ensure all development protects and/or enhances the City's natural environmental systems, including its tree canopy, lakes, wetlands, streams, shoreline, plants, fish and wildlife.

COMMUNITY AND CULTURE

Goal LU-9 Continue to promote the development of space for public assembly, local governmental services, and cultural focus.

LU-9.1 Ensure private and public development projects include areas for community gathering such as public squares, cultural/historic interpretive centers, or other similar facilities.

LU-9.2 Implement design standards and responsible zoning for the development of quality, attractive architectural structures and landscaping for public assembly, local governmental services, and cultural focus.

LU-9.3 Work jointly with other jurisdictions, agencies, organizations, tribes, and property owners to preserve historic resources and consider potential impacts to culturally significant sites.

LU-9.4 Locate future public facilities, community spaces, and schools in close proximity

to each other and with walkable connections.

Goal LU-10 Protect and preserve the original character of the Historic Village.

HISTORIC VILLAGE

- LU 10.1 Strengthen standards for development or redevelopment that aligns with the design of the original company town, including, but not limited to craftsman style structures.
- LU 10.2 Preserve the entry monuments to the Historic Village which reflects DuPont's historic character and unique charm.
- LU 10.3 The architectural design features of small retail, service and office businesses within the Historic Village should reflect DuPont's historic character and business uses should complement such a setting.

Goal LU-7 Create a strong visual symbol for the community by continuing to promote-

CIVIC CENTER

~~the DuPont Civic Center as the location for public assembly, local governmental services, and cultural focus.~~

- LU-7.1 Encourage development that supports development of a "public square".
- LU-7.2 Allow for a variety of uses that support the area such as small retail services, and offices.
- LU-7.3 Development standards should encourage buildings of at least two stories, and public buildings should exhibit a "civic" quality with features such as a dramatic roofline, prominent entrance, and integrate public art.
- LU-7.4 Parking should be screened from major access roads and divided into smaller, heavily landscaped packets in order to reduce their overall impact of asphalt.

Goal LU-8 Integrate large office developments into the community in a way that-

OFFICE DEVELOPMENT

~~maintains a small town character while providing a large employment base.~~

- LU-8.1 Encourage office developments to turn toward the street and connect with other uses through pedestrian trails and building placement.
- LU-8.2 Promote office developments to stagger work hours, encourage carpooling and implement other Traffic Demand Management measures consistent with trip reduction plans.

INDUSTRIAL AND TECHNOLOGY

| | |
|------------------|--|
| Goal LU-9 | Encourage development of a mix of long-term viable uses in the Business and Technology Park land use designation while maintaining the small town charm of DuPont. |
| LU-9.1 | Explore innovative approaches to site remediation, land development, and infrastructure improvements through strategies such as public-private partnerships, private-private partnerships and strategic capital investments. |
| 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. |
| LU-9.3 | Limit uses that front on the access road extending from Center Drive to the residential areas in Sequalitchew Village to those uses permitted in the Business and Technology park area. |
| LU-9.4 | Limit heavy industrial uses to the two existing industrial areas (west of JBLM and between Intel and DuPont Steilacoom Road) as they are likely to attract uses that require more material inputs, processes, and finished products and therefore likely to produce a greater volume of truck traffic. |
| LU-9.5 | Promote environmentally sensitive industrial development as an integral element in establishing a balanced community. Performance standards should be used and periodically updated to ensure best management practices are used to control odor, sound, vibration, light, and other factors that promote clean industrial uses. |
| LU-9.6 | Encourage development of sustainable, clean industries within the Industrial, Manufacturing, and Technology designations. |

Chapter 4 Economic Development

Overview

The economy in the City of DuPont presents both unique opportunities and significant challenges. 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. Its proximity to the Port of Tacoma provides access to global markets, while the neighboring military base offers a highly skilled workforce composed of veterans and transitioning military personnel. Conversely, the City faces intense competition against neighboring communities investing in education, job training, infrastructure, planning, and policies to foster economic growth. To be competitive, DuPont must leverage its historic, cultural, and natural resources, and commercial assets, to attract future economic development investments and to maintain high quality services for its population.

While a city cannot directly control economic development, it can facilitate and support a positive business climate. This plan provides policy guidance on how the city can increase its readiness and ability to identify and afford strategic investment in infrastructure and land use resources.

Highlights

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

- More than 400 acres of pre-planned vacant land for future development;
- Historic and cultural resources that hold potential for attracting tourism;
- Assessed Value growth, with 2025 proposed Annual Value up 105% since 2014¹;
- A mix of residential, commercial and industrial tax base;
- Quality schools, award winning community events, of acres of parks and miles of trails, and a championship golf course;
- Active and engaged participation with various regional economic and transportation partnerships;
- Recently adopted Old Fort Lake Subarea Plan (2025), in order to guide redevelopment.
- More than 100% growth in jobs since 2014;²

¹ Source: City of DuPont and Pierce County Tax Assessor.

² Source: PSRC employment data.

- Natural beauty and plentiful recreational activities.

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 2024 estimated population was 10,180.

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. DuPont's population grew remarkably into the 2010s, propelled by the development of the 3,000-acre Northwest Landing development and bolstered by the Pentagon's base consolidation strategies of Joint Base Lewis-McChord. 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.

Businesses continue thriving in DuPont today, including Amazon, CalPortland, Kimberly Clark, FedEx, 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, municipal court, and community center. The City also operates an enterprise fund for the water utility services. The City contracts with Pierce County for sewer services.

DuPont is located in south Pierce County in the southern end of Puget Sound in Washington State, bordered to the west by Puget Sound, Thurston and Lewis Counties to the south, Kittitas and Yakima Counties 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 BNSF) and as part of the Northwest Seaport Alliance, ranks as the 54th busiest port in the world³. The Seattle-Tacoma International Airport is located 39 miles north of DuPont and is served by 36 airlines providing passenger flights around the globe, and by several freight and passenger lines. All of these factors contribute to the city's access to local and regional markets.

³ World Shipping.org, accessed 2/11/2025. The Northwest Seaport Alliance merged the Port of Tacoma and Port of Seattle in 2015.

City Financial Management

The City maintains an AA- rating for the limited tax general obligation bonds (LTGO), and a revenue bond rating of AA.⁴ In recent years, the City has worked with the Council to approve new revenue streams without increasing property taxes to help with the growth of expenses. Upcoming development projects will help with both short-term and long-term revenues. The City continues to seek new revenue sources to continue its financial stability into the future. DuPont has three reserve funds that have goals within the Financial Policy. The debt capacity, or legal debt limit used is low, at 26 percent. The City monitors revenues and expenditures on a monthly basis.

Tax Collections

Table 4.1: Property Tax Collected within DuPont

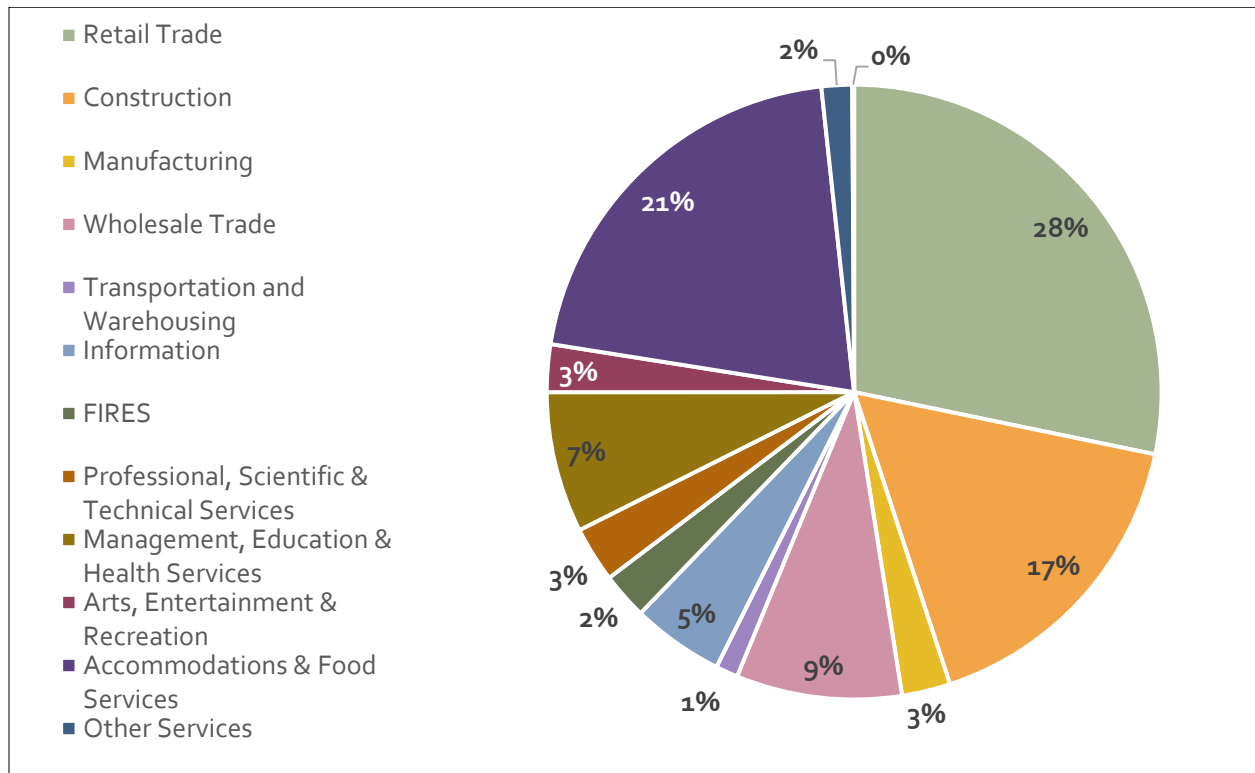
| Property Tax Collected | | | |
|------------------------|-------------------|-------------------------------|--|
| Tax Year | Total Levy Amount | Tax Collected in year of Levy | Percent of Tax Collected in Year of Levy |
| 2024 | \$2,059,017 | \$2,053,913 | 99.8% |
| 2023 | \$2,014,971 | \$2,003,666 | 99.4% |
| 2022 | \$1,957,758 | \$1,952,713 | 99.7% |
| 2021 | \$2,830,701 | \$2,818,718 | 99.6% |
| 2020 | \$2,841,514 | \$2,794,342 | 98.3% |
| 2019 | \$2,504,039 | \$2,494,150 | 99.6% |
| 2018 | \$2,321,975 | \$2,312,378 | 99.6% |
| 2017 | \$2,424,123 | \$2,414,999 | 99.6% |
| 2016 | \$2,440,641 | \$2,435,093 | 99.8% |

Source: Pierce County Assessor's Office and the City of DuPont.

Retail sales tax collection is another large component of revenue, and is shown here by the top 12 industries, with retail trade and accommodations and food services being the top two, at around 20 percent each. In 2023, taxable retail sales totaled \$167,567,521. The City of DuPont's sale and use tax totals 1.5 percent, which resulted in a sales and use tax collection of \$2,513,512.82 in 2023.

⁴ LTGO bonds may be issued by a legislative body, as opposed to voter approval. Because of this general fund revenues must be pledged to pay the debt service. Revenue bonds may be issued to finance projects that are self-supporting, such as large infrastructure projects that are paid for by user fees (i.e., wastewater systems). For more information visit mrsc.org.

Figure 4.1: Retail Sales Tax by Industry, 2023



Source: Washington State Department of Revenue

Assessed Value

The assessed valuation for regular levies of property located within the City for tax collection years 2010 through 2024 is in Error! Reference source not found. below, nearly doubling during the 14-year time period.

Table 4.2: Total Assessed Valuation of Regular Levies with DuPont

| Assessed Valuation (NAV) | | | |
|--------------------------|-----------------|------|-----------------|
| 2010 | \$1,295,118,066 | 2018 | \$1,500,124,864 |
| 2011 | \$1,278,881,240 | 2019 | \$1,554,410,017 |
| 2012 | \$1,206,369,869 | 2020 | \$1,786,146,155 |
| 2013 | \$1,176,714,772 | 2021 | \$1,966,531,226 |
| 2014 | \$1,291,637,605 | 2022 | \$2,213,541,968 |
| 2015 | \$1,401,029,820 | 2023 | \$2,516,691,001 |
| 2016 | \$1,417,237,621 | 2024 | \$2,574,677,542 |
| 2017 | \$1,457,913,443 | | |

Source: Pierce County Assessor’s Office and the City of DuPont.

Major Taxpayers

The following table lists the largest ten taxpayers within the City for tax collection year 2024 listed in declining order of assessed value. As seen in in Error! Reference source not found. the largest taxpayers are heavily skewed towards the Transportation and Warehousing category. Several of the taxpayers are separate LLCs owned by Prologis whose business model includes leases with clients like Amazon and Kimberly Clark.⁵

Table 4.3: Major Property Taxpayers within the City

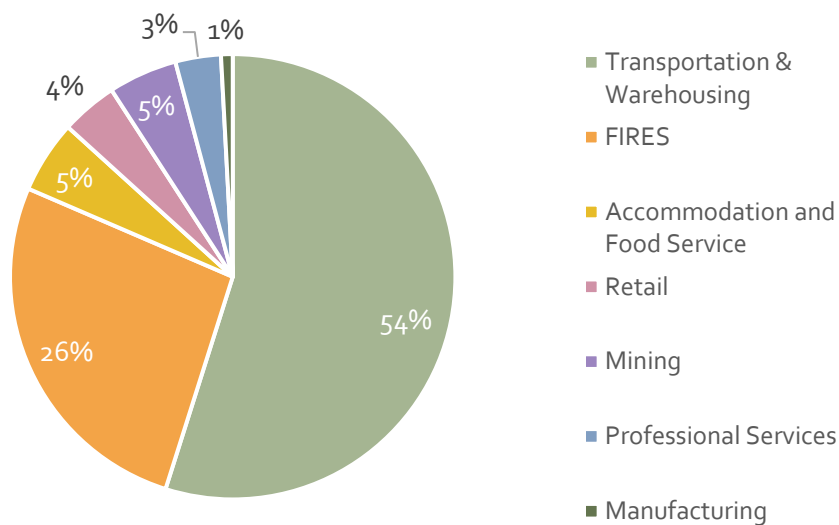
| Taxpayer | Business |
|---|-------------|
| USLP ZETA DuPont LLC | Warehousing |
| Center Drive Lot 2 LLC | Warehousing |
| Center Drive Lot 1 LLC | Warehousing |
| Northwest Logistics Industrial Holdings LLC | Warehousing |
| Terra Funding – Clock Tower LLC | Apartments |
| M and M Arlington LLC | Real Estate |
| Pierce County Investors, LLC | Warehousing |

⁵ USLP ZETA, Center Drive Lot 2, Center Drive Lot 1, and Center Drive Lot 3 are all Prologis properties. Source: Pierce County Tax Assessor.

| Taxpayer | Business |
|---|-------------|
| Trax Apartments LLC | Apartments |
| Glacier Northwest- CalPortland | Mining |
| Center Drive Lot 3 LLC | Warehousing |
| Amazon.com Services LLC | Retail |
| JDM SF 1000 Wilmington LLC (State Farm) | Insurance |

Source: Pierce County Assessor's Office and City of DuPont.

Figure 4.2: Top 25 Taxpayers by Industry, 2024



Source: Pierce County Assessor's Office and City of DuPont

Business and Employment

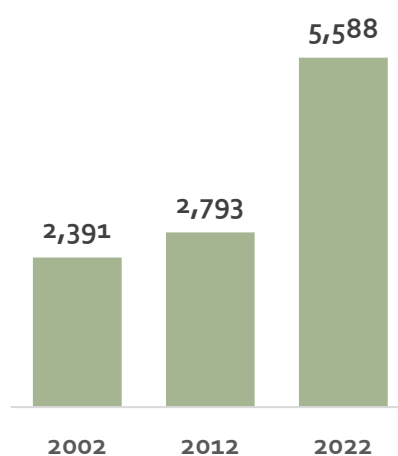
DuPont finished the 20th century as largely redeveloped, growing rapidly, and diversifying its economy. As a part of the redevelopment of former manufacturing lands and in response to the 2007 global recession, the City focused its attention on creating high-tech manufacturing facilities and warehousing infrastructure that leveraged DuPont's strategic position along the I-5 corridor and in close proximity to a major military base and a large port.

As shown in **Figure 4.3**, that DuPont continues to be an employment hub, with the number of jobs growing dramatically from 2002 to 2022. According to USCB, there is a surplus of private sector jobs versus the number of workers residing in DuPont; particularly in the Finance, Insurance and Real Estate (FIRES) category, and transportation and warehousing.⁶ According to PSRC's employment data, as of 2023 there were 6,374 jobs in DuPont, while the USCB estimates only 5,154 residents in the labor force.

In the years since the 2015 comprehensive plan update, DuPont continues to evolve, and both the global and regional economies have transformed. DuPont's future is focused on a diverse economy capitalizing on the strength of the city's distribution centers, small and medium sized businesses, and home-based businesses, while supporting remote work, and the tourism economy.

This plan serves to guide the city's growth in the next 20 years by retaining DuPont's existing large employers, nurturing small businesses, capitalizing on infrastructure investments, and responding to demographic changes. The following section describes DuPont's major employers, economic assets, the future development capacity, and workforce characteristics.

Figure 4.3: Jobs in DuPont, 2022



Source: OnTheMap U.S. Census

⁶ This may not yet represent the departure of the State Farm campus.

Regional Economic Strategy PSRC

The Regional Economic Strategy for the Central Puget Sound Region identifies nine key industry clusters or concentrations of export focused industries that drive job creation, import wealth, and concentrate workers with specialized skills and experience within the region.⁷ The most significant cluster for DuPont is the military because of the proximity and their role as an employer, source of R&D support, and driver of aerospace and maritime manufacturing providing more than \$3.25⁸ billion annually in total payroll in the four-county area. Also important for the DuPont economy is Transportation and Logistics, with a large labor force employed in warehousing, as seen in Error! Reference source not found. below; and tourism, supported by world-class golf facilities and lively community events.

PSRC's Key Regional Export Industries

- Aerospace
- Information and Communication Technology
- Maritime
- Military and Defense
- Life Sciences and Global Health
- Clean Technology
- Tourism
- Transportation and Logistics

Major Employers

The major employers in DuPont are shown below listed in descending order of jobs per employers, with a comparison between 2013 and 2023 as reported by PSRC and the Washington State Department of Employment Security. In general, a reduction in office jobs and a shift towards more transportation and warehousing is observed, as evidenced in other data points. The longstanding importance of certain employers is also acknowledged, such as Steilacoom Historical School District and the presence of Glacier Northwest (CalPortland), which continues to be very active in DuPont as one of the last industrial employers. For some employers, the number represents multiple workplaces operating under the same umbrella company.

⁷ https://www.psrc.org/sites/default/files/2022-03/2022-2026_ceds_central_puget_sound_region_-_final_adopted.pdf

⁸ <https://www.ssmcp.org/wp-content/uploads/2023/10/REIA-2023-Pierce-Thurston-as-of-09272023.pdf>

Table 4.4: Top Employers in DuPont by Number of Jobs

| 2013 | Sector | 2023 | Sector |
|------------------------------------|----------------------|------------------------------------|--------------------------------|
| State Farm | Insurance | Amazon.com Services LLC | Retail |
| Intel Corporation | Technology | Jones Lang Lasalle | Real Estate |
| Steilacoom Hist. School District | Education | Fed Ex Ground | Transportation and Warehousing |
| Pier 1 Imports | Retail | Steilacoom Hist. School District | Education |
| Glacier Northwest INC- CalPortland | Mining | Patriots Landing | Retirement Home |
| Girl Scouts W. Washington Council | Recreation | Farrelli's Pizza | Hospitality |
| Better Business Bureau | Economic Development | America's Credit Union | Banking |
| Domino's Pizza | Hospitality | DSA Holdings INC | Financial Services |
| Royce Properties INC | Real Estate | Ascend Gymnastics DuPont | Recreation |
| Farrelli's Pizza | Hospitality | Glacier Northwest INC- CalPortland | Mining |

Source: PSRC. Note: Employers may have more than one workplace represented.



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 Cascade Inc.)

Economic Assets

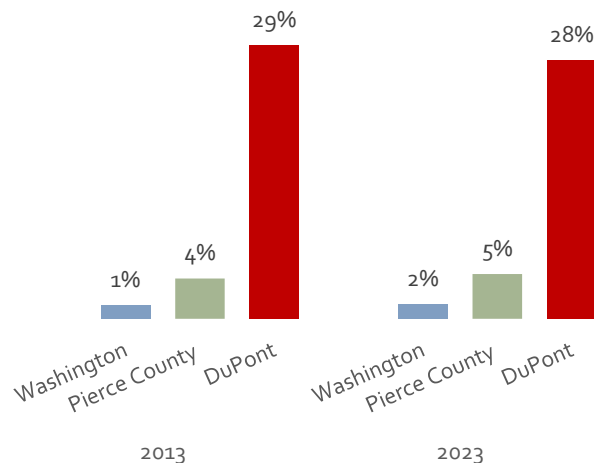
Joint Base Lewis-McChord

The U.S. military is a primary contributor to DuPont's population and local economy. Joint Base Lewis-McChord (JBLM), including Madigan Army Medical Center, employs over 54,000 civilian and military personnel. This includes more than 40,000 service members, and approximately 14,000 full-time civilian employees. In addition, the base supports more than 60,000 family members, veterans, and retirees. JBLM is a controlled access base, and operates as its own city, with 110,000 residents.⁹ A 2020 study from the University of Washington (UW) Tacoma Center for Business Analytics found that the presence of JBLM in Pierce County resulted in an induced demand of an additional 18,000 jobs in Pierce County,¹⁰ accounting for approximately \$289 million in Pierce County tax revenue. Defense contracts associated with JBLM account for \$541 million paid in 2022. 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 important considerations for the City of DuPont. Additionally, a larger percentage of DuPont's workforce is in the armed forces than both the state and Pierce County, as seen in **Figure 4.4**.

⁹ U.S. Army: [Link](#)

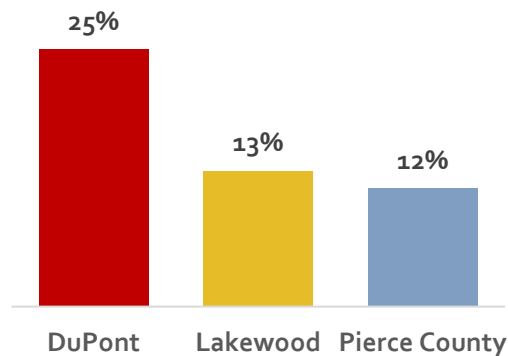
¹⁰ [Regional Economic Impact Analysis](#)

Figure 4.4: Share of Armed Forces in Total Labor Force



Source: U.S. Census Bureau ACS 5-Year Estimates, Table DP03

Figure 4.5: Share of Veterans in the Population, 2023



Source: U.S. Census Bureau, Table S2101

Although the percentage has decreased slightly since 2013, as of 2023 it stands at approximately 28 percent. This corresponds to a higher percentage of veterans in the population as well, some of whom return to DuPont after retirement, described in **Figure 4.5**.

The South Sound Military and Communities Partnership is continuing to work with the UW Tacoma to monitor the economic impact of JBLM, including a Housing study published in 2023.

Transportation and Warehousing

Due in part to the strategic geographic location, and large parcels of re-developable land, DuPont began seeing an influx in warehousing facilities around 2010. In 2013, Intel began relocating employees and selling off some of its property in the city, completely exiting DuPont in 2016. Around the same time, in February 2015, Amazon held an official opening for its new Fulfillment Center in DuPont, which at that time was celebrated as the company's most innovative facility in North America. The center cost \$100 million to develop, occupies 1.4 million square feet, and employs nearly 900 people full time. The facility consists of two warehouse buildings within an approximately 353-acre industrial development adjacent to JBLM, known as the DuPont Corporate Center. Employment data in **Figure 4.9** below shows that between 2012 and 2022, DuPont added about 1,100 jobs in the Transportation and Warehousing sector. As of 2023, PSRC reports that the warehousing and transportation sector, led by Amazon, employs approximately 3,330 people in DuPont. This number has increased substantially since 2017, after completion of the DuPont Corporate Center. Employment more than doubled again between 2020 and 2021.¹¹ The dominance of this sector for DuPont's employment and tax base is also visible in property tax data, which shows that as of 2024, the sector is responsible for about 21 percent of the Assessed Valuation in the city.¹²

¹¹ [PSRC.org](https://psrc.org)

¹² Source: Pierce County Tax Assessor and the city of DuPont.

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 Washington Golf and the Pacific Northwest Golf Association. The Home Course draws 80,000 visitors to the City of DuPont annually, generating significant sales tax revenue. In 2023 accommodations and food services represented approximately 20 percent of taxable retail sales in DuPont, and the category included sporting goods represented an additional 14 percent.¹³ The course is scheduled to host the 2027 USGA Junior Boys and the 2028 USGA Men's 4 Ball championships. Continued development of the golf course and adjacent Old Fort Lake Subarea provides significant opportunity for future economic growth.

Redevelopment Areas

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 is the Old Fort Lake Subarea, the plan for which was updated in 2025 and is included as Chapter 11 of this plan. The State Farm campus, approximately 52 acres, constitutes a large portion of the city's commercial land capacity and its current vacancy presents a significant opportunity for mixed use development. It has been rezoned from Office to MUV-X to accommodate both housing and commercial uses.

Commuter Rail

DuPont is classified by PSRC as a High-Capacity Transit community, due to future commuter rail service serving Everett, Seattle and Tacoma operated by Sound Transit. The Sounder South Capacity Expansion project was approved by voters in 2016, to add commuter rail stations in Tillicum and DuPont. After disruptions in transit service and rapid inflation due to the COVID-19 pandemic, as of 2025, the station in DuPont is projected to open in 2045.

¹³ Source: Washington State Department of Revenue "Quarterly Business Review" 2023.

In preparation for the eventual expansion, Sound Transit is partnering with Washington State Department of Transportation (WSDOT) on a grade-separation project near DuPont¹⁴. This will provide improvements to rail already built and owned by Sound Transit, today being utilized by Amtrak and freight rail. This project is part of on-going corridor improvements along I-5 in cooperation with JBLM.

Recreational Assets/ Tourism

In addition to outdoor recreational activities including the Sequelitchew Creek Trail and beach access to the Puget Sound, the city of DuPont hosts many local and regional events (shown in **Table 4.5**), many of which are family friendly. Additionally, the summer farmer's market was nominated for the best in Pierce County.

Table 4.5: Events within the City

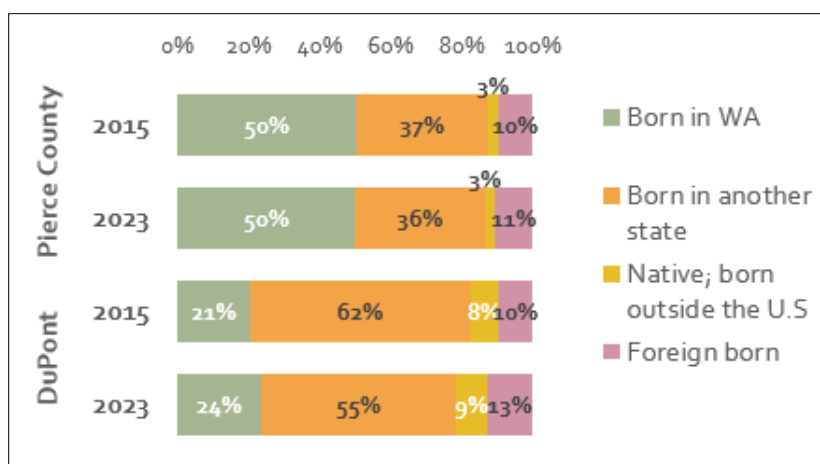
| Event | 2023 Attendees |
|---|----------------|
| Cherry Blossom Tea | 200 |
| Princess Tea | 200 |
| Annual Egg Hunt | 3,000 |
| Annual Bunny Breakfast | 150 |
| Home of Wear Blue, Run to Remember | 3,000 |
| Summer Farmers Market | 5,000 |
| Summer Concert in the Park series | 4,000 |
| 4th of July Parade and Firework Celebration | 4,000 |
| Fairy Trails | 200 |
| Moon Walk | 100 |
| Hudson Bay Days BBQ Event | 4,000 |
| Movie in the Park | 500 |
| Annual Mayor's Cup Golf Tournament | 144 |
| Bone Hunt | 300 |
| Downtown Trick or Treating | 1,500 |
| Tree Lighting | 500 |
| Santa Breakfast | 125 |

¹⁴ [The Urbanist, 2023](#)

Workforce

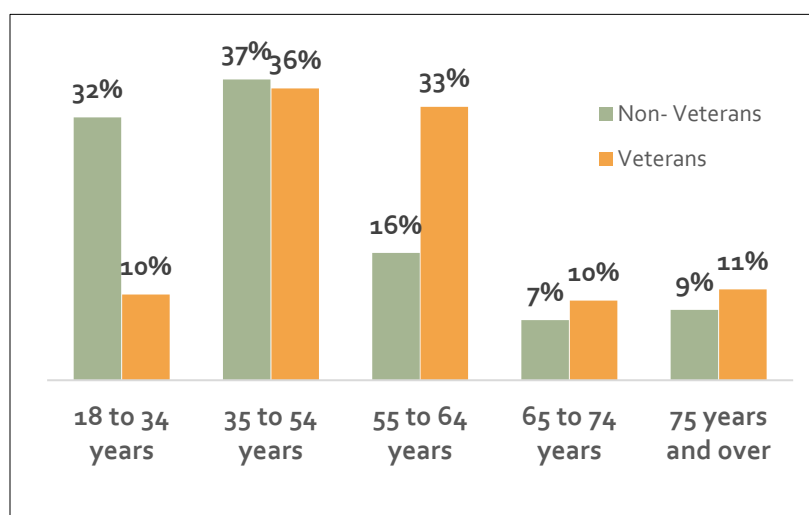
DuPont has a highly educated workforce, as shown by the data found in Chapter 2 (Background and Context), with higher educational attainment for residents over 25 than Pierce County overall. This reflects the prominence of the FIRES sector, management, research and science, and healthcare and education as prominent occupations for DuPont residents. Median income is also higher in DuPont than Pierce County overall, which has remained consistent since 2015. This likely correlates with higher educational attainment and the dispersal of occupations.

Figure 4.6: Place of Birth of DuPont Residents, 2023



Source: U.S. Census Bureau- ACS 5-Year Estimates, Table B06001

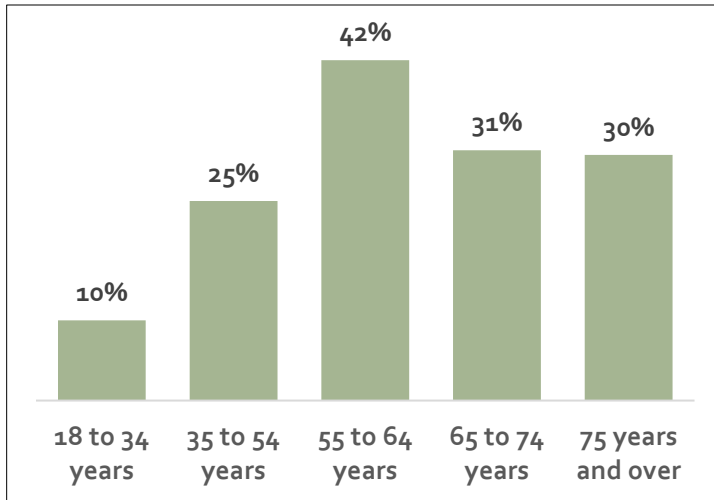
Figure 4.7: Share of Veterans in Total Population 2023



Source: U.S. Census Bureau- ACS 5-Year Estimates, Table S2101

DuPont also maintains a much higher percentage of residents that were born outside of the state, as evidenced by **Figure 4.6**, likely due to the presence of JBLM as a destination of service men and women from all over the country.

Figure 4.8: Age Distribution and Veteran Status, 2023



Source: U.S. Census Bureau- ACS 5-Year Estimates, Table S2101

We can observe the effect of JBLM on the workforce in DuPont in other ways as well. As noted above, the share of veterans is higher in DuPont than in surrounding communities. Similarly, veterans represent a higher percentage of older age cohorts in the total population, as well as an age distribution skewing older than that of non-veterans. This indicates perhaps a tendency for veterans to retire in the DuPont community. This is shown in **Figure 4.7** and **Figure 4.8**.

However, the data also shows that the labor force participation in the working age cohort of 18 to 64 is higher amongst veterans at approximately 81 percent versus 68 percent for non-veterans.¹⁵

¹⁵ Source: USCB ACS 5-Year Estimates, Table S2101.

Commute Patterns

As noted in earlier sections, DuPont is an employment hub. There are more jobs in DuPont than residents who work. Data from the USCB's tool, OntheMap, indicates that residents of DuPont are nearly entirely commuting outside of the city for work, with 93 percent of residents employed outside the City. Similarly, those working in DuPont are also commuting from outside the City, with roughly 96 percent not living in DuPont. The top three destinations the employees are commuting both *to* and *from* are Seattle, Tacoma, and Lakewood.¹⁶

Most residents commute by work driving alone (85 percent), and they have an average commute time of 24.7 minutes.

Figure 4.9: Commutes by Job Location in DuPont, 2022

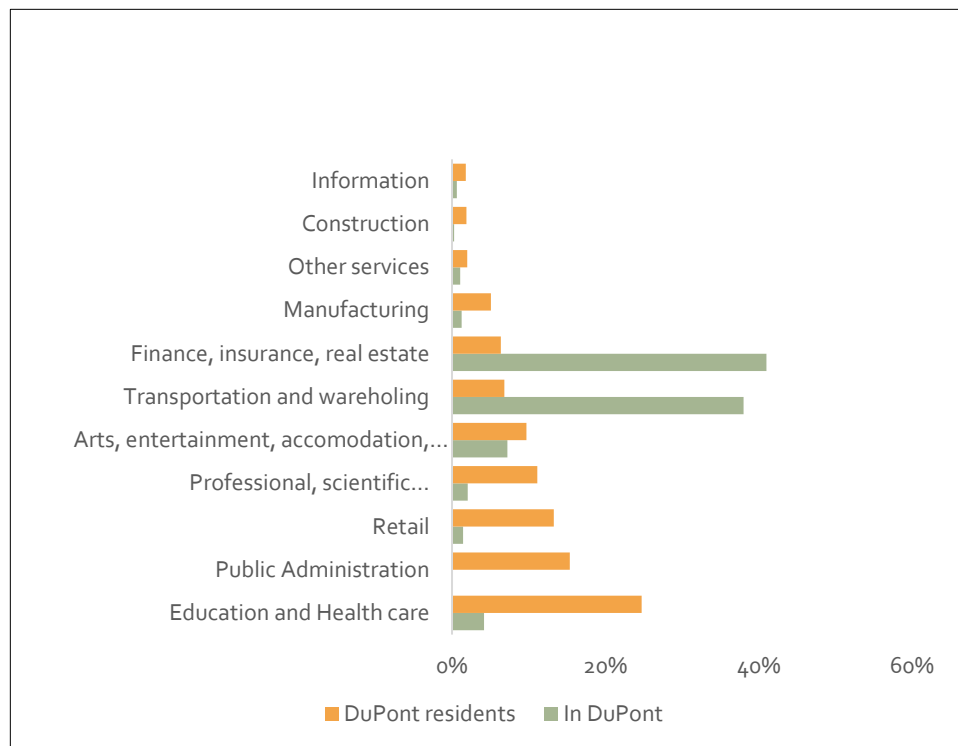
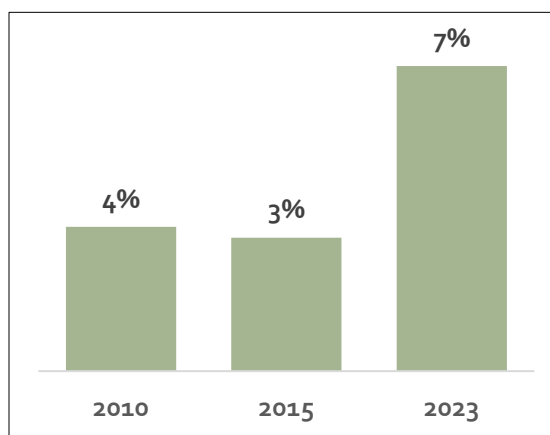


Figure 4.10: Share of Work From Home, 2023



¹⁶ Source: [USCB OntheMap tool](#)

Remote work is becoming more prevalent, as shown in **Figure 4.**, although the share of those working from home in DuPont remains below the share of Pierce County overall at approximately 12 percent.

Employment Targets

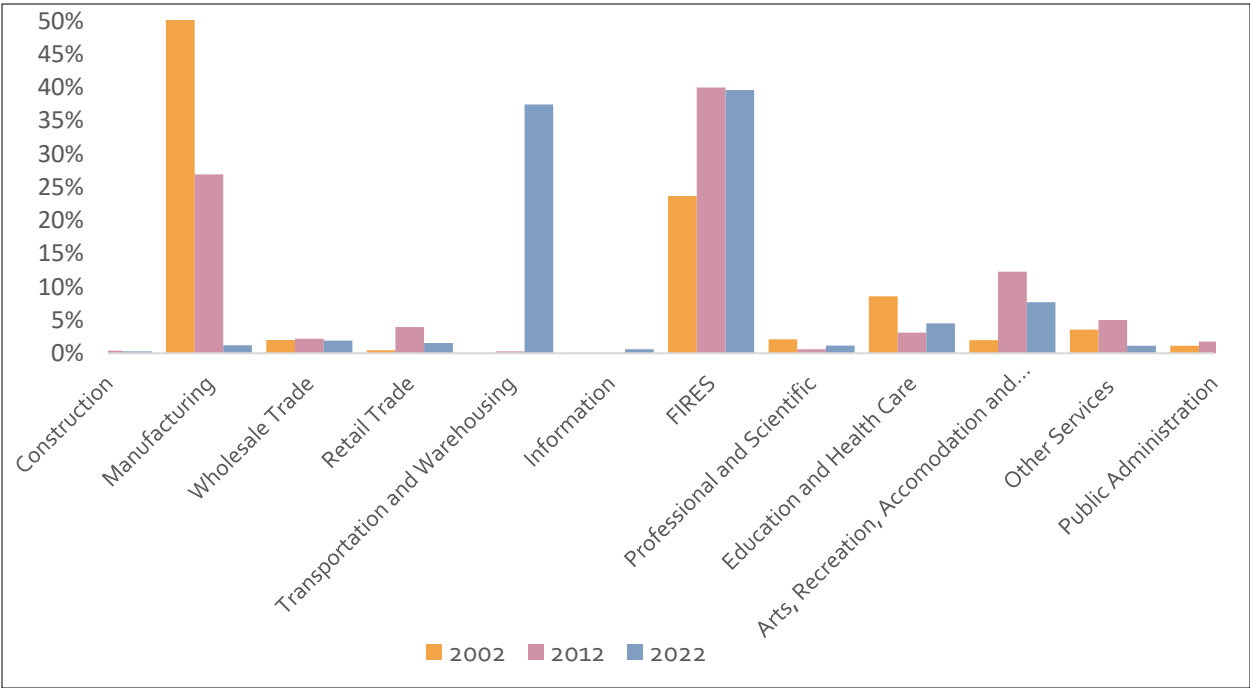
The VISION 2050 plan by the Puget Sound Regional Council (PSRC) sets out employment targets among its various member jurisdictions to plan for economic growth and opportunity on a regional level. The plan calls for job growth to be less concentrated and encourages the establishment of economic opportunities in a more dispersed way to increase access to employment and better balance jobs and housing. To meet PSRC's employment targets, DuPont will need to add another 1,177 jobs by the year 2044. While that number establishes a generalized target, DuPont aspires to meet these targets through retention of existing business and providing a diverse spectrum of employment opportunities.

The policies contained within this chapter emphasize increasing local capacity 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 the PSRC prescribed job targets (requiring an additional 1,177 jobs) and what the current land use designations can accommodate (4,165 jobs). This is discussed in greater detail in Chapter 2 (Background and Context) and is included in the Land Capacity Analysis in Appendix F.

The following image illustrates how industrial sectors in DuPont have developed over the last two decades. Manufacturing – a category upon which DuPont's initial planning revolved – has decreased in scale, while Transportation and Warehousing has surged.

Source: U.S. Census Bureau- ACS 5-Year Estimates, Table B08128

Figure 4.9: DuPont Industries, Growth, Concentration and Size



Source: OnTheMap, U.S. Census Bureau

Increasing diversity is a key to DuPont’s future economic growth and sustainability. DuPont’s economic development strategy focuses on creating a 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 implementing the following goals and policies of this chapter.

Economic Development Goals and Policies

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 ~~new 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.

ED 1.5 Address potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure.

ED 1.6 Recognize the significant role of JBLM in DuPont's local economy and work to maintain and strengthen economic ties with JBLM.

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~~ safety 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.

ED 2.5 ~~Promote~~ Support economic growth activities that promote environmentally and socially sustainable business practices.

- 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 Focus on policies and activities that foster a business climate that amplifies the efforts of local women- and minority- owned small businesses.
 - ED 3.4.3 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 3.54 Continue evaluating and working towards efficiency and efficacy of all permit processes to ensure requirements and timelines are predictable and align with SB 5290. Continue working to streamline the permit process whenever possible.
 - ED 3.65 ~~Consider Encourage Master Implement a "Certified Site" program and Planning, ed Action Environmental Impact Statements~~ when applicable to expedite permit approvals for desired land uses.
 - ED 3.76 ~~Increase local capacity to track and respond to economic influences, P~~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 3.87 Invest in the City's identity to ensure consistency and uniformity in the design, brand, and appeal to public and private sector partners.
 - ED 3.9 Support and collaborate with Tribal governments to enhance the regional economic landscape.
 - ED 3.10 Consider entering into Development Agreements as permitted under RCW 36.70B.170, to maximize public benefit and economic development.
- 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 Coordinate~~ with regional transportation agencies ~~such as: Pierce Transit, Community Transit, Sound transit, and Pierce County~~ to improve regional public transportation 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.

- 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 and its potential for fostering supporting businesses such as restaurants and hotels, 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.

Action ED 1—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:

- 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.

Action ED-2—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:

- 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.

Action ED-3—Review and update the Manufacturing Research Park 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.

- Review zoning districts to ensure a range of professional—level jobs are permitted.
- Identify strategic infrastructure investment and funding opportunities.
- Maintain and update, as necessary, industrial site development standards.
- Investigate financial strategies to construct south portion of Loop Road in advance of development and within the context of long-range planning strategy.
- 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.
- Identify specific industry sectors and develop a strategy to attract them to DuPont.
- Institute a “certified site” program to expedite permit approvals for desired land uses.
- 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.
- Review zoning to ensure higher-intensity mixed-use housing that is supported by market trends is permitted within the town-center area

Chapter 5 Natural Environment

Introduction

This element discusses DuPont’s natural environment including shorelines, geology and soils, freshwater, marine waters, groundwater, floodplains, plants and animals, climate, and hazard mitigation.

The City of DuPont is defined by its distinctive setting, which includes Puget Sound, a network of creeks, ponds, wetlands, rolling terrain, and forested woodlands. These natural features shape the city’s character. This plan provides policy guidance to integrate the natural and built environments, ensuring that DuPont’s development and operations remain in harmony with its ecological, geological, and topographical context.

Shorelines

DuPont’s shorelines include the Puget Sound and the Sequelitchew Creek Brackish Marsh. Lands extending 200-feet from these shorelines, landward of the ordinary high watermark (OHWM), cover approximately 89 acres and about 3.5 lineal miles. This area defines the shoreline jurisdiction subject to the City’s Shoreline Master Program (SMP). The SMP contains goals, policies, regulations, and a use map that guide the development of shorelines in accordance with the Shoreline Management Act (SMA)¹, Ecology SMP Guidelines², and Shoreline Management Permit and Enforcement Procedures³. The City originally adopted an SMP in 1975 and has amended it over time. The SMP was substantially updated when a new version was adopted in January 2013, and the latest amendment to the DuPont SMP was adopted in May 2020.

Geology and Soils

The DuPont planning area consists of undulating uplands, or glacial drift plains, situated about 200 feet above mean sea level and moderate to steep slopes along Puget Sound (ranging from 30 to 65 percent) and Sequelitchew Creek (ranging from 30 to 75 percent). Hoffman and Bell Hills rise above the uplands, with elevations ranging from 260 to 400 feet. The ground surface drops off to Edmond Marsh north of the Historic Village and southwest of the Historic Village to Lake Sellers.

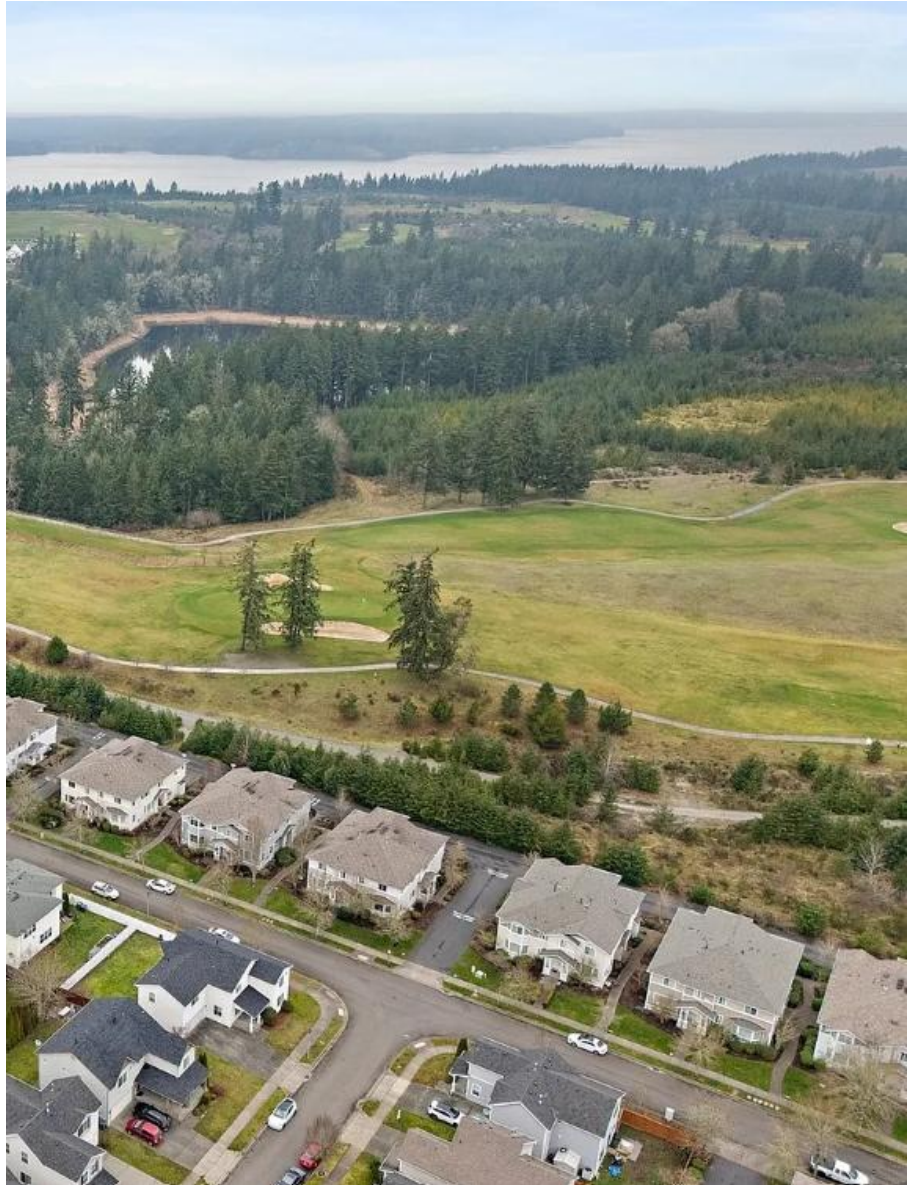
¹ RCW 90.58

² WAC 173-26

³ WAC 173-27

The predominant soil types in DuPont include the *Spanaway*, *Everett*, and *Alderwood* soil series⁴. Additionally, *Kitsap* and *Nisqually* soils are found in the southwestern portion of the city, while *DuPont Muck*, typically associated with marshy areas, is also present in various locations throughout the area.

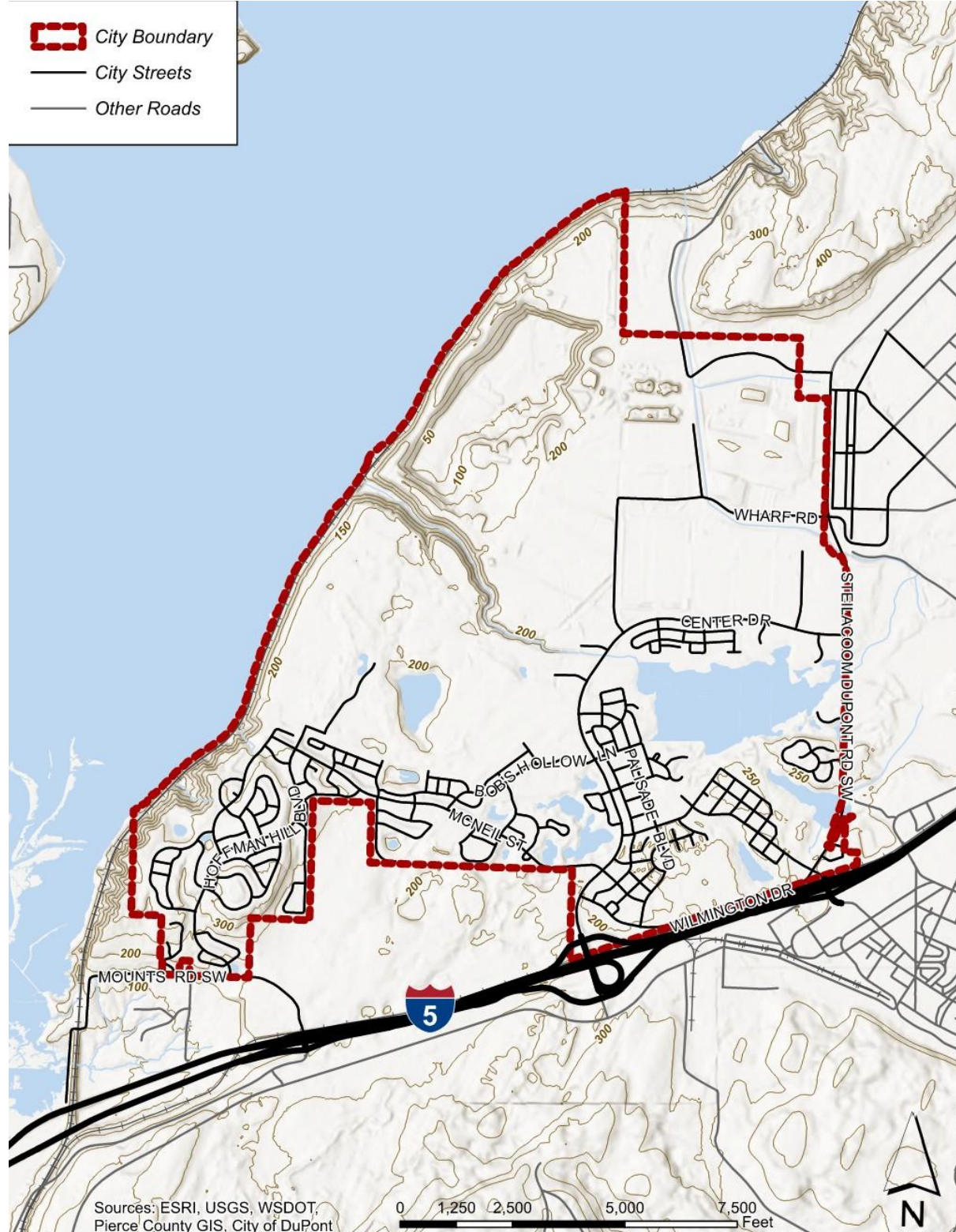
Data on geologic conditions near the mouth of Sequatchew Creek show that gravel, silty sand, and gravelly fine to coarse sand are the predominant sediments in the marine area of the creek delta.



A view of DuPont's varying topography

⁴ U.S. Department of Agriculture, Soil Conservation Service, 1979

Figure 5.1: Topographic Map of DuPont



Soil Contamination and Remediation

Soils within production areas of the former DuPont Works site were found to be contaminated with chemical compounds associated with former explosives manufacturing. Of these chemicals, lead and arsenic are the primary contaminants. Other lesser contaminants are dinitrotoluene (DNT), trinitrotoluene (TNT), mercury and petroleum.

Groundwater and surface water were studied and a determination was made that treatment was not required. The remediation efforts were conducted under the Consent Decree, with oversight from the Washington State Department of Ecology. By 2006, all cleanup activities were completed, and the site was released for development in 2007. The following describes the general cleanup timeline and process:

- In 1991, the Department of Ecology, Weyerhaeuser Company, and DuPont Company signed a Consent Decree under the state's Model Toxics Control Act (MTCA) to conduct remedial cleanup activities at the site. The Department of Ecology, in accordance with statutory provisions, determined the final cleanup actions and standards for both areas covered by the Consent Decree.
- In 2000, the Department of Ecology was the lead agency in preparing the Draft Environmental Impact Statement (EIS) for the cleanup proposal.
- *Consent Decree Area #1*, spanning 636 acres south of Sequelitchew Creek, was the first part successfully cleaned and cleared for development. Under an agreement between DuPont and Weyerhaeuser, this area is restricted to non-residential development and use.
- *Consent Decree Area #2*, covering 205 acres north of Sequelitchew Creek, was remediated and then released for industrial use by the Department of Ecology in 2002.
- 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 have been removed from the site through interim activities. An additional 600,000 to 1,100,000 cubic yards were remediated through placement in discrete areas and were capped with the golf course. Any soils that could not be safely placed under the containment cap were treated and removed from the site. Groundwater and surface water do not require treatment.

Soil/Slope Stability

Soil type and slope degree are key factors in determining the suitability of a site. Within DuPont, soil and slope stability are particularly vulnerable to the effects of earthquakes (seismicity). Soils on the steep slopes of the Sequelitchew Creek ravine, as well as those on the side slopes of glacial kettles, ponds, and depressions, are more prone to erosion and slope failure compared to flatter upland areas. While the slopes adjacent to Puget Sound and Sequelitchew Creek are generally stable, areas with Kitsap soil formation are exceptions. The risk of slope failure increases in areas where the Olympia Bed Formation and associated springs and seeps discharge from the overlying Vashon Drift Aquifer, particularly along Sequelitchew Creek. Topographic conditions are shown in **Figure 5.1**.

Seismicity

The Puget Sound region is highly susceptible to earthquake damage. Two surficial geologic units are particularly vulnerable to earthquake hazards: alluvial deposits and recessional outwash. Significant seismic hazards, particularly those with the highest risk of damage, align with the alluvial plain of the Nisqually River. The unconsolidated soils in this area make it especially prone to liquefaction during large earthquakes. Recessional outwash, found throughout the entire DuPont planning area, also contributes to seismic vulnerability.

According to the Washington State Coastal Atlas, developed and maintained by Ecology, slope stability is described as modified along the entire western City boundary abutting the Puget Sound shoreline and ranges from moderate to unstable upland and inland and along the Sequelitchew Creek Ravine. Ecology describes modified slopes as areas highly modified by human activity and includes areas of significant excavation or filling. Modified slope response to a combination of natural processes and human activities may be unpredictable. Intermediate slopes are described as generally steeper than 15 percent except where conditions such as weaker material and/or abundant groundwater exist. Identified areas include slopes of sand and gravel, till, or thin soils over bedrock which have no known failures. Unstable slopes are described as areas of landslides.

Freshwater

Chambers-Clover and Nisqually Watersheds

DuPont falls within two Water Resource Inventory Areas (WRIA), the Chambers - Clover watershed – WRIA 12 and the Nisqually watershed – WRIA 11. The Washington Department of Ecology states that “WRIAs are areas defined by higher elevation that capture precipitation and funnel rain and snowmelt through smaller subbasins into streams, tributaries, and rivers.”

WRIA 12 is referred to as the Chambers-Clover watershed and includes the areas of the City north of McNeil Street. WRIA 11 is referred to as the Nisqually watershed and includes the areas of the City south of McNeil Street known as Hoffman Hill. Ecology regulates and manages water availability for each WRIA through the adoption of a Watershed Restoration and Enhancement Plan. The WRIA 12 and 11 Watershed Restoration and Enhancement Plans were adopted by Ecology respectively in 2021 and 2019.

Sequalitchew Creek

Flow from Sequalitchew Lake into Sequalitchew Creek begins at the outlet of Sequalitchew Lake (RM 3.05) where an adjustable-height diversion weir was installed to help control the water elevation of the lake. The flows in the area are controlled by this weir, associated culverts, a secondary diversion weir, and multiple beaver dams. Under the diversion weir’s original design, outflow from Sequalitchew Lake would flow into Sequalitchew Creek, and would overflow to the diversion canal if the lake elevation exceeded 211 feet (Aspect 2004a). However, the continued presence of beaver dams in Sequalitchew Creek has prevented the flow from the lake to Sequalitchew Creek, and instead forced the outflow from the lake to the diversion canal.

Downstream of Sequalitchew Lake, Sequalitchew Creek flows for 1.5 miles through extensive wetland complexes, including Edmond Marsh. Within these wetland complexes, Sequalitchew Creek is characterized by low gradient, glide-pool habitat that is impounded by beaver dams and choked with dense brush thickets (Runge et al. 2003). The water level in Edmond Marsh rarely rises high enough to discharge into Sequalitchew Creek near the Center Drive bridge crossing, as evidenced by the lack of a defined channel and the presence of upland vegetation growing in the channel. Prior to construction of the diversion canal, Edmond Marsh frequently overflowed into Sequalitchew Creek.

The lower 1.4 miles of Sequelitchew Creek, between the Center Drive bridge and the Puget Sound shoreline, descends through a ravine that parallels the southern boundary of the proposed expansion area. The uppermost reach of the ravine is typically dry from the west end of Edmond Marsh to the first identified springs about 300 feet west of Center Drive. Flow at this location is intermittent. Remnants of the old dam and power works are located here as well.

The channel drops approximately 220 feet in elevation in 7,750 feet (average slope of 2.8 percent) between Center Drive and the brackish marsh located directly upstream of the railroad embankment (USGS 1981). The channel is confined by ravine slopes ranging from 30 to 80 percent for an average slope of 60 percent.

The brackish marsh was cut off from Puget Sound by the construction of the railroad berm in 1912 (Andrews 1994), and a culvert was constructed around 1936. Since then, the discharge of Sequelitchew Creek has varied as upstream natural modifications (e.g., beaver dams) and unnatural modifications (e.g., diversion for hydroelectric power and to control the elevation of Sequelitchew Lake, channelization of wetlands to increase fish passage) have been installed and removed by the DuPont Works, Corps of Engineers, and the Washington Department of Fish and Wildlife (WDFW) (Ch2MHill 2003; Andrews 1994).

Throughout much of this time period, which includes 40 years prior to the 1952 Corps installation of the diversion at the outlet of Sequelitchew Lake, flows in lower Sequelitchew Creek were several times greater than the current flows. This would indicate that the sediment load in the creek and rate of deposition in the marsh were also greater than they are today (Anchor 2004c).



Sequelitchew Creek Trail is a popular pathway linking City Hall to Puget Sound. (Source Studio Cascade Inc.)

Several springs that provide hydrology to Sequelitchew Creek are located along the north and south banks of the stream, between approximately 0.6 miles to 1.1 miles upstream of the mouth (Anchor 2004b). Until recently, an abandoned narrow gauge railroad bed paralleled the north bank of Sequelitchew Creek. This former railroad has been removed and a trail now exists in the location of the former track. This trail intercepts ground water springs on the north bank of Sequelitchew Creek and collects the runoff in ditches that are culverted beneath the access road to Sequelitchew Creek. These ground water springs emanate at the interface between the Vashon Drift and underlying Olympia Beds (geologic units) and currently provide most of the flow in lower Sequelitchew Creek and maintain base flow during the summer months (CH2M Hill 2003a).

Between 1949 and 1954 Sequelitchew Creek was dammed and diverted by the U.S. Army at Sequelitchew Lake. A canal channels this diversion to an outfall at Tatsolo Point on Puget Sound. The result of this diversion is the virtual elimination of historic flows in Sequelitchew Creek and degradation of Edmond Marsh.

On August 22, 1986, DuPont petitioned Ecology to remove Sequelitchew Creek and its associated wetlands from the designation as a shoreline of the state because it fell under the 20 cfs threshold mandated by the Shoreline Management Act. On November 19, 1986, Ecology approved the request. On October 9, 1991, the DuPont City Council approved an ordinance removing Sequelitchew Creek and its associated wetlands from the designation as a shoreline of the state (Ord. No. 439).

Sequelitchew Creek Springs

One major spring and several smaller seeps are located along the north and south banks of Sequelitchew Creek canyon. Flows originating from the Vashon Drift Aquifer; discharge from the spring has not been gauged.

Wetlands

A total of 14 wetlands, including forested swamp, scrub/scrub swamp, and emergent marsh wetlands, are located throughout the City. Some of these wetlands are associated with the Sequelitchew Creek system (e.g., Edmond Marsh) and are fed by the Vashon Drift Aquifer. A small, fresh-water wetland is located in a glacial kettle north of Sequelitchew Creek (in the existing industrial area). The glacial kettle wetland is also fed by the Vashon Drift Aquifer. A number of smaller, seasonally wet kettle depressions are located throughout the City. A saltwater influenced marsh is located at the mouth of Sequelitchew Creek.

A number of small ponds are also located within the City and include Strickland Lake, Grant Lake, Lake Sellers, and Pond Lake. Old Fort Lake, which is 14 acres in size, is the largest lake within the City; its depth varies with the groundwater level. Edmond Marsh, is the largest wetland with an area of 134 acres.

Marine Waters

Nisqually Delta

A large delta has formed where the Nisqually River enters Puget Sound. The Delta extends northward from the mouth of the Nisqually River to a point approximately three-quarters of a mile from Lyle Point on the southern end of Anderson Island (or just over one-quarter mile from the mouth of Sequelitchew Creek (NOAA, 1989). Water quality of the delta is largely influenced by mixing of fresh and marine waters. Violations of Class A standards for fecal coliform bacteria have been observed in the Nisqually River and estuary. These violations generally correspond to periods of high water runoff (December to February).

The Nisqually National Wildlife Refuge, managed by the US Fish and Wildlife Service (USFWS) and additionally stewarded by the Nisqually Tribe, includes approximately 2,810 acres of the delta/estuary region lying north of I-5, and includes portions of the un-diked salt marsh, upland bluffs, and Red Salmon Creek.

Nisqually Reach

The Nisqually Reach, one of the southernmost arms of Puget Sound, separates the Nisqually Delta from Anderson Island was designated an “Aquatic Reserve” by the Washington State Department of Natural Resources in 2011 due to its unique and irreplaceable ecosystem functions. The reach has two flood and ebb tides daily. Tidal influence extends about 4 miles up the Nisqually River.

Approximately every 8 days, the water in Nisqually Reach is replaced, contrasting with 56 days for southern Puget Sound. The Nisqually Reach is designated as Class AA marine water. Two significant point sources of pollution to the Reach are found near Tatsolo Point (approximately 2 miles north of the City); these are the Tatsolo Point wastewater treatment plant and a storm drainage canal originating from Hamer Marsh.

Intertidal Springs

Several seeps are located along the Nisqually Reach bluff. Flow for these springs originates from the Sequelitchew Delta Aquifer. A large intertidal spring is located about 800 feet north of the mouth of Sequelitchew Creek and a smaller seep is located south of the mouth of Sequelitchew Creek.



The Nisqually Reach borders the City of DuPont where it meets the Puget Sound. (Source Studio Cascade Inc.)

Groundwater

Aquifers identified as underlying portions of the City of DuPont include the Vashon Drift, Sequelitchew Delta, Salmon Springs (Flett Creek), Stuck (Lakewood) Glacial Drift, Orting (Lone Star), and an Unnamed Glacial Aquifer (Qugl). In general, several low permeability soil layers (aquitards) and other aquifers separate the near surface aquifers (Vashon Drift and Sequelitchew Delta) from the deeper aquifers (such as the Stuck, Orting, and Qugl).

The City of DuPont's four primary water supply wells are developed in the Upper Salmon Springs aquifer (Bell Hill No. 1 and 3, and Hoffman Hill Wells). Bell Hill Well No. 2 is not developed in the same aquifer as wells No. 1 and 3 and Hoffman Hill. Bell Hill Well No. 2 is developed in the Undifferentiated/Outwash/Lakewood Glacial aquifer.

Floodplains

Floodplains are critical components of the natural environment, providing ecological, hydrological, and societal benefits. In DuPont, floodplains are primarily associated with the Sequelitchew Creek watershed and other low-lying areas influenced by surface water and stormwater flows. These areas serve as vital natural systems for flood storage, groundwater recharge, water quality improvement, and habitat for wildlife. Protecting and managing floodplains is essential for public safety, environmental sustainability, and resilience to climate change.

Floodplains provide habitat for fish and wildlife species, including migratory birds, amphibians, and salmonids, by supporting riparian vegetation and maintaining wetlands. They also facilitate sediment transport and nutrient cycling, enhancing overall watershed health. In DuPont, preserving floodplain ecosystems is critical to maintaining biodiversity and the integrity of Sequelitchew Creek.

Flood risk in DuPont is relatively low compared to other regions in Washington State due to its topography, but localized flooding may occur during heavy rainfall events. To mitigate flood risk, the City enforces regulations consistent with the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program (NFIP). These regulations restrict development within floodplain areas, reducing the potential for property damage and ensuring the safety of residents. The City will continue to identify and map floodplain areas in collaboration with FEMA and Ecology. Updates to critical area ordinances, development regulations, and the City's stormwater management program will reflect current best practices in floodplain protection.

Plants

Upland areas within the City are primarily dominated by second-growth Douglas fir and western hemlock forests, which have been thinned across much of the site. The understory is typically composed of salal, Cascade hollygrape, dewberry, oceanspray, twinflower, and hazelnut. In more open areas, you may also find Pacific blackberry, Scotch broom, common snowberry, hairy cat-ear, sheep sorrel, common sword fern, and bracken fern. Along the bluffs of Puget Sound, coniferous forest and shrub vegetation thrive, with Douglas fir and salal dominating the forest. Openings along the bluff and on south-facing slopes host madrone, poison oak, and a few Pacific yew trees.

Parts of the upland areas have been heavily disturbed by previous DuPont Works operations, with sections of land being graded, mined, or otherwise altered. These disturbed areas are now dominated by invasive, non-native plants, including Scotch broom and evergreen and Himalayan blackberry.

Sequalitchew Creek is flanked by a second-growth mixed forest, primarily western hemlock and red alder established in the early 20th century. Other common species in the area include vine and big-leaf maples, Pacific yew, western red cedar, and Pacific dogwood. The shrub understory is dominated by Pacific blackberry, red elderberry, salmonberry, and Oregon grape, while common sword fern, stinging nettle, lady fern, false lily-of-the-valley, Siberian montia, licorice fern, and western trillium are also abundant. A similar mixed forest community can be found on the west slope of Hoffman Hill.

Oak Savannah

A former, expansive oak savannah, covering approximately 131 acres, once stretched from the western edge of Edmond Marsh to just north of the JBLM Golf Course. The densest concentration of this savannah can still be found within Powderworks Park on the northeast side of Yehle Park Village and in a three-acre area east of Hammond Avenue in Palisade Village.

This oak/grassland community serves as a transitional zone between the coniferous forests to the west and contributes to the area's species biodiversity. Approximately 70 percent of the trees in this area are Oregon white oak, many of which are over 200 years old. The understory is characterized by species such as Scotch broom, common snowberry, hairy cats-ear, and various grasses. Oak communities like this one are designated as Priority Habitat by the Washington Department of Fish and Wildlife.

According to the Washington Department of Wildlife, Oregon white oak woodland/grassland communities are quite rare in the state. These communities represent potential habitat for both the western gray squirrel and western bluebird (both listed as sensitive species by the state), as well as a diversity of other plant and animal species. The Department of Wildlife has stressed urgency for protection of these communities from further cutting or development⁵.

⁵ "Best management practices for mitigating impacts to Oregon white oak priority habitat" by Washington Dept. of Fish and Wildlife, January 2, 2024 available online at <https://wdfw.wa.gov/sites/default/files/publications/02465/wdfw02465.pdf>

Oak woodlands are identified as critical fish and wildlife habitat areas in Pierce County's Sensitive Areas Ordinance (Ordinance No., 91-120S5). Oak woodlands are defined to include areas where Oregon white oak comprises more than 20 percent of the trees in a stand, and where the stand is one acre or greater in size. The ordinance emphasizes and encourages education, information and voluntary action to enhance, protect, rehabilitate, and restore critical species and habitats.

The Pierce County critical areas ordinance 2024 draft update describes Oregon white oaks as indicators of critical wildlife habitat or presence and identifies them as habitat conservation areas. Per the Pierce County's 2024 draft critical areas ordinance, Oregon white oak woodlands, stands, and individual trees meeting the following criteria shall be considered priority habitat and shall be subject to protection under the provisions of this Chapter:

- a. **Priority Oregon White Oak Woodlands.** Stands of Oregon white oak or oak/conifer associations where the stand is at least one acre in size and the canopy coverage of the oak component of the stand is greater than or equal to 25 percent.
- b. **Significant Oaks and Stands.** Within the urban growth area, single oaks or stands of oaks smaller than one acre in size when any of the following criteria are met:
 - i. Individual trees having a diameter at breast height of 20 inches or more; or
 - ii. Oregon white oak stands in which the oak trees have an average diameter at breast height of 15 inches or more regardless of stand size.

Oak protection provisions are established under the DuPont Municipal Code tree retention regulations under 25.120.040. DuPont's groves of Oregon white oaks are recognized as a unique resource that demands separate treatment. Accordingly, in 1996, Jones & Stokes Associates, Inc., prepared oak management recommendations under contract to the City. To implement those recommendations, Oak management mapping units were established under Ord. 02-707 and codified in Chapter 25.120. The oak management map is held at the City's office and identifies the location of the oak stands for which regulations under DMC 25.120.040 apply.

Prairie

A grassland prairie grows on about 198 acres in the northeastern portion of the City (adjacent to and including portions of the JBLM Landfill). Common species in this area include Idaho fescue, Puget balsamroot, meadow death-camas, Scotch broom, kinnikinnick, and black hawthorn.

Wetland Plants

Previous studies⁶ have documented thirteen freshwater wetlands scattered across DuPont, primarily located in glacial kettles. The largest of these is Edmond Marsh, which spans 134 acres. Vegetation consists of non-persistent emergent, persistent emergent, and scrub-shrub wetland plant associations. Dominant herbaceous species include reed canary grass, slough sedge, toad rush, and soft rush. Scrub-shrub areas are mainly composed of red-twig dogwood, willow, hardhack, and climbing nightshade.

A saltwater-influenced marsh, approximately half an acre in size, is situated at the mouth of Sequelitchew Creek. The lower, seaward portion of the marsh is dominated by tufted hair-grass, bent grass, fat hen, western dock, Lyngbye's sedge, and various species of *Hordeum*. The higher areas feature Douglas aster and other less salt-tolerant species such as yarrow and marsh cinquefoil. An eelgrass bed extends off the western shoreline, reaching northward beyond the creek's mouth.

Rare Plants & Plant Communities

The white-top aster, commonly found in association with open oak woodland/grassland communities, is a state-listed sensitive plant species and a federally listed "Candidate 2" species. A moderately sized grouping of white top asters was identified during site investigations for the Glacier Northwest Mining Facility (approximately 50 feet west of the north/south access road).

Animals

The diverse plant communities within DuPont and the Nisqually Delta provide habitat for a wide range of wildlife species. As many as 159 bird species, 21 mammal species, and 6 reptile and amphibian species have been observed in the area.

Birds

A wide variety of songbirds, waterfowl, game birds, and raptors have been observed in DuPont and the adjacent Nisqually Delta area. Common land birds include swallows, thrushes, nuthatches, kinglets, siskins, warblers, chickadees, wrens, sparrows, jays, finches, crows, and blackbirds. Other bird species in the area include blue and ruffed grouse, California quail, band-tailed pigeons, mourning doves, pileated and hairy woodpeckers, common flickers, and red-breasted sapsuckers. Concentrations of nesting birds have been identified in the pasture area of the oak savannah, in a forested area north of Sequelitchew Creek, and near the creek's mouth.

⁶ Previous studies document the wetland locations and characteristics at the time the study was performed and are not to be used for permitting purposes, as wetland delineation and ratings can change over time.



An adult band-tailed pigeon (Source Creative Commons Zero)

The Washington Department of Fish and Wildlife (DFW) recognized that the DuPont area provides important habitat for the band-tailed pigeon. DFW data and staff interpretations confirm both sightings and habitat use in the area. Management recommendations for those species include preservation of any mineral springs and particular vegetation providing food. In April 1994, representatives from Ecology, the Nisqually Delta Association, and

Weyerhaeuser Real Estate Company (WRECO) toured the Hoffman Hill area. Following this visit, an expanded buffer corridor was established extending inland from the bluff around Hoffman Hill to protect and support the species' habitat.

The Nisqually Delta serves as the major non-coastal nesting and feeding area for migrating waterfowl and shorebirds between Skagit Flats and the Columbia River. Water birds frequently observed in Puget Sound near DuPont and the Delta include gulls, grebes, loons, scaup, scoters, common murrelets, and rhinoceros auklets. Pigeon guillemots and marbled murrelets have also been observed, though less frequently. The highest concentrations of water birds typically occur during the fall and winter months.

Raptors commonly observed in DuPont include red-tailed hawks, Cooper's hawks, and great-horned owls. Other raptors spotted in the surrounding area include turkey vultures, sharp-shinned hawks, bald eagles, ospreys, American kestrels, barn owls, and short-eared owls.

Mammals

The extensively forested habitat, including the oak savannah, supports an abundance and diversity of animal species. Most of the mammal species in the area are herbivores, including striped skunk, beaver, muskrat, porcupine, snowshoe hare, eastern cottontail, opossum, and black tail deer. Shrub and forb growth in more open forested areas provide excellent habitat for herbivores, such as deer.

Mammalian predators observed within DuPont include the cougar, bear, coyote, longtail weasel, and raccoon. Smaller mammals found in the terrestrial habitats include western gray squirrel and chickaree, moles, shrews, deer mice, and jumping mice.

Gray whales have been reported infrequently in the area during migration in the spring. Harbor seals and the otter are common in the area.

Reptiles & Amphibians

Reptiles and amphibians observed within DuPont are generally common in the region. The most abundant and widespread species include Pacific tree frogs and red-legged frogs (a federal candidate species). Northern rough-skinned newts are also abundant. The bluffs along the shoreline provide habitat for northern alligator lizards and western fence lizards.

Rare Animals & Birds

Wintering peregrine falcons, formerly classified as endangered under the Endangered Species Act⁷, are typically found along Washington's coastal areas. These falcons inhabit intertidal mudflats and estuaries, where they perch on pilings, large trees, and snags to scout for prey, such as shorebirds and ducks, commonly found in estuarine habitats. Although peregrine falcons have not been observed within DuPont, the mouth of Sequatchew Creek presents potential foraging habitat for these raptors. Additionally, the large trees and snags along the bluff may serve as suitable hunting perches for the species.

Marbled murrelets are listed as endangered species in Washington State under the Endangered Species Act⁸. Marbled murrelets occur in the Nisqually Reach from May through July and infrequently at other times. The Nisqually Reach represents foraging habitat for murrelets, which nest in old-growth forest. Murrelets have been observed on Puget Sound in the area from approximately the former DuPont dock south to the mouth of Red Salmon Creek, and from the shoreline to approximately the location of the Nisqually River channel buoy. Murrelets have also been observed farther from shore in the main channel, between Anderson Island and the south end of Ketron Island.

⁷ In Washington State, the peregrine falcon was historically listed as endangered under the Endangered Species Act (ESA) due to significant population declines caused by pesticides such as DDT. However, as a result of successful recovery efforts the peregrine falcon was delisted from the federal ESA in 1999. In Washington State, peregrine falcons are still considered a species of concern and may receive protections under state laws or regulations, particularly for nesting sites and habitat.

⁸ The ESA has listed this species as Threatened

The oak grassland community could provide habitat for the western bluebird and western gray squirrel. Western bluebirds are found in open, riparian, burned, or cut over woodlands and other open country with scattered trees.

Western gray squirrels are also found in oak habitat. No squirrels were observed during site investigations for the Pioneer Aggregates Mining facility conducted in 1991, or more recent investigations of the Weyerhaeuser property (Raedeke Associates, 1993). There have been no recorded sightings of gray squirrels in the City of DuPont since 1978.

The Northern Red-legged Frog is listed as a federal candidate species. The red-legged frog is commonly found in forested swamps. Forested wetland and riparian habitats within DuPont could provide habitat for the red-legged frog, which were observed in abundance during surveys for the proposed Weyerhaeuser Export Facility.



Northern Red-legged frog (Source Wash. DFW)

Marine Environment

Fish

The Nisqually River, along with local tributaries, Red Salmon Creek, and adjacent marine waters, support a wide array of fish and wildlife species. Red Salmon Creek is especially significant as an important spawning ground for various species of salmon and trout.

Anadromous fish, including coho, chinook, chum salmon, as well as steelhead, sea-run cutthroat trout, and Dolly Varden, migrate through or offshore of DuPont as part of their seasonal journey to and from the ocean. Notably, the fish produced in McAllister Springs, Sequelitchew Creek, and the Nisqually River basin play a vital role in the area's ecological balance. Additionally, the Washington Department of Fish and Wildlife plants species such as coho, chum, chinook, and pink salmon in the Nisqually River drainage to support and bolster local fish populations.

Natural production of anadromous fish in Sequelitchew Creek is limited because of low flow conditions in the creek. DFW operated a release program in Sequelitchew Lake from 1980 until at least 1994 as part of a cooperative agreement between the Nisqually Tribe, the Department, and JBLM to restore releases of coho salmon into Sequelitchew Lake. Sequelitchew Creek is the only route for coho salmon smolts migrating from Sequelitchew Lake to marine waters.

The DuPont region of the Puget Sound is part of the Nisqually Reach Aquatic Reserve which is a highly diverse, productive, and unique ecosystem located in the Nisqually Delta in southern Puget Sound. As part of its Shoreline Master Program, the City assigned appropriate environmental designations to help protect this important resource.

Intertidal & Subtidal Plants and Animals

Previous studies have identified 75 plant species growing on the bottom substrate in the intertidal zone (ranging from zero to nine feet above Mean Lower Low Water or MLLW). Over half of these species are red algae, while green algae make up the dominant portion of the biomass. In addition, more than 270 species of intertidal invertebrates, such as limpets, barnacles, and periwinkles, have been recorded in the area.

The lower intertidal area near the mouth of Sequelitchew Creek has been identified as the most productive intertidal area, in terms of number, diversity, and density of organisms. This makes it an ecologically significant area for marine life.

Eelgrass beds are considered some of the most productive areas in the marine environment, serving as a crucial food source for fish and waterfowl in shallow marine waters. A significant eelgrass bed has been identified southwest of the mouth of Sequelitchew Creek, and another is believed to exist near the northernmost city limits of DuPont. These eelgrass beds provide essential habitat and nourishment for various marine species, contributing to the ecological health of the area.

Climate and Climate Change

The Puget Sound region has already experienced measurable effects of a changing climate, and this trend will likely continue. According to Pierce County, average temperatures in the Pacific Northwest have increased by 1.3 degrees Fahrenheit since 1895. The County predicts that extreme heat events will become more likely in the coming years. Western Washington has also seen an increase in wildfires and according to the EPA, Washington has experienced an increase of 2.83 acres of burned land per square mile from 2002-2020, compared to 1984-2001 (EPA, 2022).

Impacts associated with climate change, which should be taken into account when planning, are rising sea levels, increased severe weather events, and more extreme precipitation. Increased water temperature and acidity and decreased air quality will likely affect wildlife in the region as well.

In 2023 the state legislature passed HB 1181 and added Climate Change and Resiliency as the 14th Growth Management Act goal. Under the new law, the city is required to have a “Climate” Element in the future and must:

- Add a greenhouse gas emissions reduction sub-element by June 30, 2029. The sub-element and implementing development regulations must identify actions DuPont will take that will result in reductions in overall greenhouse gas (GHG) emissions generated by the transportation and land use systems within the jurisdiction but without increasing emissions elsewhere; result in reductions in vehicle miles traveled within the jurisdictions but without increasing emissions elsewhere; and prioritize reductions that would benefit overburdened communities in order to maximize the co-benefits of reduced air pollution and environmental justice.
- Add a resiliency sub-element by June 30, 2029. This requirement can potentially be satisfied by adopting by reference a FEMA natural hazard mitigation plan that is in substantial conformance with this sub-element requirement.
- Update the Transportation Element by June 30, 2029, to include certain climate change related topics, including a prohibition on denying a development permit because a project may cause the transportation level of service to fall below the minimum standard where multimodal mitigation is possible.
- By June 30, 2034, update the land use, capital facilities, park and recreation, and utilities elements to include certain climate change related topics.
- Include consideration of environmental justice in order to avoid worsening environmental health disparities.

The City will fortunately be eligible for grant funding from the Department of Commerce to fund these future changes.

Hazard Mitigation Planning

The Disaster Mitigation Act of 2000 established a new federal priority for pre-disaster planning and mitigation as opposed to post-disaster assistance. FEMA leads this program through the provision of planning guidelines and grants. The state of Washington Department of Emergency Services manages the program.

The City is included in the Pierce County Region 5 Hazard Mitigation Plan, a multi-jurisdictional plan encompassing 77 jurisdictions including municipalities, fire districts, school districts, universities, and other special-purpose districts. The Plan is a natural hazard mitigation plan in which all jurisdictions worked together to develop shared goals and a foundation for mitigation measures. The Region 5 Hazard Mitigation Plan is maintained by the Pierce County Department of Emergency Management and the current 2020-2025 edition is available online at <https://www.piercecountywa.gov/943/Emergency-Planning>.

The City has plans and programs in place to address future impacts of potential natural hazards. The City is included a participant in the Pierce County Forum’s development of the Region 5 All Hazard Mitigation Plan process. That plan contains an extensive city-specific mitigation strategy for avoiding and/or addressing impacts of natural hazards including floods, lahars, storms, and other events.

The Wildland-Urban Interface (WUI) can be thought of as a zone where natural areas and development meet. This is where the possible threat of wildfires on structures is increased due to the proximity of fire-prone vegetation near the structures. Climate conditions, weather patterns, topography, hydrology, and development conditions all contribute to the set of conditions that can increase potential threat of catastrophic events. Through implementation of land use and related land development policies and regulations, the City can support mitigation, particularly where firefighting (or suppression) systems may be limited.

Natural Environment Goals and Policies

[The Goals and Policies of the City’s Shoreline Master Program are incorporated into this Element by Reference.](#)

- | | |
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| Goal NE-1 | Protect DuPont’s natural environment by meeting the needs of today’s citizens without compromising the needs of future generations. |
| NE 1.1 | Preserve environmentally sensitive areas, <u>including wetlands, streams, and critical habitats,</u> and those that are <u>protect them as</u> valuable natural and aesthetic resources to the City. |
| NE 1.2 | Institute and r Regularly update <u>development and construction standards to incorporate best practices and emerging technologies that minimize environmental impact and reduce greenhouse gas emissions.</u> measures which promote development and construction practices that minimize impacts on the environment. |
| NE 1.3 | Facilitate and promote <u>environmental stewardship through community-led</u> invasive plant removal and <u>habitat</u> restoration projects throughout the City. |

| | |
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| | <u>providing resources and education to support these efforts.-</u> |
| NE 1.4 | <u>Work Collaborate</u> with <u>Joint Base Lewis-McChord (JBLM)</u> , the Department of Ecology, <u>Glacier NW</u> , environmental <u>groups organizations</u> , and other <u>affected-parties stakeholders</u> to restore and improve the flow <u>and ecological health</u> of <u>water through</u> Sequelitchew Creek. |
| NE 1.5 | <u>Promote sustainable urban forestry practices that protect DuPont's Oregon white oaks, enhance tree canopy coverage, and provide shade, air quality benefits, and stormwater management.</u> |
| Goal NE-2 | Exercise responsible environmental stewardship by considering long range implications of the city policies on the environment and directing development towards areas of the City where natural systems and amenities present the with fewest fewer environmental constraints. |
| NE 2.1 | Limit uses (public and private) within environmentally sensitive areas where the uses are likely to negatively those that minimize adverse impacts the environmental resource and promote passive <u>recreation</u> uses in areas where such impacts are adequately mitigated where mitigation measures are effective. |
| NE 2.2 | <u>Designate and m</u> Maintain unique physical features and environmentally sensitive areas within the City as passive open spaces areas in order to ensure their protection while long-term preservation and providing for access public and enjoyment. |
| NE 2.3 | <u>Maintain the City's tree preservation ordinance to p</u> Protect and retain significant trees and vegetation in-on public and privately dedicated areas properties. |
| NE 2.4 | <u>Require l</u> andscaping in public places areas and Rights of Way should to consist of <u>native, drought-tolerant, and low-maintenance species that are drought-resistant and low-maintenance such as native</u> plant species. |
| NE 2.5 | <u>Provide i</u> ncentives for <u>Encourage</u> developers to incorporate should be provided to encourage the use of energy-efficient building construction and design, <u>renewable energy systems, and low-impact green stormwater infrastructure development techniques.</u> |
| NE 2.6 | Ensure that the any development adjacent to Sequelitchew <u>Creek and the associated n</u> Nature <u>t</u> Trail <u>preserves and enhances its's</u> natural character is preserved and or enhanced by any development project that is located on, around, near or adjacent to the trail from beginning to end through site design measures efforts such as, but not limited to, reduced lighting, -and noise control, and enhanced vegetation preservation etc. |
| NE 2.7 | <u>Align land use and transportation planning to reduce vehicle emissions and promote walkable communities.</u> |
| Goal NE-3 | Protect water resources for present and future generations. |
| NE 3.1 | Strive to ensure <u>Adopt and enforce</u> standards are consistent with the most current draft of Department of Ecology and Pierce County guidelines <u>related for stormwater management, to</u> grading, stormwater, and erosion control. |
| NE 3.2 | Protect the quantity of ground waters by encouraging <u>Encourage Require the use</u> |

| | |
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| | of stormwater <u>management</u> systems that maximize <u>prioritize</u> aquifer recharge, <u>protect groundwater quality</u> , and establish site development guidelines to control stormwater runoff from impervious surfaces. |
| NE 3.3 | Work Partner with JBLM, Department of Ecology, Glacier NW , and other affected parties <u>stakeholders</u> to work towards re-establishment of <u>restore</u> pre-diversion flows through Sequelitchew Creek <u>and improve watershed health</u> . |
| <u>NE 3.4</u> | <u>Promote public education programs on potential adverse environmental impacts of stormwater run-off to enhance community stewardship of local waters.</u> |
| Goal NE-4 | Minimize adverse effects of development <u>and activities</u> on the environment. |
| NE 4.1 | Ensure all development meets or exceeds applicable federal, state, regional, and local air <u>and water</u> quality standards. |
| NE 4.2 | <u>Incorporate performance standards into development regulations that encourage the use of low-emission industrial equipment, clean energy sources, and non-polluting fuels.</u> Address air quality through performance standards within development regulations that promote the least air polluting forms of industrial equipment and manufacturing processes, and encourage the use of alternative non-polluting fuels. |
| NE 4.3 | <u>Minimize extensive grading during site preparation and establish clear guidelines to preserve significant trees and vegetation.</u> Site preparation activities should be designed to minimize extensive grading and to retain a portion of significant trees and vegetation. Development standards should implement guidelines and define extensive grading to clarify the circumstances when extensive grading may be appropriate. |
| NE 4.4 | <u>Adopt lighting standards that minimize light pollution, reduce energy use, and protect nocturnal habitats.</u> Address light pollution through performance standards within development regulations that promote reduction of light emissions and encourage the use of efficient light sources. |
| Goal NE-5 | Restore historic stream flow <u>in Sequelitchew Creek</u>, improve habitat conditions, and promote long term preservation efforts within the City. |
| NE 5.1 | Maintain and where possible r <u>Restore and enhance ecological functions and values of the Sequelitchew Creek Watershed, lakes, marshes, streams, wetlands, and bluffs, and recognize the potential for passive public access on or at Old Fort Lake, while balancing opportunities for passive public access and recreation.</u> |
| NE 5.2 | Strive to eradicate <u>Develop and implement an</u> invasive plant <u>species management plans throughout the City, with a focus on high priority areas particular attention paid to such as</u> Edmond Marsh, Old Fort Lake, Sequelitchew Creek, and the <u>Puget Sound b</u> Bluff . |
| NE 5.3 | Maintain important <u>Protect</u> wildlife habitats and <u>maintain</u> functional wildlife corridors to link important connecting key natural areas, such as including Edmond Marsh and Sequelitchew Creek. |
| NE 5.4 | <u>Establish buffer zones and mitigation measures to</u> minimize the potential for adverse impacts on the <u>Billy Frank Jr. Nisqually National</u> Wildlife Refuge. |
| NE 5.5 | Recognize that <u>Preserve and enhance the unique</u> the Oak Savannah is a unique |

habitat ~~by within the City and region and preserve~~identifying and designating
high-value ~~the highest value~~ oak groupings ~~in the area~~ as open space.

NE 5.6 Support research and monitoring efforts to track the health of local ecosystems and inform adaptive management strategies.

Chapter 6 Historic and Cultural Resources

The City of DuPont includes a Historic and Cultural Resources element in its comprehensive plan to provide valuable insights into the past residents of the DuPont area. Recognizing and protecting cultural and historical resources provides information into the way our ancestors lived and interacted with the environment and neighbors around them. Preserving and enhancing DuPont's historic and cultural resources offers an opportunity to share DuPont's history and culture with residents and visitors through tourism and educational programs.

While this element recognizes the value and importance of the area's cultural and historic resources, a full inventory is not provided due to their sensitive nature and best practices. DMC Chapter 25.80 designates the following as cultural resource sites and includes regulations for protection:

- The 1883 site of Fort Nisqually (the site is owned by City of DuPont and within the Old Fort Lake subarea planning area)
- The 1843 site of Fort Nisqually (the site is privately owned)
- The site of the Methodist / Episcopal Mission (located on private land; not publicly accessible)
- The Wilkes Observatory site (site is owned by the City of DuPont and within the Old Fort Lake subarea planning area) - *In the early 20th Century the DuPont Company placed a historical marker on the spot of the Wilkes Observatory. This marker still stands on the site.*

For further information about the historic and cultural resources within the Old Fort Lake subarea plan area, see Chapter 5 of that document: "Historic and Cultural Resources"

Carbon dating indicates as early as 5,700 years ago, the Nisqually Tribe inhabited this area, living in a small village at the mouth of Sequelitchew Creek. Salmon was the mainstay of their diet and foundation of their culture. In addition to providing physical sustenance, this land also held cultural and spiritual importance to the tribe. Today, the Nisqually Tribe continues to assert their rights to ancestral lands, engaging in environmental stewardship, cultural preservation, and education. The City regularly consults with the tribe on land use planning and development, and has a goal to draft an MOU with the tribe on these matters.

In 1833 the Hudson's Bay Company sailed into the mouth of Sequalitchew Creek looking for a place to develop a fort/trading post to trade European goods for beaver fur with the indigenous people. By 1839 the demand for furs had declined and HBC opened the Puget Sound Agricultural Company running Spanish Long Horn cattle and sheep, and growing a variety of crops including potatoes, peas and wheat. With the need for better access to fresh water and more space, Dr. Tolmie, fort commander and Hudson Bay Company official, moved the fort one mile inland in 1843, relocating it to the south bank of Sequalitchew Creek and west of Edmond Marsh. Settlers started arriving in the Puget Sound area claiming land through the Donation Land Claim and the Oregon Territory White Settlers Free Land Act. In 1846 the Oregon Treaty was signed placing the boundary between Canada and the United States at the 49th Parallel. The Nisqually Tribe was placed on a 1280-acre rocky reservation away from the Nisqually river and Puget Sound in 1854. The Treaty War was fought in 1855 with the Tribe being relocated on a 4,400-acre reservation. The U.S. government bought out the HBC in 1869, closing Fort Nisqually in 1870. In 1906 the E.I. du Pont de Nemours Company purchased approximately 3,600 acres from Mr. Edward Huggins, the last fort manager, and other small farmers and opened a black powder plant in 1909 making dynamite and black powder beginning in 1913. Once the plant was opened, housing and a company town for the employees was built a mile south and east of the plant. The DuPont Company decided to no longer be a landlord and started selling the houses to the employees in 1951 and the city of DuPont was incorporated. The powder plant was closed in 1945 with a dynamite plant operating until 1976 when they sold their property to the Weyerhaeuser Company.

The DuPont holdings sold to Weyerhaeuser were originally intended for use as a lumber mill and shipping facility. Instead, the land was transferred to the Weyerhaeuser Real Estate Company and then on to Quadrant (which was then 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 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 the guiding concepts that aided in the development of the cultural resource goals, policies, and implementation actions that follow.

The guiding concepts for Cultural Resources are:

- Neighborhoods have distinct focal points and short walking connections to other neighborhoods, services, public features, and jobs.
- Neighborhoods include a variety of housing types, styles, and opportunities.
- Residential and commercial buildings are designed to a variety of styles from the 1900-1940's.
- Commercial areas are diverse and lively, and include public spaces and retail, office, and residential uses.
- The civic center contains government, recreation, and cultural services.
- Environmentally sensitive areas are protected and enhanced.
- Heritage of the early settlements (American Indian, Hudson Bay, and DuPont Company) is celebrated and incorporated into development.

Today, the community has the opportunity to preserve, enhance and share the City's natural and historic resources so that they are known regionally and enjoyed for generations to come. Cultural and historical resources are recognized as an essential part of DuPont's identity and heritage.

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.

| | |
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| Goal CR-1 | Protect cultural resources by continuing to implement regulations that ensure cultural resources will not be destroyed, damaged, or disregarded during the planning and development process. |
| CR-1.1 | <u>Work with federal and state agencies to utilize historic preservation planning and funding resources. Partner with federal and state agencies, Tribal Nations, and non-profit organizations to utilize historic preservation planning and funding resources.</u> |
| CR-1.2 | <u>Encourage the protection and preservation of cultural resources as well as efforts to promote awareness of the community's natural and historic assets. Protect and preserve cultural resources and bring awareness of the community's historic assets through interpretive and educational materials and programs.</u> |
| CR-1.3 | Develop an active historic and cultural resource preservation program that emphasizes community engagement and partnerships. |

- CR-1.4 ~~Encourage the identification, protection, preservation, and/or restoration of cultural resource sites of documented significance as outline in the:~~ Adhere to the following existing agreements and work with the Nisqually Tribe to develop a Memorandum of Understanding between the City and Tribe regarding culturally significant assets.
- 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 of the City's cultural and historical resources. Explore and use a wide range of funding sources for the sustainable protection and maintenance of the City's cultural and historical resources.~~
- CR-1.7 ~~Seek ways to capitalize on DuPont's unique cultural and historic resources to enhance tourism and local education opportunities.~~
- CR-1.8 ~~Consider DuPont's cultural and historical heritage in all aspects of planning and development.~~
- CR-1.9 ~~Maximize historical and cultural interpretation within DuPont's civic buildings, park system, trails and recreation programs.~~
- CR-1.10 ~~Locate trails and viewpoints to facilitate access to cultural and historical resources.~~
- CR-1.11 ~~The city shall set aside budget for formal coordination between the city, the historical society, tribes, and project developers, such as providing for a permanent staff liaison.~~
- CR-1.11 ~~Establish a local process for identifying and designating cultural resources and sites.~~

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.

- ~~CRA-1 — Continue to identify significant historic sites and points of interest.~~
- ~~CRA-2 — 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. Work with partners to implement and manage a coordinated interpretive sign program to educate people about cultural and historical points of interest within the City.~~

- ~~CRA 3 — Create an educational program focused on natural and historic treasures to increase awareness and understanding and appreciation of the community and its visitors. Develop a cultural and historic resources educational program to increase awareness and foster community stewardship.~~
- ~~CRA 4 — Identify and mark historic roads and trails and incorporate into the City's trail system.~~
- ~~CRA 5 — Coordinate with the Historical Society to identify and implement specific efforts to preserve DuPont's 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 6 — Conduct a planning effort to evaluate the potential of restoration of the historic narrow gauge train tracks located in the Historic District as a tourism and historic preservation idea. Evaluate the potential for restoring the historic narrow gauge train and tracks located in the Historic District.~~
- ~~CRA 7 — Convey, honor and protect Old Fort Lake's rich historical and cultural heritage, which is of primary important to the DuPont community by completing the proposed improvements including:~~
- ~~— Incorporation of historic and cultural storytelling along the future Puget Sound bluff trail.~~
 - ~~— Inclusion of an interpretive center on city owned property.~~
 - ~~— Expansion of the Wilkes Observatory and 1833 Fort Nisqually sites to include accessible parking and access.~~
- ~~CRA 8 — Identify dedicated funding streams and sources for historical and cultural preservation.~~
- ~~CRA 9 — Explore the potential for becoming a Certified Local Government for historic and cultural preservation.~~

References:

<https://www.historylink.org/File/20395>

DuPont Historical Society. 2014 DuPont Heritage Plan. Accessed March 4, 2025 at

<https://www.dupontwa.gov/DocumentCenter/View/1314>

Old Fort Lake Subarea plan, February 2025

Chapter 7 Parks, Trails, and Recreation

In the context of the Comprehensive Plan, this element addresses how parks, trails, and recreation relate to planning, budgeting, growth and development within the city.

In 2025 the City of DuPont updated its Parks, Recreation, Open Space, and Trails (PROST) Plan. The PROST Plan establishes direction and actions for the ongoing development, preservation, and maintenance of parks, trails, facilities, and open space; as well as the identification of capital projects and financing strategies to implement capital and non-capital facilities improvements that will benefit the community. The PROST Plan is hereby incorporated as Appendix G into this Comprehensive Plan.

Purpose & Relationship to the GMA

As part of its comprehensive plan, Washington State's Growth Management Act (GMA) requires cities to consider a goal to, "retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities." The GMA also requires a Parks and Recreation Element be included in comprehensive plans. Specifically, the GMA requires the Element to implement and be consistent with the capital facilities element as it relates to park and recreation facilities. Specifically, the Element shall include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; (c) an evaluation of tree canopy coverage within the urban growth area; and (d) an evaluation of intergovernmental coordination and opportunities to provide regional approaches for meeting park and recreation demand.

This Parks, Trails, and Recreation Element meets these requirements. The City's PROST Plan (Appendix G) includes an evaluation of facilities, service needs, and demand. The PROST plan and Capital Facilities and Utilities Chapter of this Plan include a list of capital projects for parks, trails, and recreation. Tree canopy coverage and intergovernmental coordination to provide regional approaches are addressed in this chapter.

Washington State Department of Natural Resources (DNR) estimates DuPont's citywide tree canopy at 29%. This represents an overall average that takes into account the City's open space areas that are heavily treed and protected with the areas that have been developed for

residential and commercial uses. The City has long recognized that stewardship and sustainable management practices are vital to continuing community health and resiliency as the impacts of climate change and population growth strain the environment. DuPont is a Tree City with an active Tree Commission that works to protect and care for its tree canopy through education and outreach as it promotes tree protection policies and regulations.

The City of DuPont is committed to providing accessible, safe, and well-maintained facilities and services for current and future residents. The City endeavors to provide a system of parks, trails and recreational opportunities that are located within easy reach of every resident while satisfying the community's various recreational needs. This will be achieved by adhering to adopted Level of Service (LOS) Standards, focusing on existing gaps, and working strategically to meet future needs as growth continues over the next 20 years.

The City's network of open space and green corridors trails needs to have connectivity with the broader, regional network optimizing systemwide recreational, social, and environmental functionality.

Strategies will include planning and budgeting for new parks, trails and recreational facilities and by maintaining and upgrading existing facilities. This Plan requires that new development pays its proportionate share to serve growth and demand. The city will also continue to collaborate with regional partners as it maintains ongoing dialog with legislators regarding systemwide capital improvements and funding sources. These partners include, but are not limited to, Washington State DNR, Washington Recreation Office (RCO), Pierce County, Lakewood, Lacey, the Town of Steilacoom, and Joint Base Lewis-McChord (JBLM).

Parks, Recreation, Trails and Open Space Goals and Policies

Goal PR-1 Every resident should have convenient access to some type of public, well-developed park.

PR 1.1 ADA accessibility should be planned for future development and updates in current parks.

PR 1.2 Playgrounds should be conveniently located and accessible to residents.

Goal PR-2 Expand indoor and covered recreational space to allow for all weather activities.

PR 2.1 Regularly seek public input on types of indoor recreational activities desired by the

- community.
- PR 2.2 Collaborate with the Steilacoom Historic School District to share indoor recreational spaces where appropriate.
- PR 2.3 Seek grants and other funding sources to expand, improve, and maintain parks and recreational facilities and programs.
- PR 2.4 Allocate funds for parks and recreation and prioritize all-weather recreational activities.

Goal PR-3 Enhance and improve trails access and connectivity.

- PR 3.1 Where feasible, improve trail amenities to include items such as signage, benches, and surfacing, to support multiple user needs and experiences.

Goal PR-4 Maintain an updated financially viable plan for meeting park and recreation needs.

- PR 4.1 Update the parks Capital Improvement Plan (CIP) bi-annually as part of the final budget process.
- PR 4.3 Update facility rental or use fees on periodic basis to reflect market rates.
- PR 4.4 Establish a park impact fee and fee-in-lieu program to increase the annual program budget and to ensure that new development contributes to the increased parks system infrastructure needs.
- PR 4.5 Allocate funds for playground equipment replacement in the budget.
- PR 4.6 Pursue new sources of revenue for operations, maintenance, as well as capital projects. These options include, but are not limited to sponsorships, grants, corporate sponsorships, partnerships and donations.

Goal PR-5 Maintain, protect, and enhance the City's Tree Canopy.

- PR 5.1 Promote streetscape and public space improvement projects to incorporate tree canopy and vegetation requirements.
- PR 5.2 Aspire to conduct tree canopy assessments on a regular schedule and to maintain up to date tree inventories.
- PR 5.3 Engage public through educational materials and tree planting events to care for existing and plan for new tree plantings in priority areas.
- PR 5.4 Require new development to provide a tree canopy assessment with tree percentages before and after development.

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.

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.



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

Purpose and 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 make informed decisions that will implement GMA requirements.

In 2021, the Washington State Legislature revised the Growth Management Act (GMA) through House Bill 1220, introducing new requirements for local housing planning. The updated law mandates that Housing Elements in comprehensive plans must now account for the capacity to meet the needs of households across a range of income levels—from extremely low to moderately low income. It also requires planning for permanent supportive housing (PSH), emergency shelters and housing, as well as moderate-density housing types like duplexes, triplexes, and townhomes. Additionally, cities must address issues pertaining to displacement risk, racial disparities in housing outcomes, and implement policies to support affordable housing development.

Inventory and Analysis

Household Characteristics

DuPont rests on the coastal lands of Pierce County in the Puget Sound Region of Washington State. With a population of approximately 10,000 residents, the City has a slightly younger, more family-oriented trend than that of Pierce County.

Table 8.1: Essential Demographics of DuPont and Pierce County, 2013 and 2023

| | City of DuPont | | | Pierce County | | |
|-------------------------------------|-----------------------|------------------------|--------|-----------------------|-----------------------|--------|
| | 2013 | 2023 | Change | 2013 | 2023 | Change |
| Population | 9,050 ¹ | 10,180 ² | 12.5% | 823,032 ¹ | 946,300 ² | 15.0% |
| Median age ³ | 31.8 | 35.0 | 10.1% | 35.8 | 36.8 | 2.8% |
| Average household size ⁴ | 2.87 | 2.57 | -10.5% | 2.62 | 2.60 | -0.8% |
| Families as a percent of households | 74.5% ⁵ | 71.4% ⁶ | -4.2% | 67.3% ⁵ | 67.17% ⁶ | -0.2% |
| Average family size ⁴ | 3.43 | 3.13 | -8.7% | 3.15 | 3.10 | -1.6% |
| Median household income | \$83,021 ⁵ | \$114,423 ⁶ | 37.8% | \$59,204 ⁵ | \$96,632 ⁶ | 63.2% |

Sources:

1 Washington State Office of Financial Management (OFM) Intercensal Estimates, 2013

2 OFM Postcensal Estimates, 2023

3 US Census American Community Survey (ACS) 5-Year Estimates, DP05, Demographic and Housing Estimates, 2009-2013 and 2019-2023

4 ACS 5-Year Estimates, DP02, Selected Social Characteristics in the United States, 2009-2013 and 2019-2023

5 ACS 5-Year Estimates, S1903, Median Income in the Past 12 Months (in 2013 Inflation-Adjusted Dollars), 2009-2013

6 ACS 5-Year Estimates, S1903, Median Income in the Past 12 Months (in 2023 Inflation-Adjusted Dollars), 2019-2023

Housing Inventory

Table 8.2 compares the types of housing in the city and county between 2013 and 2023 and includes the percent change by housing type. Based on the increase of total housing units between 2013 and 2023, the City of DuPont's inventory grew at a slower rate than Pierce County (7.5 percent and 12.1 percent increases, respectively).

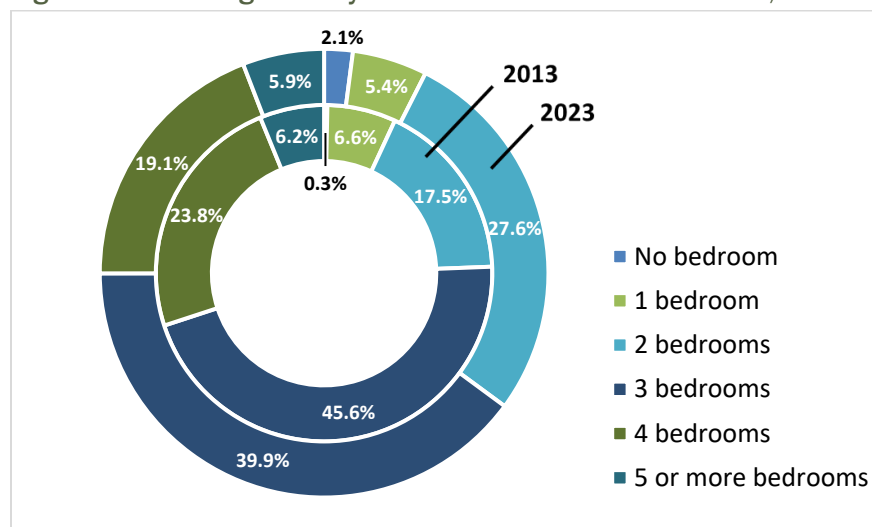
Table 8.2: Housing Units by Type in DuPont and Pierce County, 2013 and 2023

| Housing Units by Type | City of DuPont | | Pierce County | |
|----------------------------------|----------------|--------------|----------------|----------------|
| | 2013 | 2023 | 2013 | 2023 |
| One unit housing units | 2,527 | 2,569 | 223,235 | 247,158 |
| Two or more units | 1,008 | 1,231 | 82,485 | 97,418 |
| Mobile home, boat, RV, van, etc. | 1 | 1 | 26,140 | 27,446 |
| Total housing units | 3,536 | 3,801 | 331,860 | 372,022 |

Sources: OFM Intercensal Estimates (2013) and OFM Postcensal Estimates (2023)

In addition to the above analysis, tracking the number of housing units by number of bedrooms offers insight into the mixture of housing types available in DuPont. **Figure 8.1** demonstrates an increase in the percentages of units with no bedroom (studios) or two bedrooms and a decrease of the percentages of units containing three or more bedrooms.

Figure 8.1: Housing Units by Number of Bedrooms in DuPont, 2013 and 2023



Sources: OFM Intercensal Estimates (2013) and OFM Postcensal Estimates (2023)

Affordable Housing Support Services

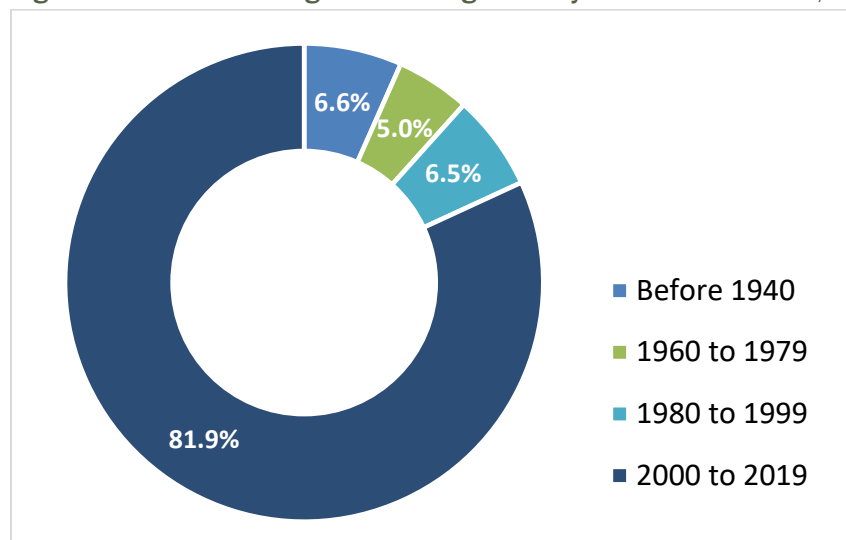
As of 2025, the City of DuPont does not have subsidized or public housing units nor group homes or care facilities. There are no manufactured housing parks. The City is home to Patriot's Landing which is an assisted living facility. This inventory will be updated as needed in future comprehensive plan updates.

The private housing market often falls short in providing affordable options for households across all income levels. As a result, the Pierce County County-Wide Planning Policies state that "All jurisdictions should explore the expansion of existing non-profit partnerships, increased coordination with local public housing authorities, a county-wide land trust, as well as future involvement of larger County employers, in the provision of housing assistance for their workers."

Housing Age

The majority of housing in DuPont is relatively young, with approximately 82 percent built since 2000 and 2019 (see **Figure 8.2**). As a result, the City may see a significant trend of remodels and repairs in the future based on the large percentage of homes built in the same time period. In addition, based on state requirements the DuPont City Council adopts the most recent International Building, Residential, Mechanical, and Fire Codes, with state amendments, Uniform Plumbing Code, and International Energy Conservation Code, with state amendments. Much of the existing housing stock was not built to the higher energy efficiency standards contained in these codes. While newer construction is more energy efficient compared to older construction, these standards also increase the costs of building new housing.

Figure 8.2: Estimated Age of Housing Units by Decade in DuPont, 2023¹



Source: ACS 5-Year Estimates, DP04, Selected Housing Characteristics, 2019-2023

1 It is estimated that zero units were built between 1940 and 1959, although this calculation could be due to margin of error.

Housing Value

DuPont has seen a dramatic increase in home values over the last decade, with estimated median home values growing by roughly 83 percent between 2013 and 2023. In 2013, only about 3 percent of owner-occupied homes in DuPont were valued at \$500,000 or higher. By 2023, this number had grown to roughly 61 percent. While these numbers are significant, Pierce County saw an even greater increase in median home values of nearly 102 percent between 2013 and 2023.

Table 8.3 presents the estimated value of owner-occupied homes by value ranges (values shown are not inflation-adjusted). The total rate of inflation between 2013 and 2023 was nearly 31 percent, whereas the median home price in DuPont increased by roughly 83 percent. To use a benchmark value, \$300,000 in 2013 would be the equivalent of about \$392,393 in 2023.

Table 8.3: Owner-Occupied Housing Values in DuPont and Pierce County

| Home Value | City of DuPont | | | | Pierce County | | | |
|------------------------|----------------|---------|-----------|----------------------|---------------|----------------------|-----------|----------------------|
| | 2013 | | 2023 | | 2013 | | 2023 | |
| | Quantity | Percent | Quantity | Percent ¹ | Quantity | Percent ¹ | Quantity | Percent ¹ |
| Less than \$500,000 | 1,769 | 96.9% | 916 | 39.0% | 170,430 | 92.2% | 120,305 | 53.6% |
| \$500,000 to \$999,999 | 57 | 3.1% | 1,367 | 58.2% | 12,696 | 6.9% | 91,176 | 40.6% |
| \$1,000,000 or more | 0 | 0.0% | 67 | 2.9% | 1,800 | 1.0% | 13,164 | 5.9% |
| Median Home Value | \$300,800 | | \$550,200 | | \$240,400 | | \$484,400 | |

Source: ACS 5-Year Estimates, DP04, Selected Housing Characteristics, 2009-2013 and 2019-2023

1 Percentages may not add up to 100 due to rounding.

Housing Tenure

Housing tenure describes the rate of owner occupancy. In 2023, the majority of housing units (roughly 58.5 percent) were owner-occupied. DuPont had an approximate vacancy rate of four percent (see **Table 8.4**).

Table 8.4: Occupied Housing Units Owner and Renter Specified

| DuPont Housing Tenure | Number of Units | Percent |
|----------------------------|-----------------|---------------|
| Total housing units | 4,014 | 100.0% |
| Occupied housing units | 3,870 | 96.4% |
| <i>Owner-occupied</i> | 2,350 | 58.5% |
| <i>Renter-occupied</i> | 1,520 | 37.9% |
| Vacant housing units | 144 | 3.6% |

Source: ACS 5-Year Estimates, DP04, Selected Housing Characteristics, 2019-2023

Housing Cost Burden

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 to 50 percent of its gross income is spent on housing (including rent or mortgage and utility costs). A household is severely cost-burdened when this percentage rises above 50 percent. As of 2023, the percentage of all households that are considered either cost-burdened or extremely cost-burdened in DuPont was 33.0 percent with 21.1 percent being cost-burdened and 11.8 percent being severely cost-burdened (see **Table 8.5**).

Table 8.5: Cost-Burdened Households by Tenure

| Tenure and Level of Cost Burden | Number of Households | Percent of Total Households |
|--|----------------------|-----------------------------|
| Total Owner Households | 2,040 | 100.0% |
| Not Cost-Burdened | 1,570 | 76.9% |
| Total Cost-Burdened | 455 | 22.1% |
| <i>Cost-Burdened (30-50%)</i> | 295 | 14.3% |
| <i>Severely Cost-Burdened (>50%)</i> | 160 | 7.8% |
| Not Calculated | 15 | 0.7% |
| Total Renter Households | 1,795 | 100.0% |
| Not Cost-Burdened | 965 | 53.6% |
| Total Cost-Burdened | 810 | 45.3% |
| <i>Cost-Burdened (30-50%)</i> | 520 | 28.9% |
| <i>Severely Cost-Burdened (>50%)</i> | 290 | 16.4% |
| Not Calculated | 20 | 1.1% |
| Total Households (Owner and Renter) | 3,835 | 100.0% |
| Not Cost-Burdened | 2,535 | 66.1% |
| Total Cost-Burdened | 1,265 | 33.0% |
| <i>Cost-Burdened (30-50%)</i> | 815 | 21.3% |
| <i>Severely Cost-Burdened (>50%)</i> | 450 | 11.7% |
| Not Calculated | 35 | 0.9% |

Source: US HUD, 2015-2019 Comprehensive Housing Affordability Strategy (CHAS) (Table 9); Washington Department of Commerce, 2023

When dividing cost burden levels between owner and renter households, renters have disproportionately higher levels of both cost burden and extreme cost burden. Amongst renter households, the total percentage of cost-burdened or extremely cost-burdened households is 45.3 percent. Amongst owner households, this percentage falls to 22.1 percent.

Displacement Risk

In addition to the analysis above, PSRC mapping indicates that the City of DuPont is largely within an area of lower displacement risk from market forces that occur with changes to zoning development regulations and capital investments.

While DuPont may have a lower displacement risk, those on fixed incomes may still face higher levels of cost burden. Since the median age of DuPont increased by over three years between 2013 and 2023, this may suggest a higher number of older adults on a limited, fixed income.

STEP Housing

In 2021, State Legislators passed House Bill (HB) 1220 which requires jurisdictions to update their development regulations to permit emergency **shelters**, **transitional** housing, **emergency** housing, and **permanent** supportive housing (**STEP** housing) in certain zones.

This legislation requires cities to allow permanent supportive housing and transitional housing in all zones that are primarily residential and all zones that allow hotels. In addition, it is required to allow indoor emergency shelters and indoor emergency housing in the same zones as hotels. These types of STEP housing will still need to follow the established review procedures and applicable development regulations.

New or updated definitions for these uses are located in Sections 36.70A.030 and 84.36.043 of the Revised Code of Washington (RCW). Compliance with these RCW sections will need to be reflected as a part of the development regulations update.

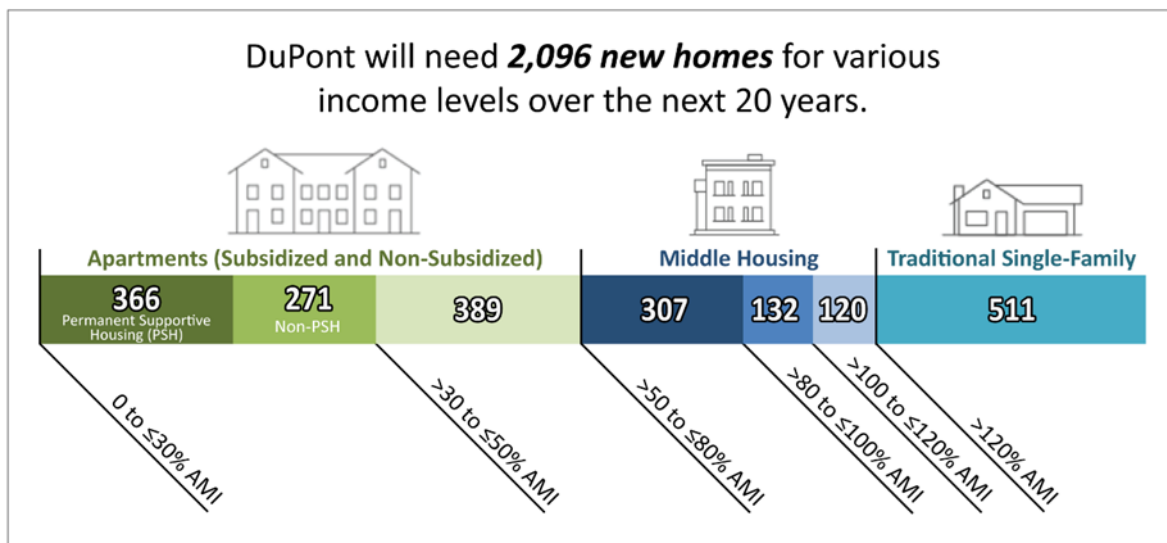
Housing Forecast

The Land Capacity Analysis that accompanies this Comprehensive Plan (located in Appendix F to this plan) provides additional detail on current housing supply and expected needs over the next 20 years. As a part of the Pierce County Countywide Planning Policies (CPPs), the County allocated 2,096 new housing units to DuPont over the next 20 years, which represents roughly 1.9 percent of the countywide projection of 111,511 new units. For comparison, as of 2020, DuPont was estimated to have approximately 1.1 percent of the total countywide supply of housing units.

The 2,096 allocated housing units are divided amongst six different income levels, or bands. The City of DuPont must ensure there are adequate development regulations and appropriately zoned land available to accommodate different types of housing for various income bands. The LCA identified adequate capacity for the 2,096 units allocated to DuPont across the different income levels. The Land Capacity Analysis DuPont must also demonstrate that there is capacity to accommodate emergency housing, which is temporary accommodations for households or individuals experiencing homelessness or at imminent risk of being homeless. The Land Capacity Analysis discusses the developable lands inventory which could accommodate *Emergency Housing* and *Emergency Shelters* in accordance with the city's development regulations. The analysis shows there is an ample supply of land for these needs in the next 20-year planning period.

Figure 8.3 illustrates those housing projections and includes examples of the housing types that will likely be needed in order to meet anticipated growth. While the Land Capacity Analysis identified adequate land area for housing of all income levels, subsidies or other market interventions are assumed to be necessary to meet the housing needs for households in the lowest income bands. These subsidies and market interventions could include tax credits, and potentially the formation of public-private partnerships between the city and developers of affordable housing. Additionally, the City is a member of South Sound Housing Affordability Partners (SSHA3P), a collaboration established in 2021 via an interlocal agreement involving DuPont, several other cities and towns in Pierce County, Pierce County itself, and the Puyallup Tribe of Indians. Together, they create and preserve affordable, attainable, and accessible housing throughout their communities. The South Sound Military and Communities Partnership, another organization of which the City is a member, focuses on military and civilian partnerships to perform beneficial work in the South Sound, including the provision of quality affordable housing around JBLM.

Figure 8.3: New Housing Unit Needs by Area Median Income (AMI) and Examples of the Spectrum of Housing Types Needed



Note: Graphic adapted from and inspired by Exhibit 3 in Washington Dept. of Commerce Book 2: Guidance for Updating your Housing Element (August 2023)

Per unit, single-family housing units generally require larger lots and feature larger building footprints. Relying on traditional single-family housing to meet the needs of all income brackets is inadequate.

It is important to note that military personnel comprise a large portion of DuPont's residential population. Accordingly, a major part of the demographic and economic future of DuPont is linked to JBLM. This could suggest a fluctuating population over the years due to the transient nature of some military members serving at JBLM.

DuPont is expected to be improved with high-capacity transit service within the forthcoming 20 years. Under the Sound Transit ST3 System Plan, the Sounder South rail service will be extended south from Lakewood, adding new stations at Tillicum and DuPont, both with parking. This extension is anticipated to be open for service by 2045, and will provide commuter rail connection for DuPont residents, as well as for regional commuters accessing JBLM.

Consistent with both PSRC Vision 2050 policies and Pierce County Countywide Planning Policies, compact residential and mixed-use development should be concentrated near high-capacity transit stations. Concentrating housing near transit stations realizes multiple public benefits (PSRC Policy MPP-PRS-8). These include reduced vehicle miles traveled and reduced greenhouse gas emissions. It also provides needed housing while conserving rural areas and preserving open space and natural areas (PSRC Development Patterns goal).

Perhaps most significantly, the city recently adopted an update to the Old Fort Lake Subarea Plan, which envisions:

- Single-Family Residential Use: 70 acres with a projected range of 280-560 units.
- Middle Housing (up to five-units per lot): 93 acres with a projected range of 1,128-1,880 units.
- Multifamily Residential Use: 34 acres with a projected 680 units.

Housing in the Subarea will be located primarily in the western portion of the Subarea, as residential uses are not permitted by the zoning districts in the eastern portions of the Subarea.

Housing Goals and Policies

| | |
|----------------------------|--|
| Goal 1 | Provide <u>Promote a variety of housing opportunities, by promoting the creative and innovative use of land to support a variety of housing options, and densities, consistent with existing neighborhood character. that respect, support, and reinforce an integrated overall town character.</u> |
| H-1.1 | Ensure development standards allow for a mix of lot sizes and <u>diversity of various</u> housing types and styles. Homes (single and multi-family) that represent the craftsman style should be predominant in the community. |
| <u>H-1.2</u> | <u>Encourage the development of middle housing such as duplexes, triplexes, fourplexes, and townhouses through zoning, to increase housing variety and affordability.</u> |
| H-1. 2 <u>3</u> | Encourage developers to use a mix of compatible styles, materials, and configurations <u>for aesthetic interest</u> when developing individual residential neighborhoods. |
| H-1. 3 <u>4</u> | Promote sustainable and energy efficient building design, <u>including the use of green building materials and technologies to enhance environmental sustainability.</u> |
| <u>H-1.5</u> | <u>In consideration of the Sound Transit project ensure that proper zoning is available near the facility for compact housing near the station.</u> |

| | |
|------------------|---|
| 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-2.21 | 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. <u>Plan for higher density housing locations in proximity to employment locations and current or planned high-quality transit.</u> |
| H-2.32 | Provide incentives, and work in partnerships <u>to ensure the development of housing for with nonprofit and for-profit developers and agencies to build small amounts of permanent, extremely low, very low, low, and moderate income housing dispersed throughout the community.</u> Incentives <u>with proportionate public benefit may could</u> 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 <u>and middle housing.</u> |
| H-2.43 | Foster aging in place. 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 multigenerational housing options, senior housing, and long-term care facilities to integrate within residential villages and DuPont Station throughout the community. |
| <u>H-2.4</u> | <u>Support private sector efforts to fund, plan and develop housing for the elderly and other citizens with special needs.</u> |
| H-2.5 | Support access to quality and affordable housing for all <u>of</u> DuPont's residents, <u>ensuring that zoning and housing policies reflect foster inclusivity and equity.</u> |
| H-2.6 | Consider Pursue the use of development agreements to increase/provide for affordable units in a project. Ensure that at least 25 percent of new housing is affordable for households earning up to 80 percent of the countywide median income. |
| <u>H-2.7</u> | <u>Encourage and clearly regulate the construction of accessory dwelling units as a viable option to meet housing needs.</u> |
| <u>H-2.8</u> | <u>Promote development regulations that are non-exclusionary, and which avoid racially disparate impacts or disinvestment.</u> |
| <u>H-2.9</u> | <u>Where possible, take into account the potential risks of physical, economic, and</u> |

cultural displacement that low-income and marginalized communities may face due to planning decisions, public investments, and private development.

H-2.10 Remove barriers within the City's development regulations to the construction of affordable housing consistent with Department of Commerce's recommendations for updating development regulations to increase housing supply.

H-2.11 Continue to collaborate with the South Sound Housing Affordability Partnership (SSHAP) on regional approaches to address housing affordability challenges that may be difficult for the City to tackle alone due to its size, geographic limitations and other obstacles.

H-2.12 Consider expanding current partnerships with nonprofit organizations, strengthening collaboration with local public housing agencies, establishing a county-wide land trust, and engaging major employers in the region to support housing assistance efforts for their workforce.

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.

H-3.1 Encourage the preservation of the existing housing stock where appropriate, and development standards that minimize housing cost.

H-3.2 Review Planning Department and Building Department processes and requirements as needed for streamlining opportunities that reduce plan review timeframes and help minimize construction costs.

H-3.3 Encourage the use of technology in permit review systems and processes to increase permitting efficiency and reduce permitting costs.

H-3.3 Work with regional partners and non-profits to raise awareness of opportunities and assistance for no- and low-cost essential home improvements, maintenance, and energy efficiency for low-income households.

H-3.4 Preserve existing housing by supporting rehabilitation initiatives, and maintaining the character and stability of neighborhoods.

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.

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

Executive Summary

Plan Overview

This Transportation Element sets a framework for the City of DuPont in understanding, prioritizing, measuring, and constructing a multimodal transportation network that supports communitywide mobility goals. The City is updating its Transportation Element as part of the periodic update of the Comprehensive Plan. Each element of the Comprehensive Plan, including Land Use, Housing, and Transportation, forms the policy basis for the Capital Facilities Plan.

The Transportation Element's goals, policies, and implementation actions provide a roadmap for how DuPont will address future development and direct spending for capital facilities improvements associated with transportation.

This document includes six chapters:

Section 1: Introduction

Describes the different regional and state planning requirements associated with this Transportation Element. This chapter discusses DuPont's history, location, and existing land use distribution.

Section 2: Existing System Conditions

Describes conditions for all travel modes in the existing transportation network. This includes automobile, pedestrian, bicycle, freight and transit system characteristics as well as safety conditions.

Section 3: Public Outreach

Describes the outreach conducted to solicit community feedback. The overarching goal of the public outreach was to develop a Transportation Element that accurately reflects the transportation needs of the community as well as solicit feedback on the proposed projects in the 20-year horizon.

Section 4: Goals & Policies

Describes the City of DuPont's four key goals related to mobility and outlines transportation policies to achieve these goals. Policies are further detailed through the tangible projects and defined steps to improve systems, develop capital projects, assign tasks, and set priorities included in Chapter 5: The Recommended Plan.

Section 5: The Recommended Plan

Describes the preferred networks for each travel mode and details the types of projects that would be needed to achieve DuPont’s vision of safe mobility for all. This chapter includes levels of service performance standards for streets and intersections, and planning guidance to accommodate transit, biking, and walking.

Section 6: Implementation

Discusses how the City plans to fund its transportation program (including capital projects and operations and maintenance) over the life of the Transportation Element through 2045. Additionally, this chapter lays out additional funding sources and strategies that the City will employ to reduce load on the network.

Section 1: Introduction

DuPont Profile

The City of DuPont is located at the southern edge of the Puget Sound west of Joint Base Lewis-McChord (JBLM). Situated between Tacoma and Olympia along Interstate 5, DuPont offers quiet residential neighborhoods that appeal to employees commuting to larger employment hubs as well as JBLM. With a history that goes back over 5,000 years, this area was home to the Sequatchew Nisqually people, fur traders, and eventually to white settlers around the early 19th century. DuPont was incorporated as a city within Pierce County in 1951. Most of the growth in DuPont has occurred since 1990. The city now has a population of around 10,000 residents, according to the 2020 census.

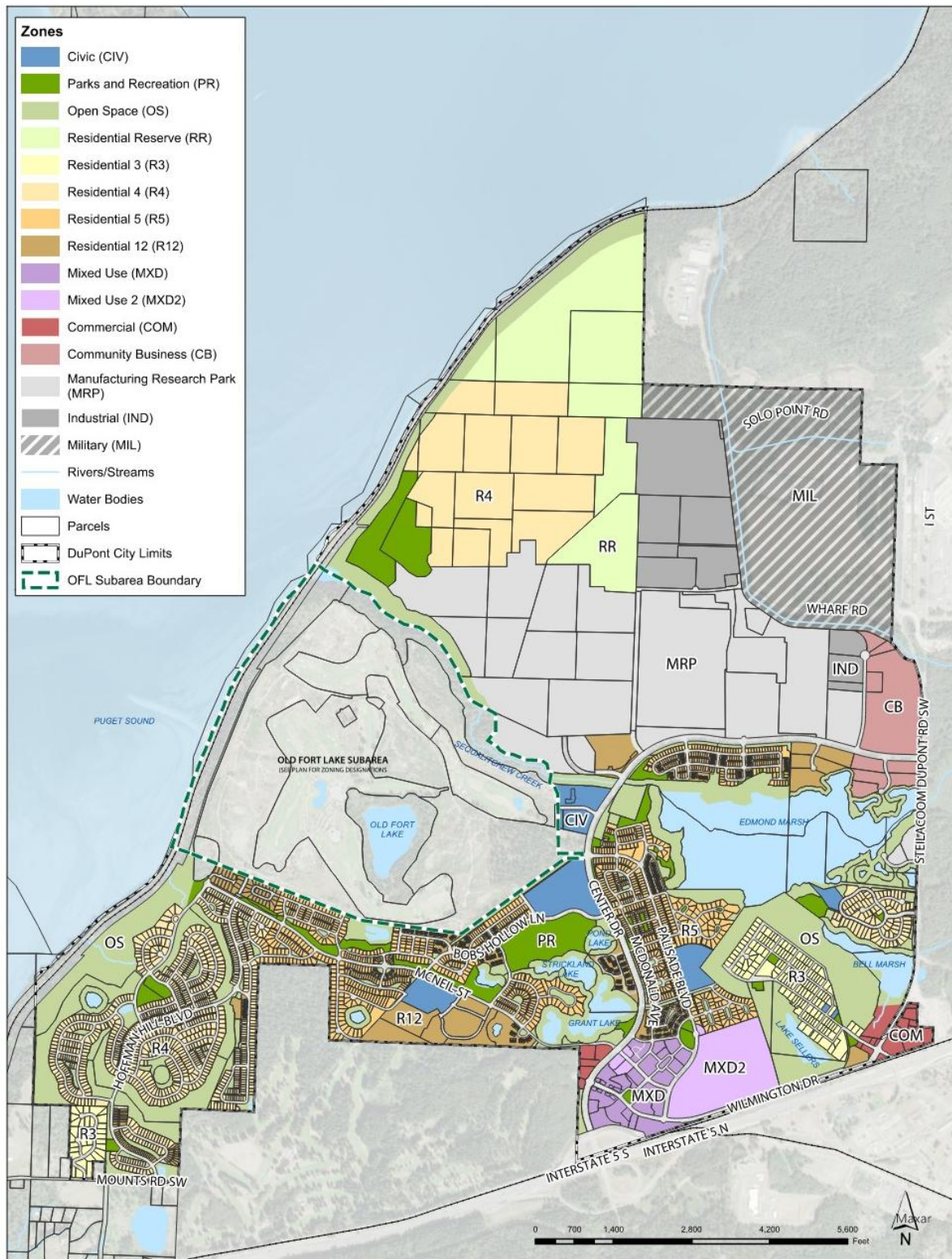
Existing Land Use

The City of DuPont’s adopted zoning is shown in **Figure 9.1**. Most of the city’s land is zoned for residential use. Areas within the city are delineated as “Villages” with the Yehle Park, Edmonds, Palisade, Bell Hill, Historic, Hoffman Hill, and El Rancho Madron villages serving as the major residential areas in the city. The areas surrounding DuPont station east of Center Drive are zoned for commercial, office and mixed uses, as is the Civic Center area west of the 1843 Fort. Over the last decade, industrial developments have aggregated along Center Drive east of Powerline Road with plans for continued development in the area.

The neighborhoods built over the last three decades are primarily single-family oriented developments with sidewalks and trails. The downtown area has mixed-use developments that include housing and commercial uses; however, there are no full-size grocery stores in the city. Elementary and middle school students attend schools within city limits, while high school students attend Steilacoom High School about 7 miles north of the city.

The Old Fort Lake Subarea is a major planned redevelopment, with a Subarea Plan undertaken in 2024 to change the land use associated with the northwest portion of the city, representing approximately a quarter of the City's total land area. The final zoning for the Old Fort Lake Subarea was adopted in 2025. Considering the large share of City land dedicated to the Subarea, the future uses adopted within the Subarea will play a large role in future transportation conditions within and around the City. These uses will be further assessed as part of future conditions.

Figure 9.1: Zoning within the City of DuPont



Planning Context

The Comprehensive Plan serves as the umbrella document that defines the goals and policies for accommodating future growth in DuPont through 2044 and assists City staff and elected officials in making decisions regarding capital project funding and development regulations. The previous iteration of the Comprehensive Plan was developed in 2016 and last amended in 2021.

The following plans were evaluated in detail and information relevant to the Comprehensive Plan Update (including adopted planning principles; proposed projects and projected growth from these plans) is summarized here.

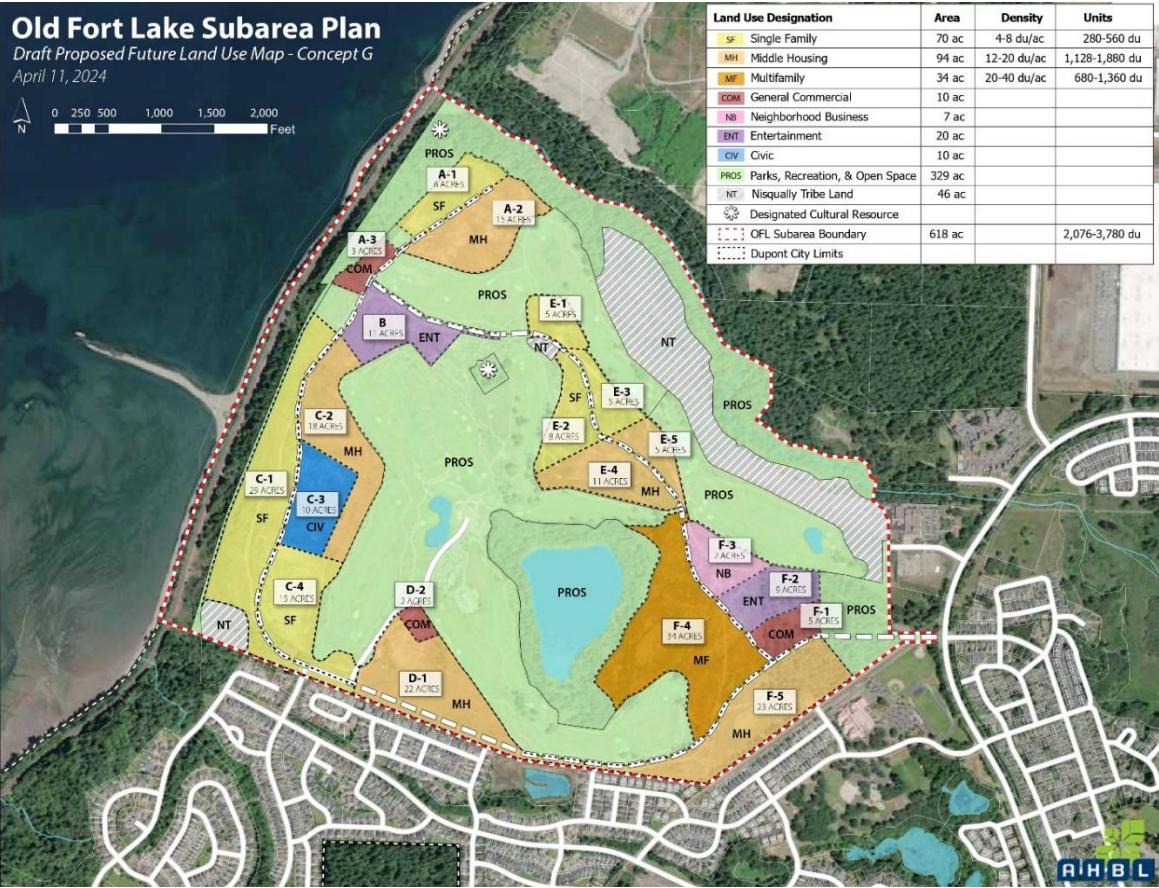
DuPont Old Fort Lake Subarea Plan (2025)

The Old Fort Lake Subarea Plan was originally developed in 2017. As part of that planned development, robust community outreach was performed, and priorities were created for the overall transportation network within the Subarea. Based on this community feedback, the following priorities were defined for the Subarea:

1. Provide a robust multimodal transportation network that serves a variety of users.
2. Provide an excellent street design that complements desired future land uses and reflects community values.
3. Plan a well-connected and efficient road network.

The 2025 Old Fort Lake Subarea Plan serves as an update to the original Subarea plan created in 2017. As part of this update, land use assumptions have shifted (see Figure 9.3**Figure 9.2**), in addition to the overall layout of the Subarea, discussed in the “Projects in the Pipeline” section.

Figure 9.2: Land Use Map Old Fort Lake Subarea (OFL Subarea Plan 2025)



Source: AHBL “Old Fort Lake Subarea Plan, Draft Proposed Future Land Use Map – Concept G,” April 11, 2024.

DuPont Comprehensive Plan (2015)

Last amended in 2021, the Comprehensive Plan articulates the City's vision to accommodate growth expected through 2035. Transportation-related goals and priorities from the Comprehensive Plan focus on improving access and flow to I-5, in addition to multimodal priorities, as follows:

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.
2. Support measures to restore local transit services, integrating the regional bus and rail mass transit services available in DuPont, Lakewood, Tacoma, and Olympia.
3. Maintain the existing transportation system and fill gaps in the non-motorized network (including pedestrian sidewalks, trails, and the bicycle facilities).
4. Monitor the progress of high-speed rail services and ensure that impacts on DuPont are mitigated.

Transportation Improvement Program: 2022 – 2027

The Six-Year Transportation Improvement Program for 2022-2027 (TIP) outlines short- and long-term transportation projects – including the addition of new sidewalks, curb, gutter, and roadway overlays – throughout the city. The following projects and studies were identified in the TIP as affecting roadway or active transportation capacity:

Projects:

- Powerline Road Improvements – From Center Drive to Wharf Road, design and construct new arterial roadway along Powerline Road.
- Center Drive Traffic Signal Coordination – From 1-5 Exit 118 to DuPont-Steilacoom Road, wireless connection of eight traffic control lights on Center Drive.
- I-5 Exit 119 Reconstruction – Reconstruct interchange at DuPont Steilacoom Road to include two separate interchanges, one connecting directly to DuPont Steilacoom Road and one at the existing interchange location at Barksdale Avenue.
- DuPont Steilacoom Road Improvements – Roadway improvements, including improvements at the intersection of DuPont Steilacoom Road and Center Drive.
- McNeil Street and Ridge View Drive Reconfiguration – Reconfigure the roundabout at this intersection.

Studies:

- Sequalitchew Creek Pedestrian Crossing onto Center Drive – Study the type and feasibility of a pedestrian crossing on Center Drive at the Sequalitchew Creek.
- Northeast City Access Feasibility Study – Study access improvements and future plans for vehicle access in the northeastern portion of the City.
- Vehicle Access to Puget Sound Feasibility Study – Study potential vehicle access options to the Puget Sound waterfront.

City of Dupont Local Road Safety Plan

The DuPont Local Road Safety Plan (LRSP) was completed in March 2022, and analyzed safety trends citywide based on WSDOT collision data between 2017 and 2021. The following projects and strategies were identified as part of this study:

- Citywide reflective striping and signage improvements at roundabout
- Citywide crosswalk striping and signage improvements
- Citywide crosswalk improvements through Rectangular Rapid Flashing Beacon's
- Citywide lighting study

Other Planned Future Developments

The City has considered several projects planned and under development in forecasting future traffic conditions through 2044. There are multiple development projects in various stages of entitlement within the City of DuPont that will add trips to the roadway network. These development projects are listed below:

- Pioneer Aggregates South Parcel Project
- Barksdale Station
- Bridge Point 220
- Civic Center Phase 2
- Civic Center Phase 3
- Dupont Industrial
- Patriots Landing
- DuPont Public Works Facility
- Williamson Place East

The land uses for these developments includes warehouses, offices, restaurants, utility, residential, and school uses.

Regional Transportation Investments

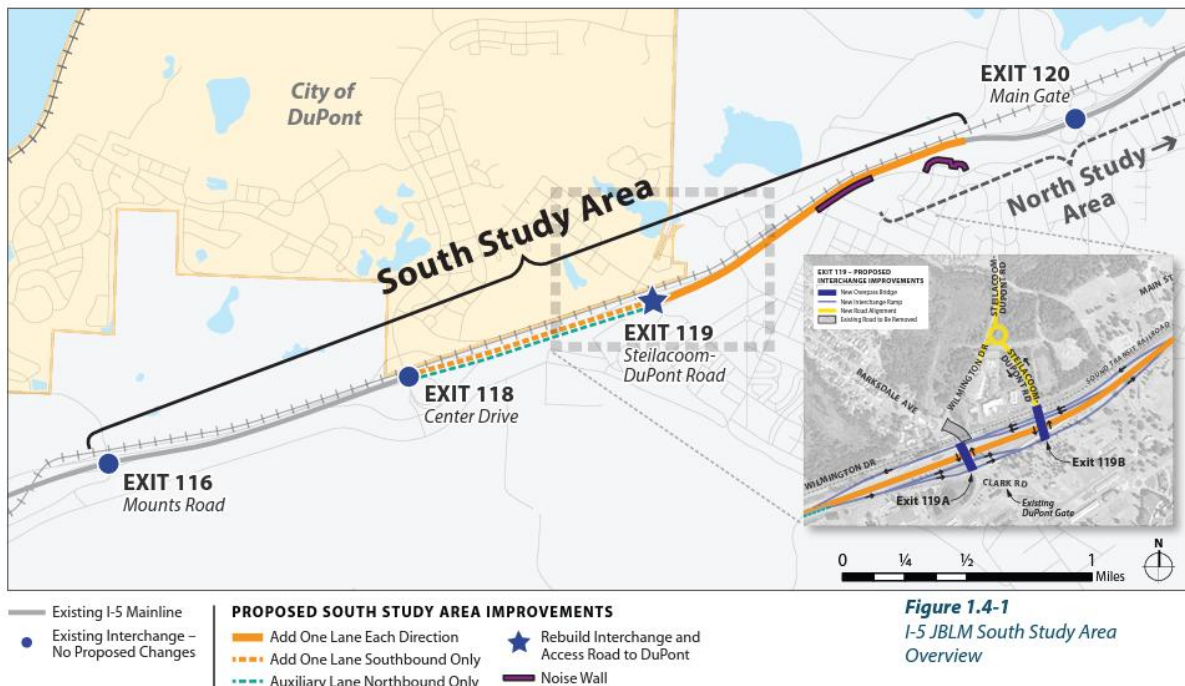
In addition to the impacts of development on traffic in the city, the City has also considered regionally significant transportation investments that will have implications on access and mobility to and within DuPont.

I-5 JBLM Vicinity Congestion Relief Project

Numerous studies have been completed in relation to I-5 within the vicinity of JBLM. This area has historically experienced elevated levels of congestion, related to JBLM base traffic, and these studies have sought to relieve this congestion, improve local and mainline system efficiency, enhance mobility, and support the regional HOV network, improve safety, and increase transit and travel demand management opportunities. In the South Study Area Report (completed in 2020), the following build alternative was defined for I-5 near DuPont (represented graphically in **Figure 9.3**). It should be noted that some of these improvements are already under construction or completed:

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

Figure 9.3: I-5 JBLM Access Congestion South Study Area



Source: WSDOT I-5 JBLM Vicinity Congestion Relief Project - South Study Area, 2021.

Sound Transit ST 3 System Plan

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

Statewide Context

Washington State's Growth Management Act (GMA) of 1990 requires that the City's transportation plans directly with land use growth and financial decision making within the Transportation Element.

Concurrency is one of the key GMA requirements and refers to the timely provision of public services and facilities. Transportation concurrency means that adequate transportation facilities are in place to serve new development or that a financial pathway has been identified to complete the improvements or strategies within six years. These projects are collated in the Transportation Improvement Program (TIP) project list. Concurrency cannot be used to require new development to correct existing transportation deficiencies. Level of Service standards must be met by local governments using a program to correct existing transportation deficiencies. The City can use Transportation Impact Fees (TIF), property taxes and grants to mitigate future deficiencies.

Transportation is the only public domain where the GMA specifically requires development to be denied if concurrency is not satisfied. 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.

Section 2: Existing System Conditions

Street Network

Functional Classification

The City of DuPont is located along the I-5 corridor adjacent to JBLM on the southwest border of Pierce County. There are two interchanges on I-5 that provide major connections to the City of DuPont: the Center Drive interchange and the Barksdale interchange; the Barksdale interchange currently also serves as a direct access to JBLM. The Mounts Road interchange also provides connection to one of the city's western neighborhoods, in addition to providing another access to JBLM. The city experiences access challenges to and from I-5 because of its proximity to JBLM, a major employer in both Pierce and Thurston Counties. Peak hour commute traffic to JBLM often causes congestion around the Barksdale Interchange and interchanges to the north, leading to high delays for DuPont residents and others attempting to access I-5. DuPont-Steilacoom Road serves as a potential access point to the north but is less direct for most DuPont residents when compared to Center Drive.

The City has four roadway classifications: Local Roads (comprising most roadways within the City), Major Collectors, Minor Arterials, and Principal Arterials. These functional classifications are aligned with FHWA and WSDOT definitions and are summarized in **Figure 9.4** Center Drive from I-5 exit 118 to DuPont-Steilacoom Road is the only Principal Arterial in DuPont, with McNeil Street and DuPont-Steilacoom Road classified as Minor Arterials. The description of each functional classification is discussed in **Table 9.1**.

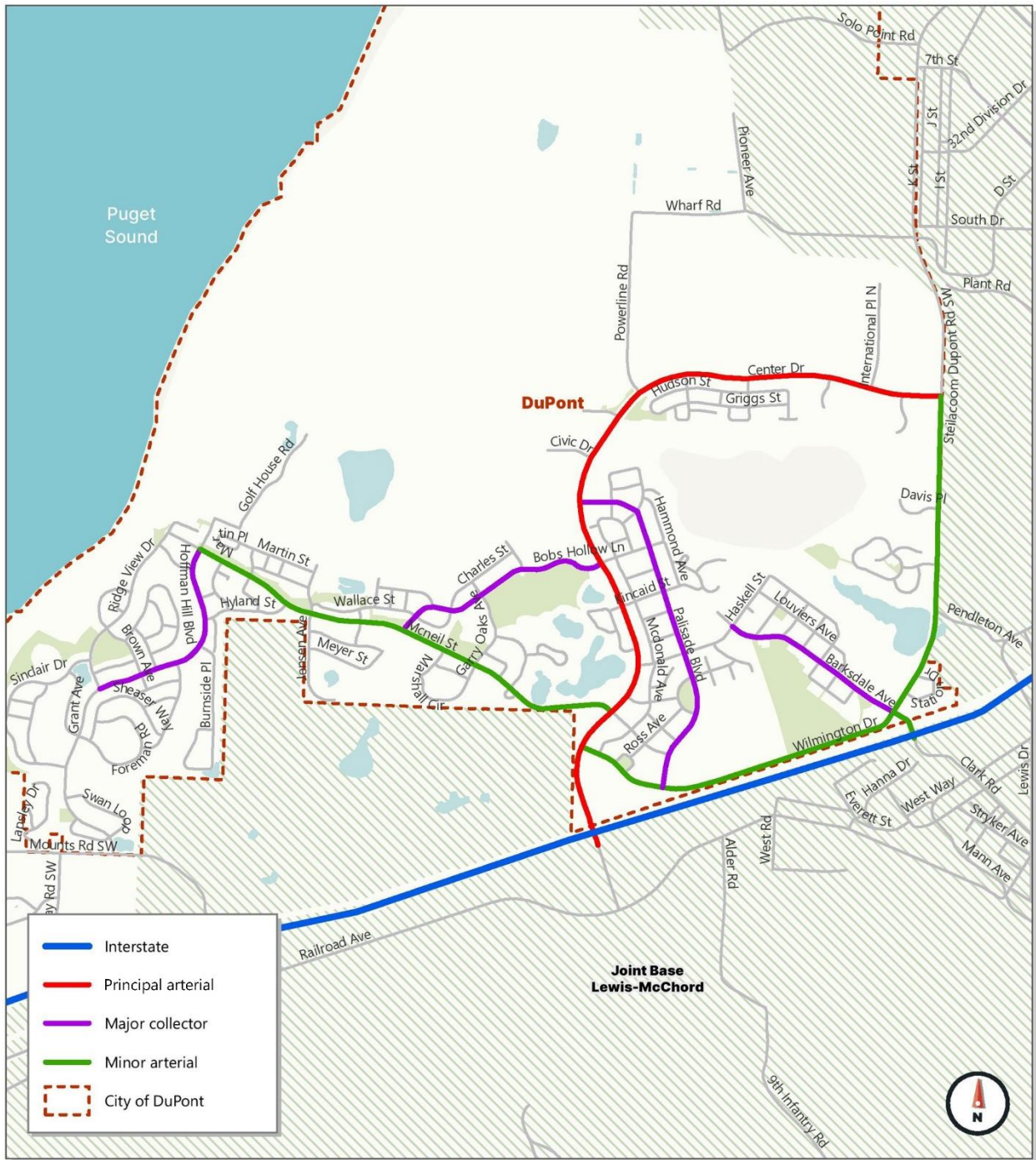
Table 9.1: Street Classification Descriptions

| Street Classification | Description |
|-----------------------|---|
| Interstate | Interstates/other freeways and expressways can hold the largest volume of vehicles compared to other classifications. These roadways connect jurisdictions and populated areas. |
| Principal Arterial | Principal arterials are designed to provide unimpeded traffic flow between major activity centers within the City. These roadways carry the highest volume of traffic within the city. |
| Minor Arterial | Minor arterials are designed for higher volumes but mainly provide access to and from the higher classified arterials (both Principal and State Routes/Interstate); and as a secondary function to provide access to major land-use activity centers. |
| Major Collector | These roadways are designed to provide traffic distribution and collection from industrial and commercial land uses as well as the local street system to higher classified roadways. |
| Local | These roadways are designed for slower moving traffic and connect to arterials to reach destinations. |

Source: Fehr and Peers, 2024.

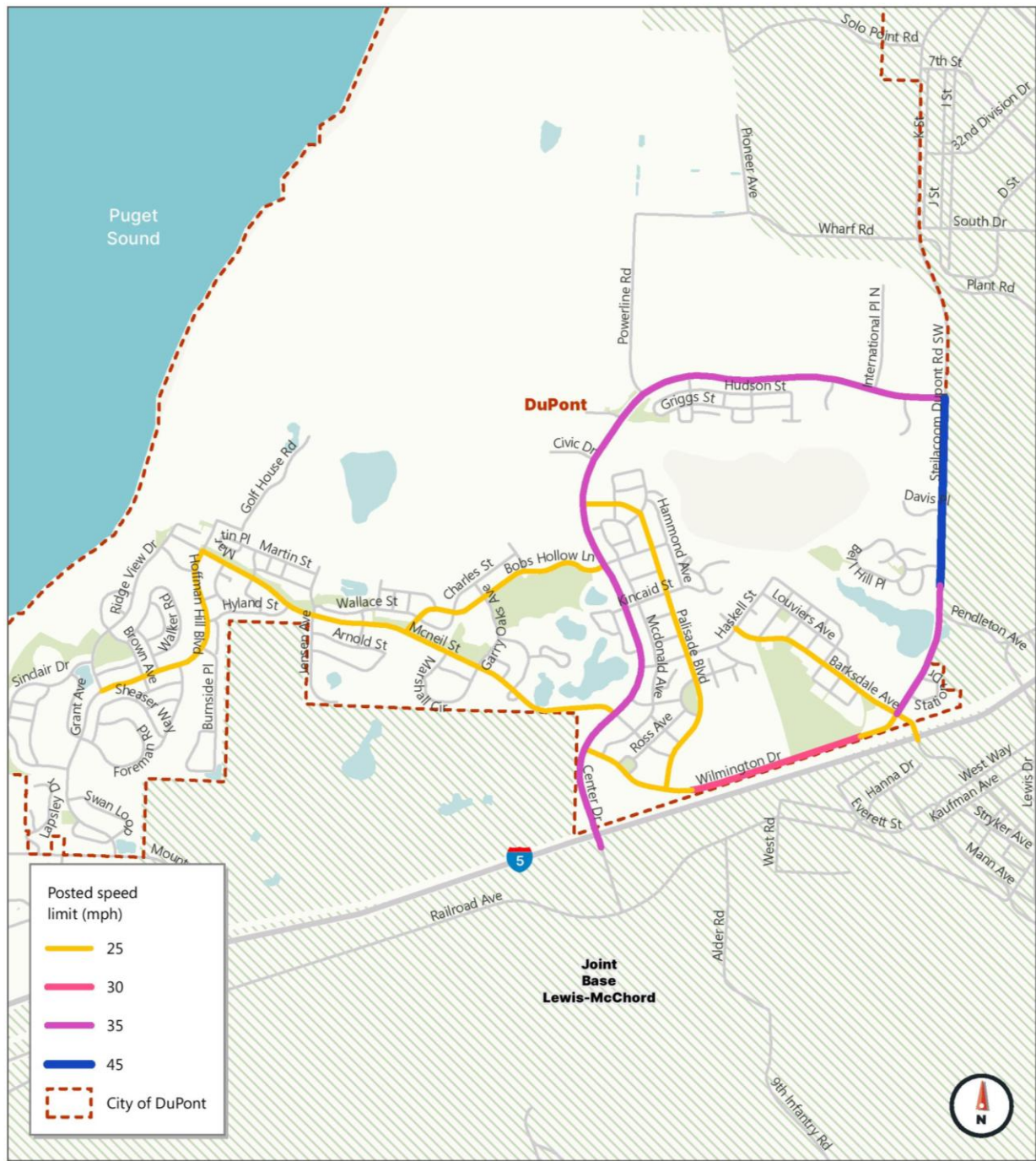
DuPont has posted speed limits throughout the City ranging from 25 to 45 miles per hour. **Figure 9.5** summarizes the posted speed limit on each collector/arterial roadway in the City. **Figure 9.6** shows the intersection control type for all intersections along collectors or arterials in DuPont. There are currently 11 signalized intersections, 10 of which are located along Center Drive and the other located at the intersection of DuPont-Steilacoom Road and Barksdale Avenue. Most other intersections are controlled by either a stop sign or a roundabout. Most intersections along McNeil Street, Hoffman Hill Boulevard, Palisade Boulevard, and Barksdale Avenue are side-street stop controlled (SSSC).

Figure 9.4: Functional Classification in the City of DuPont



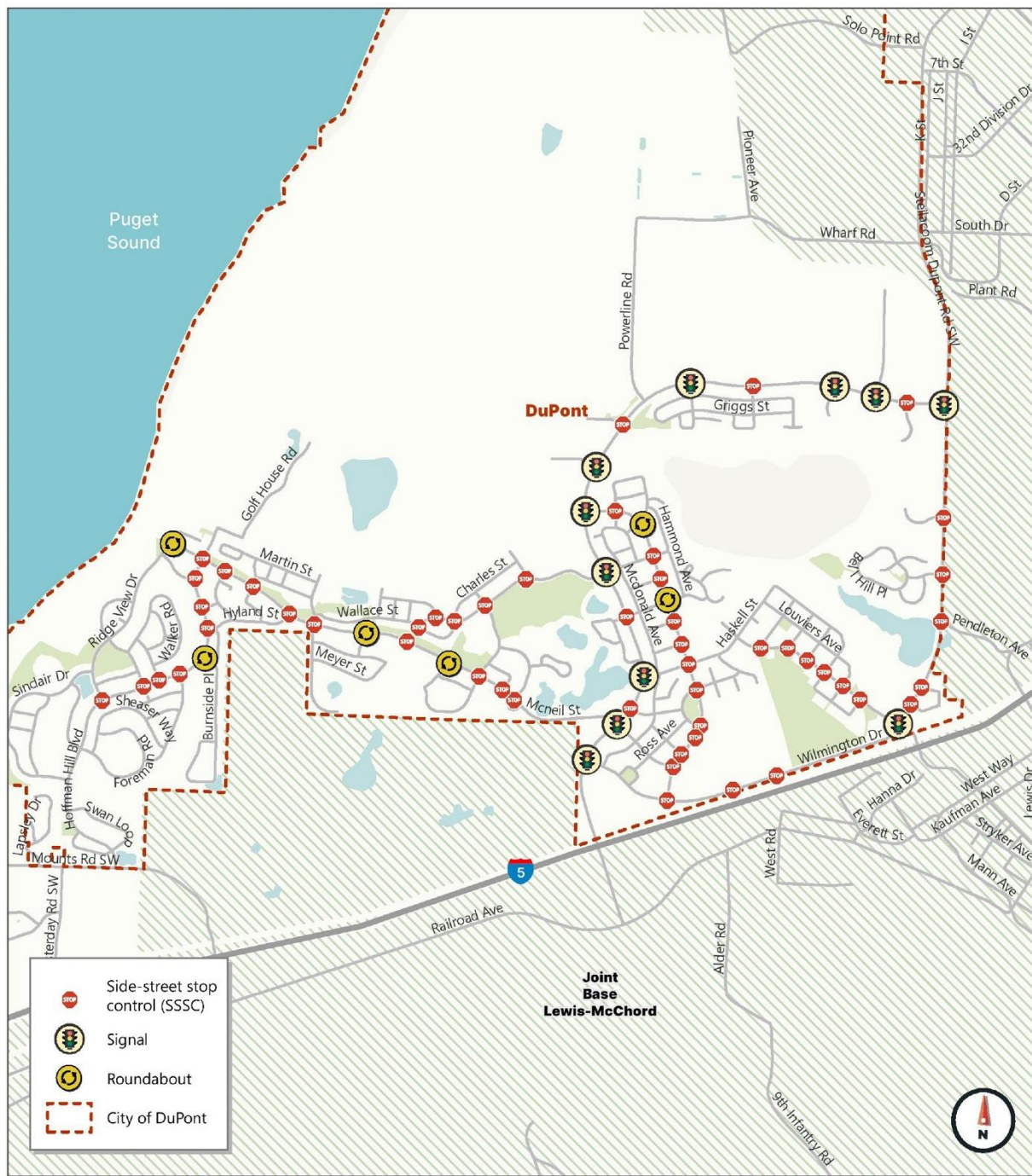
Source: Fehr and Peers, 2024.

Figure 9.5: Posted Speed Limits on Collectors and Arterials in DuPont



Source: Fehr and Peers, 2024.

Figure 9.6: Intersection Controls on Collectors and Arterials in DuPont



Source: Fehr and Peers, 2024.

Level of Service

Intersection Standards

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst as shown in **Figure 9.7**.

Table 9.2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The *Highway Capacity Manual 6th Edition* (HCM 6) methodology was used in this study to remain consistent with “state of the practice” professional standards during the period of analysis. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average delay of all approach delays). For side-street stop-controlled intersections, the LOS is provided based on the delay experienced by vehicles in the worst performing movement. Synchro Traffic Analysis Software, 11th Edition, was used to perform the calculations.

The City currently has an LOS D standard. There are exceptions to the standard outlined in the 2015 Comprehensive Plan. Of note:

- The intersection of DuPont-Steilacoom Road/Wilmington Drive and Barksdale Avenue, which is allowed to reach LOS E.
- The City can consider a variance to the Public Works Standards at locations not meeting the standard where the potential mitigation is not reasonable or desirable.

Figure 9.7: Different Levels of Service and Perceived Congestion

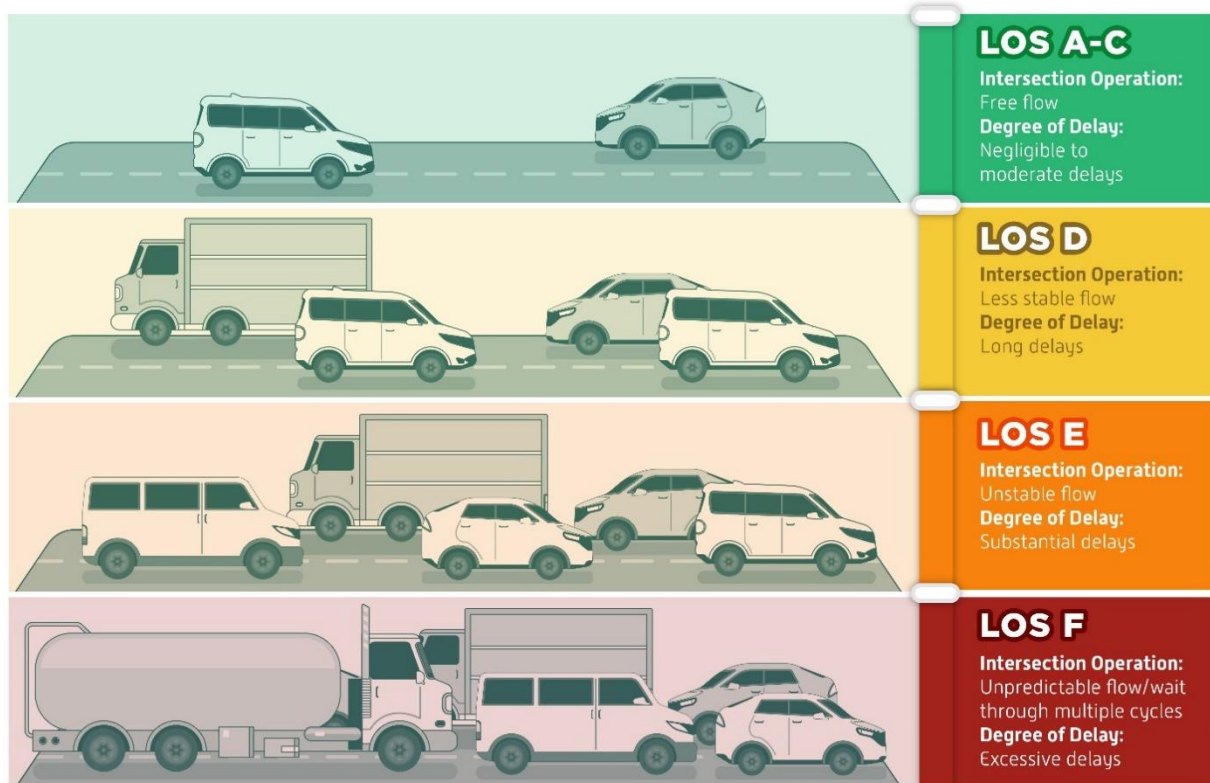


Table 9.2: Level of Service Descriptions

| LOS | Description | Signalized Intersections | Unsignalized Intersections |
|-----|---|-----------------------------------|-----------------------------------|
| | | Avg. Delay (sec/veh) ¹ | Avg. Delay (sec/veh) ² |
| A | <i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream. | < 10.0 | < 10.0 |
| B | <i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable. | > 10.0 to 20.0 | > 10.0 to 15.0 |
| C | <i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream | > 20.0 to 35.0 | > 15.0 to 25.0 |
| D | <i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained. | > 35.0 to 55.0 | > 25.0 to 35.0 |
| E | <i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity. | > 55.0 to 80.0 | > 35.0 to 50.0 |
| F | <i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions. | > 80.0 | > 50.0 |

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst movement LOS and delay (seconds/vehicle) only.
Source: Fehr & Peers, based on *Highway Capacity Manual* 6th Edition.

Intersection Operations

To evaluate existing roadway network operations, 12 study intersections throughout the City of DuPont and five study intersections managed by WSDOT were selected, four of which are outside City Limits. These may be affected by projected growth and pipeline projects in the next 20 years. The following intersections, shown in **Figure 9.8**, were analyzed:

1. DuPont-Steilacoom Road/ Wilmington Drive & Barksdale Avenue
2. DuPont-Steilacoom Road & I-5 Interchange (Future Intersection)
3. Center Drive & DuPont-Steilacoom Road
4. Center Drive & Civic Drive
5. Center Drive & Palisade Boulevard
6. Center Drive & Bobs Hollow Lane
7. Center Drive & McNeil Street
8. Center Drive & Wilmington Drive
9. Center Drive & I-5 SB Ramps
10. Center Drive & I-5 NB Ramps
11. Wren Road & Bobs Hollow Lane
12. Bobs Hollow Lane & McNeil Street
13. McNeil Street & Hoffman Hill Boulevard
14. Hoffman Hill Boulevard & Ridge View Drive
15. Mounts Road & Hoffman Hill Boulevard
16. Mounts Road & I-5 SB Ramps
17. Mounts Road & I-5 NB Ramps
18. Civic Drive and Civic Drive Extension (Future Intersection)
19. OFL East -West Road and Civic Drive Extension (Future Intersection)
20. OFL East-West Road and OFL North-South Road (Future Intersection)
21. OFL North-South Road and OFL East-West Road (Future Intersection)

Table 9.3 reports the LOS and delay for each of the study intersections for both the AM and PM peak hours. During the AM peak hour, all study intersections operate at LOS C or better. However, two study intersections operate at LOS F during the PM peak hour. Both Mounts Road & I-5 SB Ramps and Mounts Road & I-5 NB Ramps perform at LOS F during the PM peak hour, with an estimated delay greater than 3 minutes and 1 minute, respectively. As these intersections are outside City limits and are only marginally impacted by city-related traffic, any improvements to these intersections must be initiated through WSDOT and Pierce County. Within DuPont city limits, all study intersections operate at LOS C or better, which is within the City's LOS standards. As such, this analysis does not indicate there are any LOS deficiencies at intersections maintained by the City. Details related to the analysis are provided in **Appendix I**.

Figure 9.8: Intersections Selected for Study of Traffic Operations



Source: Fehr and Peers, 2024.

Table 9.3: Study Intersection Delay and Level of Service for AM and PM Peak Hours

| ID | Study Intersection | Control ¹ | AM LOS / Control Delay (s) ² | PM LOS / Control Delay (s) |
|----|---|----------------------|---|----------------------------|
| 1 | DuPont-Steilacoom Road/ Wilmington Drive & Barksdale Avenue | Signal | B/17 | B/20 |
| 3 | Center Drive & DuPont-Steilacoom Road | Signal | B/15 | B/14 |
| 4 | Center Drive & Civic Drive | Signal | A/5 | A/5 |
| 5 | Center Drive & Palisade Boulevard | Signal | A/7 | A/8 |
| 6 | Center Drive & Bob's Hollow Lane | Signal | B/11 | B/10 |
| 7 | Center Drive & McNeil Street | Signal | B/11 | B/14 |
| 8 | Center Drive & Wilmington Drive | Signal | B/10 | B/11 |
| 9 | Center Drive & I-5 SB Ramps ^{4,5} | SSSC | B/10 (WB) | B/14 (WB) |
| 10 | Center Drive & I-5 NB Ramps ^{3,5} | SSSC | - | - |
| 11 | Wren Road & Bobs Hollow Lane | SSSC | C/19 (SB) | C/16 (SB) |
| 12 | Bobs Hollow Lane & McNeil Street | SSSC | C/16 (SBL) | C/17 (SBL) |
| 13 | McNeil Street & Hoffman Hill Boulevard | SSSC | B/12 (SB) | C/25 (SB) |
| 14 | Hoffman Hill Boulevard & Ridge View Drive | SSSC | B/12(SB) | A/10 (SB) |
| 15 | Mounts Road & Hoffman Hill Boulevard | SSSC | A/1 (EB) | A/1 (WB) |
| 16 | Mounts Road & I-5 SB Ramps ^{4,5} | AWSC | A/9 | F/ > 150 |
| 17 | Mounts Road & I-5 NB Ramps ^{4,5} | SSSC | B/12 (SB) | F/84 (EB) |

Notes:

1. SSSC – Side-Street Stop-Control, AWSC – All-Way Stop-Control
2. Per HCM 6th methodology, the worst movement LOS is reported for SSSC, and the highest delay movement is reported in parentheses. NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound, L – Left, R – Right
3. All interchange movements are free flowing
4. Managed by WSDOT. Improvements to State Facilities will need to be coordinated with WSDOT.
5. The Interchange of Mounts Road & I-5 Ramps is outside of City Limits.

Source: Fehr and Peers, 2024.

Freight

DuPont-Steilacoom Road serves as the principal freight corridor within the city, connecting to the industrial, manufacturing, and fulfillment warehousing uses to the north. Center Drive at DuPont-Steilacoom Road and Barksdale Avenue at DuPont-Steilacoom Road are the intersections with the highest percentage of heavy vehicles in the city, with 8-10 percent of vehicles passing through these intersections during the AM peak hour considered to be heavy vehicles. Per DuPont Municipal Code 16.05.020, commercial vehicles, with or without trailers, having a gross vehicle weight more than 14,000 pounds shall be permitted on DuPont/Steilacoom Road, Center Drive from its intersection with Interstate 5 to McNeil Street, Center Drive from its intersection with DuPont Steilacoom Road to Palisade Boulevard, and the entire length of Wharf Road. The typical freight routing within the City, with this restriction in place, is shown in **Figure 9.9**. This routing is consistent with the Old Fort Lake Subarea Plan adopted in 2025.

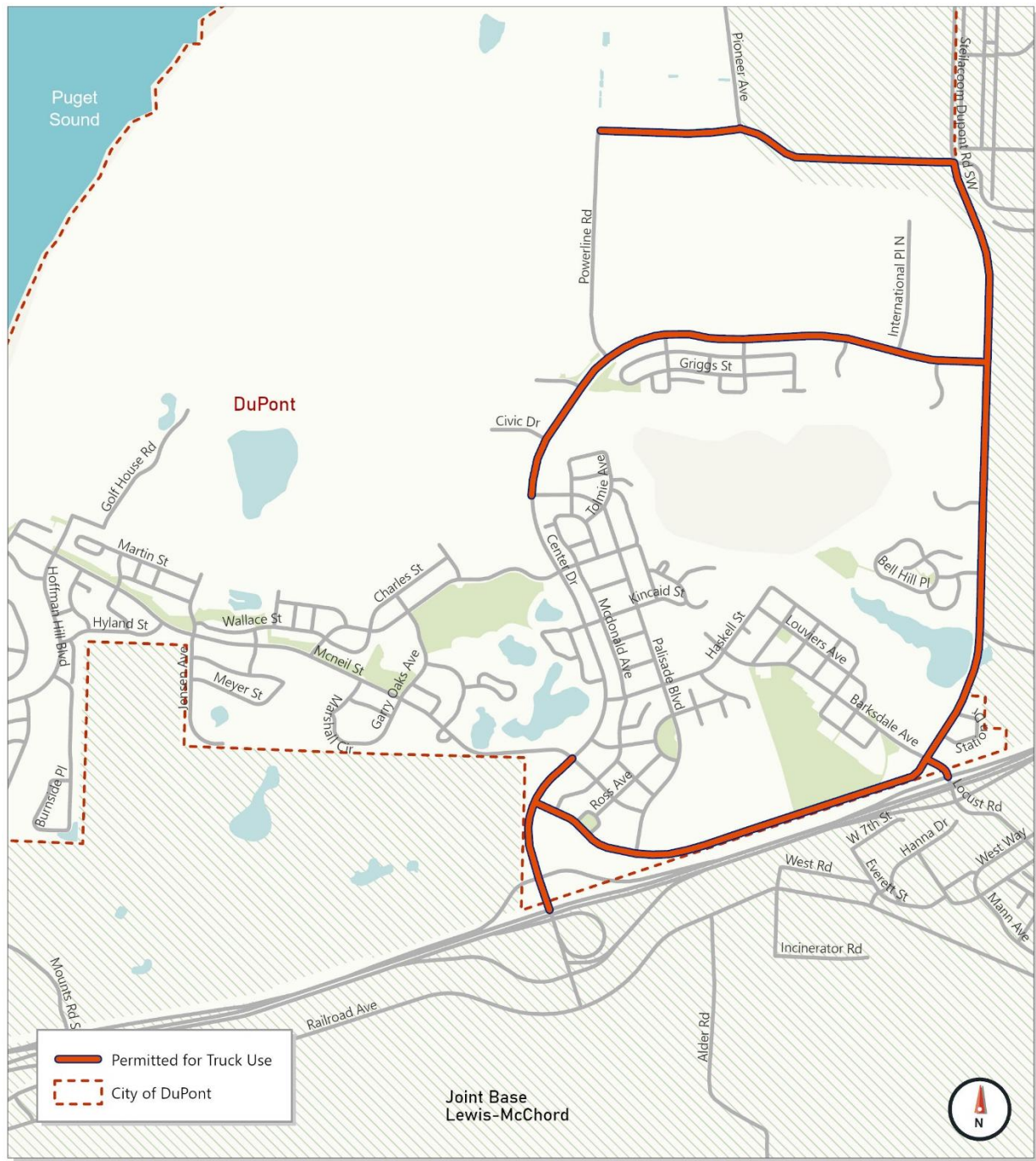
Dupont-Steilacoom Road from I-5 to Wharf Road and onwards, is additionally categorized as a T-2 route under WSDOT’s Freight and Goods Transportation System (FGTS). This is a Washington-specific designation system that classifies freight corridors based on annual freight tonnage moved through truck, rail and waterway freight corridors. This designation discourages heavy truck traffic on lower volume, local streets. There are five freight tonnage classifications as described in **Table 9.4**.

Table 9.4: FGTS Classification Criteria

| Corridor | Tons |
|----------|---|
| T-1 | More than 10 million per year |
| T-2 | 4 million to 10 million per year |
| T-3 | 300,000 to 4 million per year |
| T-4 | 100,000 to 300,000 per year |
| T-5 | At least 20,000 tons in 60 days and less than 100,000 tons per year |

Source: WSDOT Freight and Goods Transportation System Map

Figure 9.9: Freight Corridors Permitted for Truck Use



Source: Fehr and Peers, 2024.

Active Transportation Network

Existing Facilities

Active transportation represents all non-vehicle modes of transportation, including walking, the use of wheelchairs and other mobility assisted devices, bicycles, skateboards, and scooters.

These users are typically more vulnerable than drivers and should be planned for separately to provide separated and comfortable facilities for all modes.

Center Drive, which functions as the principal arterial throughout the city, includes a mix of active transportation infrastructure. Some stretches of the corridor contain sidewalks on both sides and striped bicycle lanes, but these facilities do not extend the full length of Center Drive. Outside of the Center Drive corridor, on-road bicycle facilities are limited. Sidewalks exist on both sides of the street throughout most of DuPont, except for DuPont-Steilacoom Road and Lapsley Drive (in the southwest corner of the City). DuPont-Steilacoom Road lacks paved shoulders and would require widening to provide sidewalks and bicycle facilities. That said, there is an extensive trail network away from roadways connecting areas throughout the City. These active transportation facilities are shown in **Figure 9.10**.

Figure 9.10: Active Transportation Facilities within City of DuPont



Source: Fehr and Peers, 2024.

Pedestrian Level of Service Standards

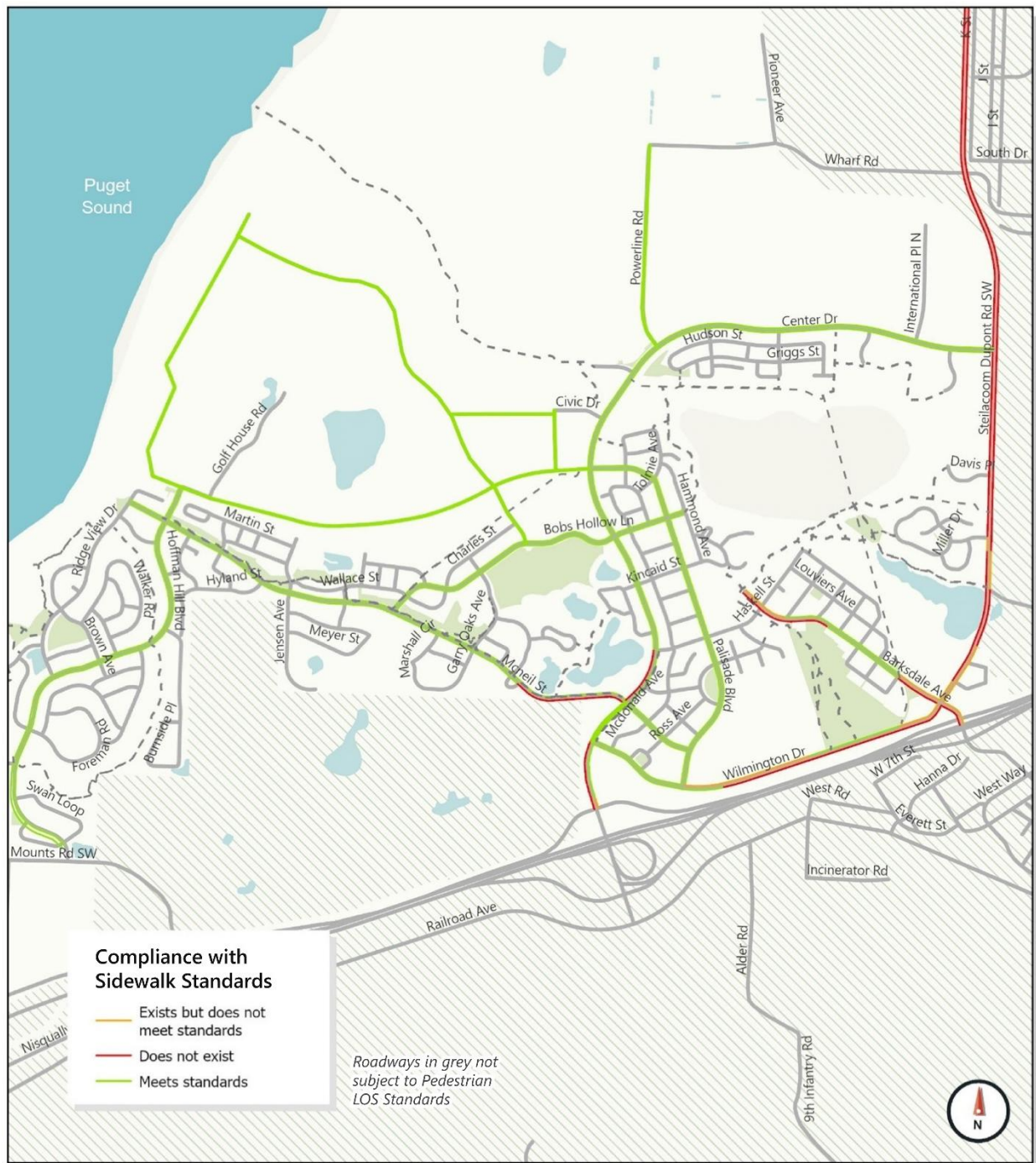
Consistent with DuPont’s design standards, the City has adopted a design-based LOS standard to evaluate the quality and effectiveness of the citywide pedestrian network. This standard varies based on whether the facility is within or outside of the Old Fort Lake Subarea and focuses on sidewalks along collectors or arterials. The standard is summarized in **Table 9.5**. **Figure 9.11** shows pedestrian facilities that do not meet this standard under existing conditions.

Table 9.5: Design-Based LOS Standards for Pedestrian Network

| Street Type | Sidewalk Width | Landscape Buffer or Amenity Zone |
|--------------------------------------|----------------|----------------------------------|
| Outside of the Old Fort Lake Subarea | | |
| Major Collector | 5 feet | 5 feet |
| Minor Arterial | 5 feet | 5 feet |
| Principal Arterial | 5 feet | 5 feet |
| Adjacent to School Frontages | 8 feet | 5 feet |
| Within the Old Fort Lake Subarea | | |
| Gateway Street | 14 feet | 6 feet |
| Commercial Arterial | 12 feet | 6 feet |
| Residential Arterial | 6 feet | 6 feet |

Source: Fehr and Peers, 2025.

Figure 9.11: Pedestrian Facilities Not Meeting Design-based LOS Standards



Source: Fehr and Peers, 2025.

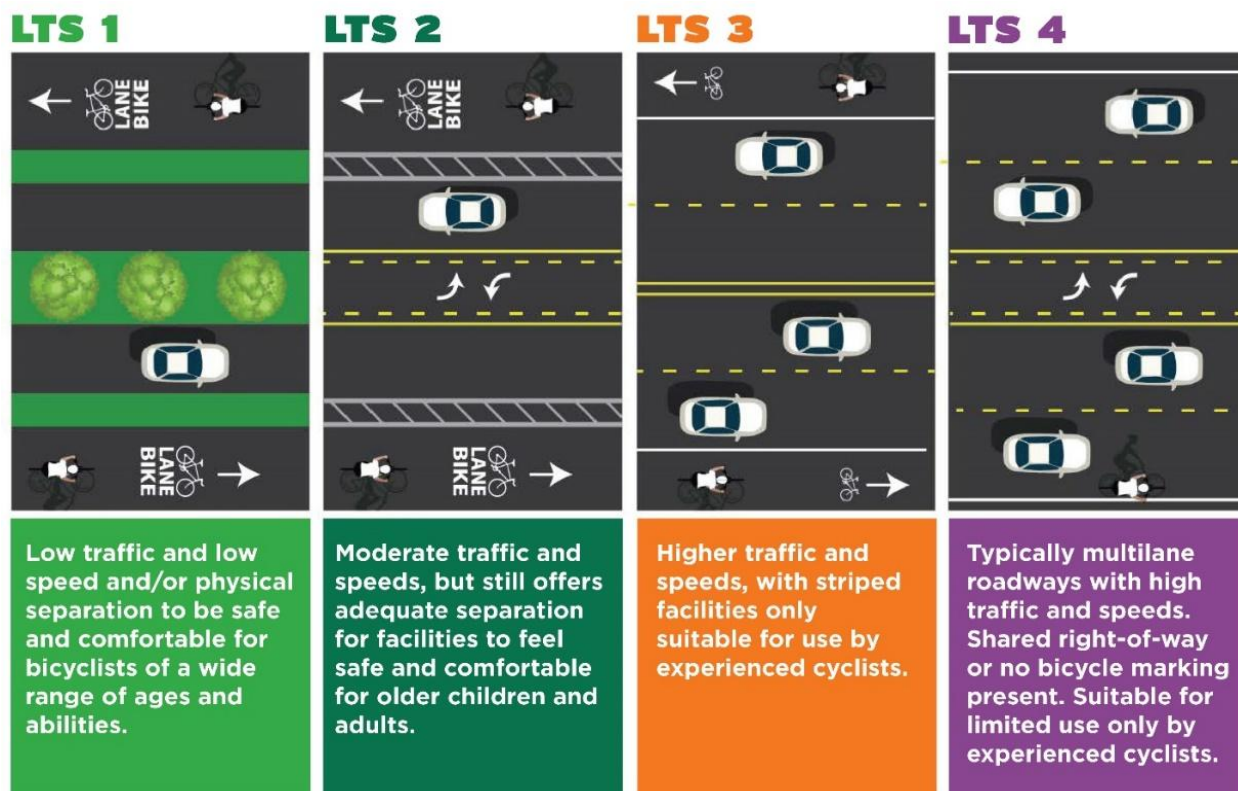
Bicycle Level of Service Standards

The City has adopted Level of Traffic Stress (LTS) as a metric to guide planning of bicycle facilities citywide. LTS describes the level of comfort of different facilities for people biking and the likelihood of use, with LTS 1 being the most comfortable for all sections of society. A definition of each level of stress is provided in **Figure 9.12**. This metric is derived from a combination of several factors such as facility type, speed limit (mph), average annual daily traffic (AADT) volume and/or number of travel lanes for the roadway. A detailed breakdown of how LTS is measured is provided in **Table 9.6**. These thresholds are adapted from Pierce County's adopted LTS metrics. LTS 1 facilities are very low stress: they are intended to be welcoming to people of all abilities and levels of skill, and generally include separate facilities, such as off-street trails, or leverage low-speed, low-volume residential streets. The next level of accommodation is LTS 2. The city's bikeway network does not plan for LTS 3 or 4 facilities, as these are not welcoming for a large segment of the population.

The City has adopted a goal of LTS 2 or better for all bicycle facilities running along and/or parallel to the City's Arterial and Collector network. This LTS goal serves as a guideline for planning new bicycle facilities and determining the layout of the citywide bicycle network.

Figure 9.13 shows the LTS currently experienced on the City's network.

Figure 9.12: Bicycle Level of Traffic Stress Definitions



Source: Pierce County, 2024.

Table 9.6: Level of Traffic Stress Based LOS Standards for Bicycle Network

| Roadway Characteristics | | Bicycle Facility Component | | | | | |
|-------------------------|--------------------------------------|------------------------------------|-----------------------------|------------------------------|---------------------------------|--------------------------------|-----------------------------------|
| Speed Limit (mph) | Arterial Traffic Daily Volume (AADT) | No Marking or Sharrow Lane Marking | Paved Shoulder ¹ | Striped and Signed Bike Lane | Buffered Bike Lane (horizontal) | Protected Bike Lane (vertical) | Separated Path/Trail ² |
| 25 or less | 3k or less | 1 | 1 | 1 | 1 | 1 | 1 |
| | 3k to 7k | 3 | 2 | 2 | 1 | 1 | 1 |
| | 7k or more | 3 | 2 | 2 | 2 | 1 | 1 |
| 30 | 10k or less | 3 | 3 | 2 | 2 | 1 | 1 |
| | 10k to 25k | 4 | 3 | 3 | 2 | 2 | 1 |
| | 25k or more | 4 | 3 | 3 | 3 | 2 | 1 |
| 35 | 10k or less | 4 | 3 | 3 | 3 | 2 | 1 |
| | 10k to 25k | 4 | 3 | 3 | 3 | 3 | 1 |
| | 25k or more | 4 | 4 | 3 | 3 | 3 | 1 |
| 40 | 10k or less | 4 | 4 | 4 | 3 | 3 | 1 |
| | 10k to 25k | 4 | 4 | 4 | 3 | 3 | 1 |
| | 25k or more | 4 | 4 | 4 | 4 | 3 | 1 |
| 45 or more | 10k or less | 4 | 4 | 4 | 4 | 4 | 1 |
| | 10k to 25k | 4 | 4 | 4 | 4 | 4 | 1 |
| | 25k or more | 4 | 4 | 4 | 4 | 4 | 1 |

Source: Pierce County, 2024.

Figure 9.13: Existing (2025) Bicycle Level of Traffic Stress



Source: Fehr and Peers, 2025.

Transit Network

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

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

DuPont Station is served exclusively during the peak commute periods of the day, with ST 592 being the only route that has multiple buses stop in DuPont over either peak period.

Additionally, Go Transit is an independent transit service that connects JBLM to DuPont Station, and other nearby park and rides. Intercity Transit and Pierce Transit currently do not offer service to DuPont.

There is currently no local transit service within the City. As the City expands its employment base with pipeline projects, local transit service may be beneficial. This can be achieved through adding a limited-service fixed route or on-call micro mobility service in coordination with Pierce Transit, Sound Transit and/or Intercity Transit.

Safety Conditions

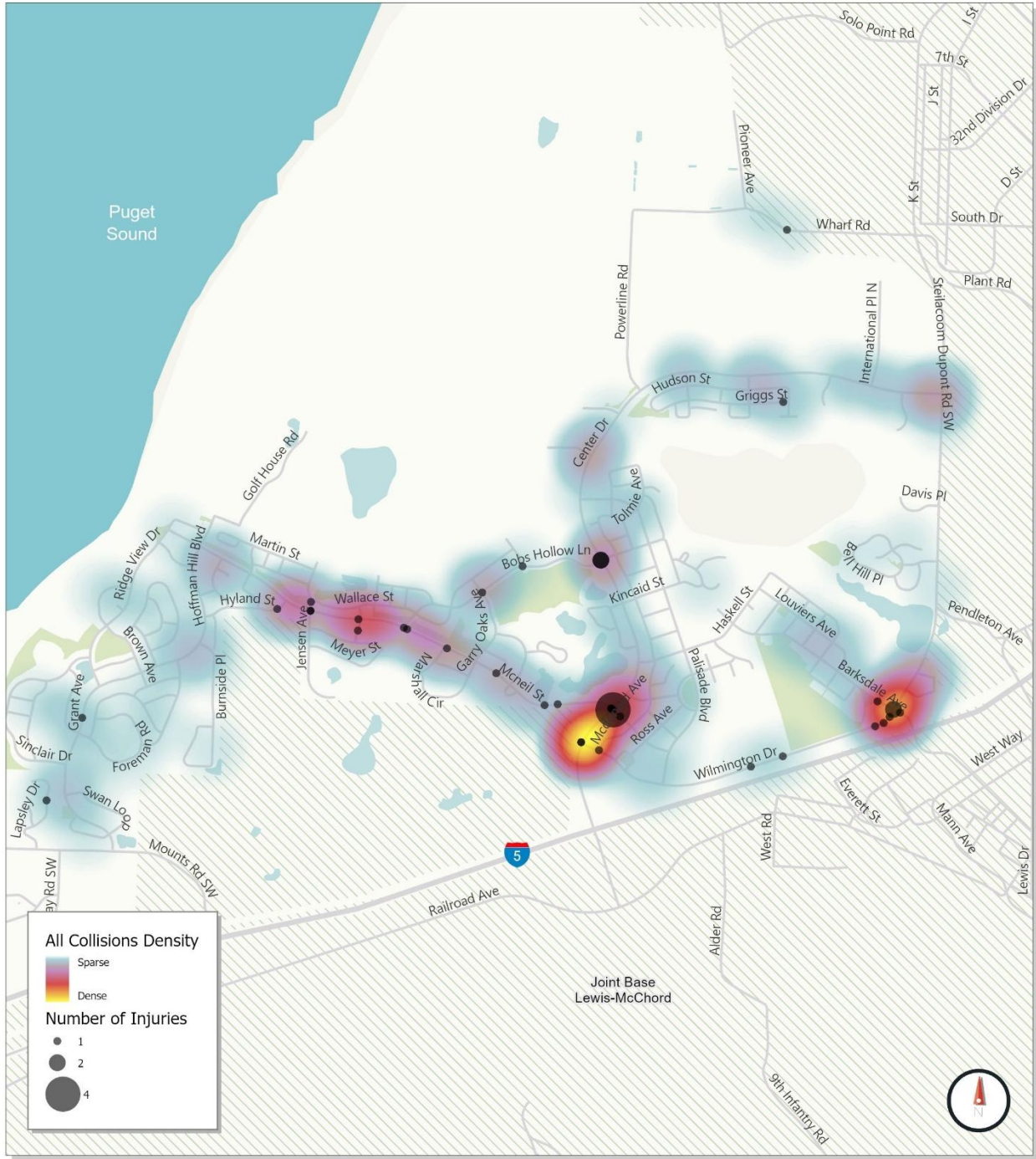
The DuPont Local Road Safety Plan (LRSP), completed in March 2022, analyzed safety trends citywide based on WSDOT collision data between 2017 and 2021. Of the crashes that occurred on DuPont streets during that period, one percent of crashes had a serious injury (2 out of 209 total), which is similar to the proportion of fatal and serious injury crashes in other cities in Washington. In addition, there were 37 injuries, 4 pedestrian collisions, and 4 bicycle collisions during those years.

Figure 9.14 shows a heat map of all crashes in the City of DuPont, overlaid with injury and bicycle/pedestrian crashes. Of the study intersections, three higher-volume intersections have higher crash histories when compared to trends citywide:

- Center Drive and Wilmington Road (17 Collisions)
- Center Drive and McNeil Street (11 Collisions)
- DuPont-Steilacoom Road and Barksdale Avenue (15 Collisions)

These intersections all serve as gateways between I-5 and the City of DuPont. The Barksdale Avenue intersection will be rebuilt and relocated to the north of the existing intersection. The existing intersection will be revised to be an all-way stop control intersection, per recent conversations with WSDOT.

Figure 9.14: Heatmap of All Collisions within the City of DuPont



Source: Fehr and Peers, 2023.

Section 3: Public Outreach

To understand community priorities, the City routinely solicits feedback from residents during planning processes. This Transportation Element considers both community feedback collected through past planning efforts, as well as feedback collected during the Comprehensive Plan development process.

The results of outreach efforts from recent plans, including the Old Fort Lake Subarea Plan and Local Road Safety Plan, were considered during the development of this Transportation Element. and are summarized below. Key themes coming out of the community include the following:

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

Specific outreach conducted for the Transportation Element included an interactive website, which was developed using the Social Pinpoint platform to solicit community feedback on projects proposed for inclusion in the element. We found that concerns were inline with the above mentioned themes.

Section 4: Goals and Policies

The Transportation Element provides the framework for implementing and operating DuPont's transportation network through 2044. An important element of this process involves defining the goals and policies that guide this investment and prioritization.

The remainder of this chapter outlines DuPont's four key mobility goals and the policies to advance those goals.

Goal T-1: Collaborate regionally to develop and implement projects that reduce I-5 congestion, including improvements to DuPont-Steilacoom Road and the Mounts Road connection.

- T 1.1 Collaborate with regional partners, including Pierce County, PSRC, WSDOT, JBLM, and the Department of Defense to improve and enhance access to JBLM.
- T 1.2 Support the street and circulation system to minimize reliance on I- 5 as a means of access from one location in the City to another. Consider alternatives that allow residents in the El Rancho Madrona area to access the City's streets from Mounts Road.
- T-1.3 ~~Work Solicit action with from~~ the Washington State Department of Transportation to coordinate access on freeway ramps so LOS of D is not exceeded. Monitor I-5's performance, evaluate improvement strategies, and facilitate coordination between the City's 6-year transportation improvement program and the Office of Financial Management's 10-year investment program.

Goal T-2: Maintain the existing transportation system, and fill gaps in sidewalks, trails, transit connectivity and bicycle facilities.

- T 2.1 Establish a sidewalk maintenance program to monitor long term upkeep, and to maintain safe conditions on existing sidewalks.
- T 2.2 Prioritize future pedestrian and bicycle facility improvements that increase multimodal 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 and bicyclists in DuPont.
- T 2.3 Add pedestrian and bicycle connectivity so that residents and workers have options in how they travel through DuPont.

- T 2.4 Evaluate the transportation network with the adopted multi-modal level of service (LOS) metrics in the Transportation Chapter. Ensure pedestrian and bicycle facilities ~~strive to~~ meet adopted level of traffic stress guidelines of LTS 2_ or better.
- T 2.5 Require mitigation under GMA and explore funding mechanisms, including local, state and federal grants, impact fees, transportation benefit districts, levies, and other options to implement transportation projects and programs.
- T 2.6 Collaborate with Sound Transit to extend Sounder commuter rail service from Lakewood to DuPont by 2045, adding new stations at Tillicum and DuPont, both equipped with parking facilities. Partner with Sound Transit, Pierce Transit and Intercity Transit to tailor transit services that meet the needs of DuPont's growing population and expanding employment opportunities. This will include the placement of transit facilities, such as bus stops and park-and-ride lots, during the planning of new residential, commercial, and industrial developments. Ensure adequate bicycle and pedestrian connectivity with DuPont Station.
- Goal T-3 Plan for the future by making strategic investments in the transportation system, providing quality travel options for all transportation users, and minimizing transportation impacts on the natural environment.**
- T 3.1 Efficiently utilize funding sources for the maintenance of existing infrastructure and identify strategic future options for capacity additions and evolving needs. Ensure that future growth is carefully planned with detailed actions that support their development in line with Transportation Element goals and policies.
- T 3.2 Develop a resilient transportation system that is adaptable to climate change and risk events that may cause system disruption. Work with emergency service providers to create emergency response strategies.
- T 3.3 Adapt to changes in transportation technologies such as high-speed rail and the electrification of vehicles. Promote the use of electric vehicles in automobile, truck, and commercial vehicle classes by providing 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 3.4 Establish an equitable-balanced street network for driving, walking, and biking that allows all users of the transportation system, including historically underserved populations, to access essential services and businesses. Coordinate with Pierce Transit to strengthen paratransit service options to ensure that people with differing abilities have a mobility choice.
- T 3.5 Promote the use of high occupancy vehicles and other transportation demand management techniques to reduce GHG emissions and to minimize impacts on the City's natural ecosystems. Promote the design of roadways to minimize impacts upon the hydrologic system, including surface and ground water.
- T 3.6 Support and encourage programs to educate residents and incentivize reducing Single Occupancy Vehicle usage, including the Commute Trip Reduction (CTR) program, to reduce demand on the City's and the region's roadways.
- Goal T-4 Support the land use strategy by investing in efficient and complementary transportation networks.**
- T 4.1 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 4.2 Establish a street pattern that provides choices of routes and integrates new development with the rest of the City. Provide a system of streets that reasonably separates commercial traffic from residential traffic.
- T 4.3 Establish most new City streets as two lane-roadways, including center turn lanes when appropriate, that will result in reduced speeds for the safety of City residents. Build four lane roadways only where appropriate outside residential areas.
- T 4.4 Provide for on-street parking and safer travel through the use of traffic control devices, such as traffic circles, chicanes, speed humps, pedestrian crossing bulb-outs, and narrowing of intersections, to maintain residential and pedestrian-oriented commercial street speeds at safe levels.
- T 4.5 Require the construction of roads within the City to be concurrent with new development such as in the proposed Old Fort Lake Subarea Development.
- T 4.6 Restrict freight traffic to identified corridors within DuPont that connect to industrial areas, managing that traffic to minimize negative impacts to adjoining residential areas. Support projects on designated freight corridors to improve freight access between I-5 and DuPont's industrial centers.
- T 4.7 Continue to include emergency service providers in review of roadway designs to ensure safe emergency vehicle passage. Design considerations include U-turn maneuver, travel lane widths, maximum roadway grades, parking locations, and avoiding dead-end streets and cul-de-sacs. Alleys should be used to access residential garages and to keep the number of curb cuts ~~in the curb~~ to a minimum.
- T 4.8 Support mixed-use development around the DuPont Station area to promote compact growth and achieve regional goals making transit connectivity more attractive.

Section 5: The Recommended Plan

Introduction to the Layered Network

The purpose of a layered network is to develop a multimodal system of streets and paths that serve all modes and users in DuPont (**Figure 9.15**). A layered network ensures critical connections are made for all modes as the City of DuPont grows. This section documents future conditions for 2044 and the transportation projects, policies, and actions needed to provide adequate mobility for all modes of transportation.

Figure 9.15: Concept Graphic: The Layered Network



Source: Fehr and Peers, 2025.

The Recommended Plan by Mode

Automobile Network

The City will maintain its existing citywide LOS D standard. While the intersection of DuPont-Steilacoom Road/Wilmington Drive and Barksdale Avenue, is currently allowed to reach LOS E, with the opening of the DuPont-Steilacoom Road I-5 Interchange and expected traffic redistribution, this intersection is projected to operate within the City's LOS D standard. Within the Old Fort Lake Subarea, four major roadways (currently titled A-D) are planned to be built. Four new intersections created by these new streets are also analyzed.

Forecasted Traffic Growth

To understand future operations a travel model was developed to evaluate roadway facilities in 2044. This model estimates growth from planned projects in the pipeline discussed earlier as well as regional growth from assumed land use changes. To evaluate the full spectrum of potential growth scenarios in DuPont, two scenarios were tested. First, the city evaluated the growth targets provided by PSRC through 2044. Second, the City evaluated a higher growth scenario, which reflects the full amount of development proposed in the Old Fort Lake Subarea Plan. The differences in assumed residential and employment growth is shown in **Table 9.7**. The analysis presented for the remainder of the TE reflects the higher growth level to mitigate worst case scenarios. Information pertaining to analysis conducted using PSRC growth targets through 2044 is provided in **Appendix J**. An alternate analysis was conducted to assess the impact of opening the Mounts Road gate on the City's transportation network. The results of this is attached in **Appendix I**.

The Transportation Element includes a 2% annual growth rate, which includes background traffic volume growth plus full buildout of proposed uses in the Old Fort Lake Subarea Plan.

Table 9.7: Assumed Residential and Employment Growth Targets

| | PSRC / Pierce County Growth Targets | Transportation Element (High Growth Scenario) |
|--------------------------|-------------------------------------|---|
| Residential (Households) | 2,096 | 3,780 |
| Employment (Jobs) | 1,177 | 1,200 |

Traffic Operations

Based on the growth highlighted above, key arterial and collector intersections within the city were analyzed operationally to understand how intersections will perform by 2044. The result of this analysis is shown in **Table 9.8**. As the table shows, several intersections operate below the established LOS standards either in the AM peak hour or PM peak hour. Given that none of these intersections have identified improvements in current planning documents, project mitigations were identified.

Table 9.8: Projected LOS Results for Study Intersections In 2044, Transportation Element (High Growth Scenario)

| ID | Study Intersection | Control ¹ | AM LOS / Control Delay (s) ² | PM LOS / Control Delay (s) |
|----|---|----------------------|---|----------------------------|
| 1 | DuPont-Steilacoom Road/ Wilmington Drive & Barksdale Avenue | Signal | C/21 | C/26 |
| 2 | DuPont-Steilacoom & I-5 Interchange | Roundabout | A/7 | A/9 |

| | | | | |
|----|---|--------|-----------------------|------------------------|
| 3 | Center Drive & DuPont-Steilacoom Road | Signal | E/56 | D/48 |
| 4 | Center Drive & Civic Drive | Signal | B/17 | F/99 |
| 5 | Center Drive & Palisade Boulevard | Signal | F/101 | F/>150 |
| 6 | Center Drive & Bob's Hollow Lane | Signal | D/37 | D/41 |
| 7 | Center Drive & McNeil Street | Signal | C/23 | F/93 |
| 8 | Center Drive & Wilmington Drive | Signal | B/16 | D/36 |
| 9 | Center Drive & I-5 SB Ramps | SSSC | C/24 (WB) | B/11(WB) |
| 10 | Center Drive & I-5 NB Ramps ³ | SSSC | - | - |
| 11 | Wren Road & Bobs Hollow Lane | SSSC | F/>150 (SB) | F/>150(SB) |
| 12 | Bobs Hollow Lane & McNeil Street | SSSC | C 20.4(SB) | E/36 (SB) |
| 13 | McNeil Street & Hoffman Hill Boulevard | SSSC | F/>150(SB) | A/8 (SBL) |
| 14 | Hoffman Hill Boulevard & Ridge View Drive | SSSC | C/20(SB) | B/14 (SB) |
| 15 | Mounts Road & Hoffman Hill Boulevard ⁴ | SSSC | - | - |
| 16 | Mounts Road & I-5 SB Ramps ⁴ | AWSC | A/10 (WB) | F/ >150(WB) |
| 17 | Mounts Road & I-5 NB Ramps ⁴ | SSSC | B/11 (EB) | F/84 (EB) |
| 18 | OFL Civic Drive Connection & Civic Drive | SSSC | A/9 (SB) | A/9 (SB) |
| 19 | OFL East-West Road & OFL Civic Drive Connection | SSSC | <u>D/32 (SB)</u> | F/100 (SB) |
| 20 | OFL East-West Road & OFL North-South Road | SSSC | F/>150 | F/>150 (SB) |
| 21 | Hoffman Hill Boulevard & OFL East-West Road | SSSC | <u>C/17 (NBL)</u> | F/>150 (NBL) |

Notes:

1. SSSC – Side-Street Stop-Control, AWSC – All-Way Stop-Control
2. Per HCM 6th methodology, the worst movement LOS is reported for SSSC, and the highest delay movement is reported in parentheses. NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound, L – Left, R – Right
3. All interchange movements are free flowing
4. These intersections are outside of city limits

Source: Fehr and Peers, 2024.

Vehicle Projects in the 20-Year Project List

Based on the projected operational deficiencies at several city intersections by 2044, the City identified several multimodal intersection and vehicle-capacity projects. These projects are summarized in **Table 9.9**, and include projects that are necessary to provide acceptable mobility and operations within the Old Fort Lake Subarea.

Based on best practices, intersections were re-evaluated with the proposed mitigations in place. The results of this analysis are captured in **Table 9.10** and **Figure 9.16**. With the mitigations in place, all intersections perform within the City’s established LOS standards.

Table 9.9: Vehicle Projects in the 20-Year Project List

| ID | Project Name | Description | Cost |
|----|--|--|--------------|
| 1 | Center Drive Signal Coordination | Implement signal coordination along Center Drive between McNeil Street and Wilmington Drive, including appropriate adjustments to cycle length at these two intersections. | \$ 240,000 |
| 2 | Center Drive & Wilmington Drive Left Turn Lane Extension | This project will add additional left-turn capacity at the intersection of Center Drive and Wilmington Drive by extending the southbound left-turn storage lane to be approximately 250 ft. This would require reconstructing the center median island. | \$ 293,000 |
| 3 | Center Drive & McNeil Street Left-turn Lane Extension | This project will add additional left-turn capacity at the intersection of Center Drive and McNeil Street by extending the northbound left-turn storage lane to be approximately 400 ft. This would require reconstructing the center median island. | \$ 458,000 |
| 4 | Center Drive & Bobs Hollow Lane Improvements | This project will construct an eastbound right-turn storage lane at the intersection of Center Drive and Bobs Hollow Lane. This will involve reconstructing the sidewalk impacted as a result of the storage lane extension. | \$ 740,000 |
| 5 | Center Drive & Palisade Drive Improvements | Implement the following improvements: -Implement NB dual LT with protected phasing, including offsetting SB approach as needed to properly align with NB -Construct dedicated EB dual left-turns, single right-turn lane and single through-right lane. As part of this, implement EB right-turn overlap. Offset the westbound approach as needed to align with EB approach. -Construct dedicated right- and left-turn storage lanes on the SB approach | \$ 1,550,000 |
| 6 | Center Drive & DuPont-Steilacoom Rd | This project will construct a dual left-turn for the northbound left-turn movement of the DuPont-Steilacoom Road and Center Drive intersection. This project will relieve future congestion projected for this movement. | \$ 809,000 |
| 7 | McNeil Street & Bobs Hollow Lane Improvements | Change intersection from side street stop control (SSSC) to a single-lane roundabout. | \$ 2,988,000 |
| 8 | McNeil Street & Hoffman Hill Boulevard Improvements | Implement a single lane roundabout to accommodate future growth associated with movement to the Old Fort Lake Subarea development | \$ 3,734,000 |
| 9 | Road A Implementation (Gateway) | This segment of Road A will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume. | \$ 4,463,000 |
| 10 | Road A Implementation (Residential) | This segment of Road A will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume | \$ 9,789,000 |

| ID | Project Name | Description | Cost |
|----|---|--|---------------|
| 11 | Road B Implementation (Residential) | This segment of Road B will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume | \$ 8,792,000 |
| 12 | Road B Implementation (Commercial) | This segment of Road B will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulb outs, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume. | \$ 1,233,000 |
| 13 | Road C Implementation | Road C will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulb outs, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume. | \$ 13,076,000 |
| 14 | Civic Drive Extension (Gateway) | This segment of Civic Drive will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume. | \$ 5,203,000 |
| 15 | Road D Implementation | Road D will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume | \$ 2,059,000 |
| 16 | Road A and Road D Intersection | This project will implement the following improvements at this location: -Signalize this intersection -Construct separated SB LT and RT lanes -Construct two through lanes in each direction for the eastbound and westbound approaches -Construct EB LT Lane | \$ 673,000 |
| 17 | Road A and Road C Intersection | This project will construct a multi-lane roundabout with two circulating lanes from the westbound to eastbound approach and one circulating lane from the eastbound to the westbound. | \$ 4,439,000 |
| 18 | Road A and Road B Intersection | This project will construct a single-lane roundabout. | \$ 2,959,000 |
| 19 | Center Drive & Civic Drive Improvements | To relieve projected failure at this location, the following improvements will be implemented: -Northbound Approach - Left-turn with a protected phasing and increased storage length, to align with the southbound left-turn storage lane at Palisade Drive & Center Drive. Additionally, the intersection will add one additional receiving lane on the south leg of the intersection to receive eastbound traffic. This receiving lane should extend to and encompass the Center Drive and Palisade Drive southbound right-turn storage lane. The east-bound right turn will be converted to yield control, including channelization. The length of the striped eastbound left-turn storage within the existing two-way left-turn lane will be increased. | \$ 984,000 |
| 28 | Wren Road Extension | This project will develop Wren Road's intersection with the DuPont Old Fort Lake Subarea development. This extension will feature one travel lane in each direction with a 6' sidewalk on the west side and 8' sidewalk on the east side of the road, along with a 6' planter buffer on both sides. | \$ 1,111,000 |

| ID | Project Name | Description | Cost |
|--------------|---|--|---------------------|
| 29 | McNeil Street & Ridge View Drive Roundabout | Reconfigure Roundabout at McNeil Street and Ridge View Drive | \$ 72,000 |
| 30 | Powerline Road Improvements | Design and construct a new arterial roadway along Powerline Road. | \$ 3,037,000 |
| TIP | Center Drive Overlay Phase 4A | Perform overlay maintenance from Palisade Boulevard to Powerline Road. | \$ 671,160 |
| TIP | Center Drive Overlay Phase 4B | Perform overlay maintenance from Kincaid Street to Palisade Boulevard. | \$ 575,760 |
| TIP | Center Drive Overlay Phase 5 | Perform overlay maintenance from McNeil Street to Kincaid Street | \$ 700,080 |
| 31 | Jensen Avenue Extension | Connection to the Old Fort Lake Subarea from the end of Jensen Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road. | \$ 610,000 |
| 32 | Ogden Avenue Extension | Connection to the Old Fort Lake Subarea from the end of Ogden Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road. | \$ 991,000 |
| 33 | Bobs Hollow Lane & Wren Road Roundabout | This project will construct a single-lane roundabout. | \$ 3,734,000 |
| Total | | | \$75,984,000 |

Table 9.10: Projected LOS Results for Mitigated Study Intersections In 2044, Transportation Element (High Growth Scenario)

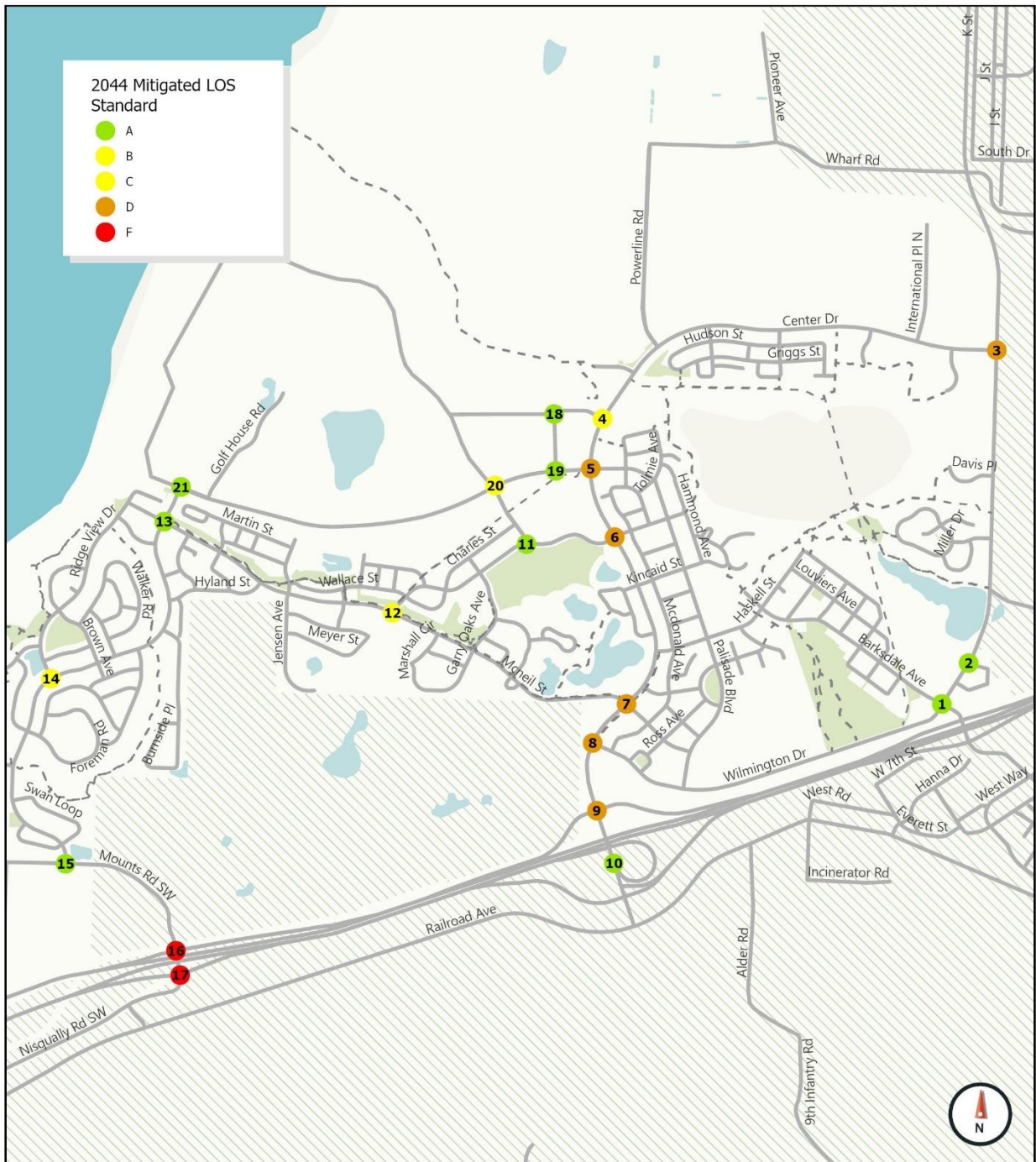
| ID | Study Intersection | Control ¹ | AM LOS / Control Delay (s) ² | PM LOS / Control Delay (s) |
|----|---|----------------------|---|----------------------------|
| 1 | DuPont-Steilacoom Road/ Wilmington Drive & Barksdale Avenue | Signal | A/8 | A/9 |
| 2 | DuPont-Steilacoom & I-5 Interchange | Roundabout | A/7 | A/9 |
| 3 | <i>Center Drive & DuPont-Steilacoom Road</i> | Signal | D/52 | D/46 |
| 4 | <i>Center Drive & Civic Drive</i> | Signal | B/14 | C/25 |
| 5 | Center Drive & Palisade Boulevard | Signal | C/36 | D/42 |
| 6 | Center Drive & Bob's Hollow Lane | Signal | C/23 | D/41 |
| 7 | <i>Center Drive & McNeil Street</i> | Signal | C/23 | D/38 |
| 8 | Center Drive & Wilmington Drive | Signal | B/16 | D/36 |
| 9 | <i>Center Drive & I-5 SB Ramps</i> | SSSC | A/5 | D/32 |
| 10 | Center Drive & I-5 NB Ramps | SSSC | - | - |
| 11 | <i>Wren Road & Bobs Hollow Lane</i> | Roundabout | A/8 | A/10 |
| 12 | <i>Bobs Hollow Lane & McNeil Street</i> | Roundabout | B/14 | B/14 |
| 13 | <i>McNeil Street & Hoffman Hill Boulevard</i> | AWSC | C/22(SB) | A/8 (SBL) |
| 14 | Hoffman Hill Boulevard & Ridge View Drive | SSSC | C/20(SB) | B/14 (SB) |
| 15 | Mounts Road & Hoffman Hill Boulevard ⁴ | SSSC | - | - |
| 16 | Mounts Road & I-5 SB Ramps ⁴ | AWSC | A/10 (WB) | F/ >150(WB) |
| 17 | Mounts Road & I-5 NB Ramps ⁴ | SSSC | B/11 (EB) | F/84 (EB) |
| 18 | <i>OFL Civic Drive Connection & Civic Drive</i> | SSSC | A/9 (SB) | A/9 (SB) |
| 19 | <i>OFL East-West Road & OFL Civic Drive Connection</i> | Signal | A/6 | A/5 |
| 20 | <i>OFL East-West Road & OFL North-South Road</i> | Signal | A/9 | B/14 |
| 21 | <i>Hoffman Hill Boulevard & OFL East-West Road</i> | AWSC | A/5 | A/7 |

Notes:

1. SSSC – Side-Street Stop-Control, AWSC – All-Way Stop-Control
2. Per HCM 6th methodology, the worst movement LOS is reported for SSSC, and the highest delay movement is reported in parentheses. NB – Northbound, SB – Southbound, EB – Eastbound, WB – Westbound, L – Left, R – Right
3. All interchange movements are free flowing
4. These intersections are outside of city limits

Source: Fehr and Peers, 2024.

Figure 9.16: LOS for Mitigated Study Intersections in the PM Peak Hour 2044



Source: Fehr and Peers, 2025.

Future Active Transportation Network

The **Active Transportation Network Section** outlines the Multimodal Level of Service (MMLOS) standards and guidelines adopted for DuPont. While Vehicle LOS standards are corridor or intersection based, MMLOS focuses on creating better outcomes and environments for walking, biking and transit service. These MMLOS standards can be design or comfort based. The following sections describe proposed future conditions for walking, biking and transit in the city and the projects planned to achieve that vision.

Pedestrian Network

As established in Chapter 2, the City already maintains a robust pedestrian network, with buffered sidewalks on virtually all collector and arterial roadways throughout the city. All future development is required to maintain the City's design-based LOS standard. The existing segments not meeting the City's LOS standard (previously presented in **Figure 9.11**) will be improved through identified projects unless extenuating right of way challenges or design challenges exist. Based on planned projects, the anticipated pedestrian network and its conformance to design standards is shown in **Figure 9.17**.

Figure 9.17: Future Sidewalk Network and Its Conformance To Design Standards



Source: Fehr and Peers, 2025.

Pedestrian Projects in the 20-Year Project List

DuPont's proposed pedestrian project list will address the deficiencies in the network to increase their LOS to adopted standards. Pedestrian projects are identified in **Table 9.11**.

Table 9.11: Pedestrian Projects in the 20-year Project List

| ID | Project Name | Description | Cost (\$) |
|-------|---|--|--------------|
| 22 | Lapsley Drive Sidewalk | A serious pedestrian injury has been identified at this location in the past five years. From Mounts Road to the end of the road, this project will add a sidewalk or separated path on one side of the road to facilitate safe pedestrian movement. Additionally, the project will add traffic calming measures and adequate street lighting along the roadway. | \$ 638,000 |
| 24 | Barksdale Avenue Sidewalk Connection | This project will fill the sidewalk gap along the frontage of the gas station on both sides of the road, by implementing 5' sidewalks and 5' buffers on both sides of the road between Dupont-Steilacoom Road and the edge of the gas station. | \$ 470,000 |
| 25 | Barksdale Avenue Sidewalk Gap Infill | The current Sidewalk with buffer between Haskell Street and Penniman Street is less than 10 feet in width. The City will reconstruct towards city standards by adding a planter or extending to make it safer. This provides an essential alternate pedestrian connection to Center Drive through Haskell Street. | \$ 578,000 |
| 26 | Bobs Hollow Lane Pedestrian Access | This project will improve safety at the intersection of Bobs Hollow Lane and Wren Road. A sidewalk will be constructed to extend the landing next to the park access roadway to the separated paved path within the Powderworks Park. | \$ 99,000 |
| 27 | Center Drive Sidewalk Construction | No sidewalk currently exists on the west side of the road; This project will construct 5' of sidewalk with a 5' planter buffer in line with adopted city guidelines. | \$ 706,000 |
| 37 | Center Drive & Palisade Boulevard Pedestrian Connectivity Improvements | Implement Pedestrian Hybrid Beacon or RRFB for east-west & north-south crossings at this intersection to improve pedestrian connectivity to and from the proposed Old Fort Lake Subarea development | \$ 148,000 |
| 38 | McNeil Street & Bobs Hollow Lane Safe Crossing | To improve pedestrian safety at this location, the project will implement a Pedestrian Hybrid Beacon or Rectangular Rapid Flashing Beacon at this intersection | \$ 74,000 |
| 39 | Bobs Hollow Lane & Existing Parallel Trail Pedestrian Safety Improvements | Implement Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) to improve pedestrian safety improvements at the intersection with the parallel facility trail and Bobs Hollow Lane. This will improve pedestrian safety and connectivity to McNeil Street. | \$ 74,000 |
| 40 | Wilmington Drive & Palisade Boulevard Safe Pedestrian Crossing | Implement Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) for north-south crossings at this intersection to connect the Wilmington and Palisade facilities to the DuPont Station. The City is preparing for higher pedestrian volume at this location anticipating future growth associated with the Sounder South Line extension. | \$ 126,000 |
| Total | | | \$ 2,913,000 |

Bicycle Network

The guidelines pertaining to Bicycle LTS are discussed in the Active Transportation Network section. These guidelines are utilized to identify the need for improvement and develop projects to upgrade the network for people who bike. **Figure 9.13** shows the current facilities not meeting the City LTS standards while **Figure 9.18** shows the facilities not meeting LTS 2 standards under 2044 traffic conditions.

Figure 9.18: Future Bicycle Level of Traffic Stress in 2044, (High Growth Scenario)



Source: Fehr and Peers, 2025.

Bike Projects in the 20-Year Project List

To meet the adopted bicycle LTS guidelines along priority corridors within the City, DuPont has identified several priority bicycle projects. These will address the bike network and ensure it adheres to the LTS 2 standard, unless otherwise noted.

Table 9.12: Bike Projects in the 20-Year Project List

| ID | Project Name | Description | Cost (\$) |
|--------------|--|--|---------------------|
| 20 | McNeil Street Shared Use Path Widening | This project will widen the shared use path of the north side of McNeil Street from 8 feet to 12 feet between Center Drive and Bobs Hollow Lane. This will require Right of Way acquisition from Garry Oaks Avenue to Fisher Avenue. | \$ 1,503,000 |
| 21 | DuPont-Steilacoom Road Shared Use Path | This project will add a 12-foot shared use path on the west side of DuPont-Steilacoom Road from Center Drive to Barksdale Avenue. Sidewalk/separated shoulder will be reconstructed where existing on this road. | \$ 2,553,000 |
| 23 | Wilmington Drive Shared Use Path | This project will develop a Shared Use Path on the north side of Wilmington Drive to supplement the existing sidewalk and improve bicycle safety from Barksdale Avenue to the Business Park access driveway. Sidewalk reconstruction will be undertaken where appropriate. This improves connectivity from the Haskins Village neighborhood to Center Drive and the Station. | \$ 1,728,000 |
| 34 | Center Drive Shared Use Path | This project will construct a Shared Use Path on the east side of the road between Haskell Street and DuPont-Steilacoom Road to make Center Drive a better multimodal arterial. | \$ 924,000 |
| 36 | Palisade Boulevard Bicycle Lane | Repurpose the northbound right-turn storage lane between these two intersections as a bi-directional cycle path or shared use path. | \$ 7,000 |
| 35 | Sequalitchew Creek Trail Paving | The trail will be extended eastward and paved between Center Drive & Dupont-Steilacoom Road. This could either extend directly east to Dupont-Steilacoom Road, or it could follow the current unpaved Right Of Way and go down over Bell Marsh before connecting into DuPont-Steilacoom Road. This decision will be taken closer to project execution. | \$ 120,000 |
| Total | | | \$ 5,904,000 |

Transit

Although the City does not control the transit infrastructure servicing the City, the following policies and strategies by the City are recommended:

- Prioritize pedestrian and bicycle infrastructure connections to/from DuPont Station
- Adopt transit-supportive policies as part of the Transportation Element. These include policies relating to:
 - Robust advocacy with Intercity Transit, Sound Transit and/or Pierce Transit to expand corresponding service areas to support fixed route service within and around the City of DuPont to communities such as JBLM, Lakewood and Lacey.
 - Coordination with Pierce Transit and/or Intercity Transit to provide on-demand transit services to employment centers in DuPont
 - Coordinate with JBLM (Go Transit) to expand on-demand shuttle service within DuPont
 - Develop first-last mile policies to support connection to/from transit facilities in and around the City.

Projects, Investments and Concurrency

Building on the layered network concept and operational analyses described in the previous sections, projects have been developed to address and mitigate arising concerns. These together constitute the 20-year project list which is revised with each iteration of the Comprehensive Plan Update. These include projects aimed at achieving the city's multimodal LOS standards through 2044 as well as ensuring capacity to meet future demand. The projects pertaining to each mode have been discussed in the previous sections. The projects are consolidated and shown in **Table 9.14**.

This list is not exhaustive – the City will continue to monitor growth and community aspirations to identify further needs. Additionally, the project list also contains projects which are part of the six-year transportation improvement program (TIP) list. These are projects slated for design / construction over the next six years. Concurrency, in the context of transportation, refers to the timely provision of roadway facilities to ensure that LOS standards continue to be met, even as the City grows. Concurrency projects are required to be executed within a specified timeframe (six-years) and are included with the TIP. The TIP is the transportation specific project list within the Capital Facilities Plan (CFP). Additionally, the City invests in programmatic projects that identify improvements on a rolling basis. The following sections describe these elements.

Short-Term Project List (2024 – 2030)

As opposed to the modal 20-year project lists discussed in the previous sections, the following projects are part of the City’s six-year transportation Improvement Program (TIP) and are slated for design / construction over the next six years. **Table 9.13** and **Figure 9.19** showcase these projects.

Table 9.13: Transportation Improvement Program Project List

| ID | Project Name | Description | Mode | Cost |
|---|--|--|------------|---------------------|
| 1 | Center Drive Traffic Signal Coordination | This project will implement signal coordination along Center Drive between McNeil Street and Wilmington Drive, including appropriate adjustments to cycle length at these two intersections. This will resolve | Vehicle | \$ 240,000 |
| 4 | Center Drive & Bobs Hollow Lane Improvements | This project will construct an eastbound right-turn storage lane at Center Drive and Bobs Hollow Lane. This will involve reconstructing the sidewalk and shifting the signal pole at the corner. | Vehicle | \$ 740,000 |
| 26 | Bobs Hollow Lane Pedestrian Access | This project will connect the pedestrian landing at the southeast corner of Wren Road and Bobs Hollow Lane with the paved trail within Powder works Park | Pedestrian | \$ 99,000 |
| 29 | McNeil Street & Ridge View Drive Roundabout | Reconfigure existing roundabout at McNeil Street and Ridge View Drive to accommodate future increase in vehicle movement. | Vehicle | \$ 72,000 |
| TIP | Center Drive Overlay Phase 4A | Maintenance Project: Perform overlay maintenance from Palisade Boulevard to Powerline Road. | Vehicle | \$ 671,160 |
| TIP | Center Drive Overlay Phase 4B | Maintenance Project: Perform overlay maintenance from Kincaid Street to Palisade Boulevard. | Vehicle | \$ 575,760 |
| TIP | Center Drive Overlay Phase 5 | Maintenance Project: Perform overlay maintenance from McNeil Street to Kincaid Street. | Vehicle | \$ 700,080 |
| - | American with Disabilities Act (ADA) Transition Plan Development | Develop a citywide ADA transition Plan. This is a required document mandated by the federal government as part of the Americans with Disabilities Act, 1990. | Pedestrian | 100,000 |
| - | Citywide Lighting Study | Perform a citywide lighting study to identify areas with deficient street lighting spacing and/or quality of illumination. Better street illumination improves safety perception surrounding city streets. | All Modes | 60,000 |
| Total six-year project list cost | | | | \$ 3,098,000 |

Long-Term Project List (2025-2044)

The spatial extents and locations of the projects within the long-term 20-year project list are captured in **o**. Projects are visualized based on mode to provide reference to the layered multimodal network. There are forty projects identified for the 20-year period as shown in

Table 9.14.

Table 9.14: 20-Year Project List

| ID | Project Name | Description | Mode | Cost |
|-----|--|--|---------|--------------|
| TIP | Center Drive Overlay Phase 4A | Perform overlay maintenance from Palisade Boulevard to Powerline Road. | Vehicle | \$ 671,160 |
| TIP | Center Drive Overlay Phase 4B | Perform overlay maintenance from Kincaid Street to Palisade Boulevard. | Vehicle | \$ 575,760 |
| TIP | Center Drive Overlay Phase 5 | Perform overlay maintenance from McNeil Street to Kincaid Street | Vehicle | \$ 700,080 |
| 1 | Center Drive Signal Coordination | Implement signal coordination along Center Drive between McNeil Street and Wilmington Drive, including appropriate adjustments to cycle length at these two intersections. | Vehicle | \$ 240,000 |
| 2 | Center Drive & Wilmington Drive Left Turn Lane Extension | This project will add additional left-turn capacity at the intersection of Center Drive and Wilmington Drive by extending the southbound left-turn storage lane to be approximately 250 ft. This would require reconstructing the center median island. | Vehicle | \$ 293,000 |
| 3 | Center Drive & McNeil Street Left-turn Lane Extension | This project will add additional left-turn capacity at the intersection of Center Drive and McNeil Street by extending the northbound left-turn storage lane to be approximately 400 ft. This would require reconstructing the center median island. | Vehicle | \$ 458,000 |
| 4 | Center Drive & Bobs Hollow Lane Improvements | This project will construct an eastbound right-turn storage lane at the intersection of Center Drive and Bobs Hollow Lane. This will involve reconstructing the sidewalk impacted as a result of the storage lane extension. | Vehicle | \$ 740,000 |
| 5 | Center Drive & Palisade Drive Improvements | Implement the following improvements: -Implement northbound dual left turn with protected phasing, including offsetting southbound approach as needed to properly align with northbound -Construct dedicated eastbound dual left-turns, single right-turn lane and single through-right lane. As part of this, implement eastbound right-turn overlap. Offset the westbound approach as needed to align with the eastbound approach. -Construct dedicated right- and left-turn storage lanes on the southbound approach | Vehicle | \$ 1,550,000 |
| 6 | Center Drive & DuPont-Steilacoom Rd | This project will construct a dual left-turn for the northbound left-turn movement of the DuPont-Steilacoom Road and Center Drive intersection. This project will relieve future congestion projected for this movement. | Vehicle | \$ 809,000 |

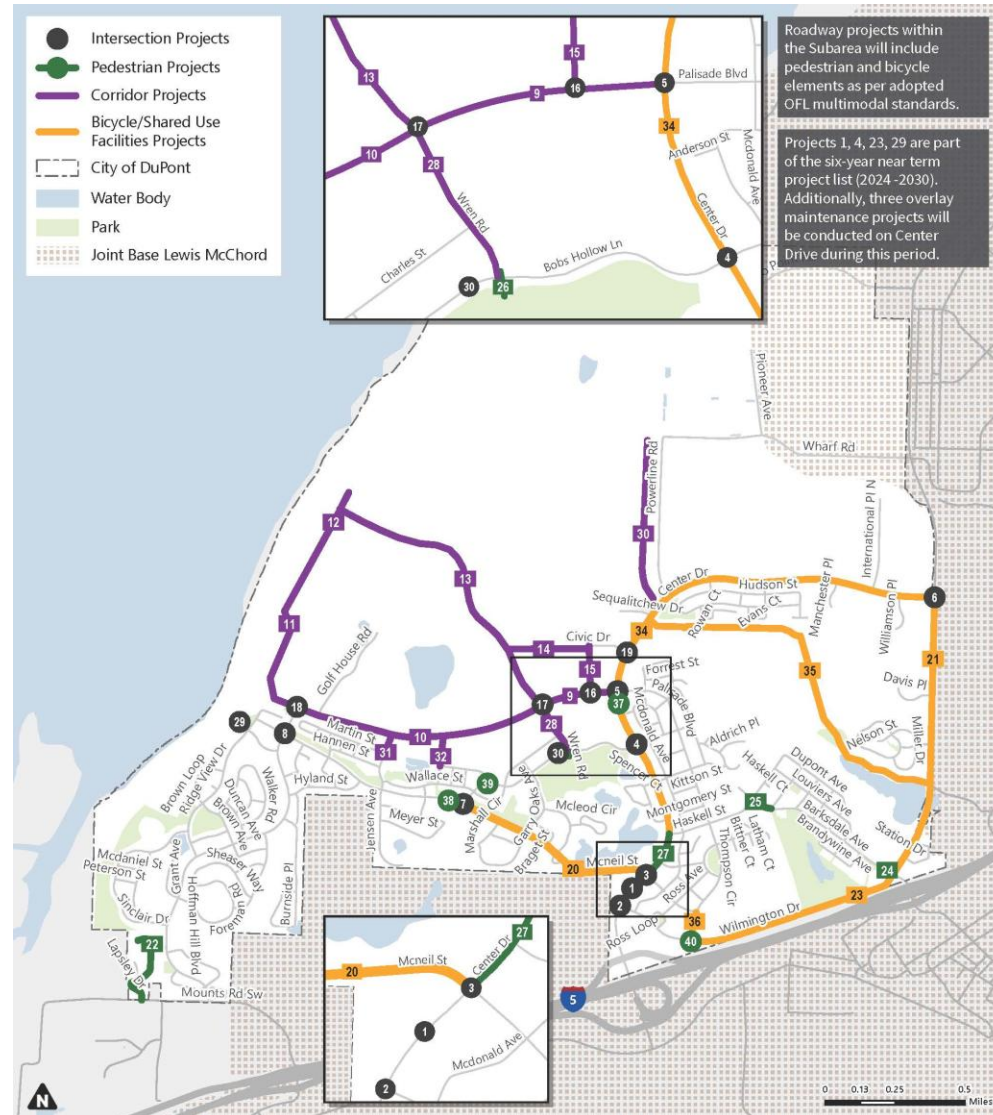
| ID | Project Name | Description | Mode | Cost |
|----|---|---|---------|---------------|
| 7 | McNeil Street & Bobs Hollow Lane Improvements | Change intersection from side street stop control (SSSC) to a single-lane roundabout. | Vehicle | \$ 2,988,000 |
| 8 | McNeil Street & Hoffman Hill Boulevard Improvements | Implement a single lane roundabout to accommodate future growth associated with movement to the Old Fort Lake Subarea development | Vehicle | \$ 3,734,000 |
| 9 | Road A Implementation (Gateway) | This segment of Road A will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume. | Vehicle | \$ 4,463,000 |
| 10 | Road A Implementation (Residential) | This segment of Road A will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume | Vehicle | \$ 9,789,000 |
| 11 | Road B Implementation (Residential) | This segment of Road B will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume | Vehicle | \$ 8,792,000 |
| 12 | Road B Implementation (Commercial) | This segment of Road B will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulb outs, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume. | Vehicle | \$ 1,233,000 |
| 13 | Road C Implementation | Road C will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulb outs, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume. | Vehicle | \$ 13,076,000 |
| 14 | Civic Drive Extension (Gateway) | This segment of Civic Drive will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume. | Vehicle | \$ 5,203,000 |
| 15 | Road D Implementation | Road D will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume | Vehicle | \$ 2,059,000 |
| 16 | Road A and Road D Intersection | This project will implement the following improvements at this location: <ul style="list-style-type: none"> -Signalize this intersection -Construct separated SB LT and RT lanes -Construct two through lanes in each direction for the eastbound and westbound approaches -Construct EB LT Lane | Vehicle | \$ 673,000 |

| ID | Project Name | Description | Mode | Cost |
|----|---|--|------------|--------------|
| 17 | Road A and Road C Intersection | This project will construct a multi-lane roundabout with two circulating lanes from the westbound to eastbound approach and one circulating lane from the eastbound to the westbound. | Vehicle | \$ 4,439,000 |
| 18 | Road A and Road B Intersection | This project will construct a single-lane roundabout. | Vehicle | \$ 2,959,000 |
| 19 | Center Drive & Civic Drive Improvements | <p>To relieve projected failure at this location, the following improvements will be implemented:</p> <ul style="list-style-type: none"> -Northbound Approach - Left-turn with a protected phasing and increased storage length, to align with the southbound left-turn storage lane at Palisade Drive & Center Drive. <p>Additionally, the intersection will add one additional receiving lane on the south leg of the intersection to receive eastbound traffic. This receiving lane should extend to and encompass the Center Drive and Palisade Drive southbound right-turn storage lane.</p> <p>The east-bound right turn will be converted to yield control, including channelization.</p> <p>The length of the striped eastbound left-turn storage within the existing two-way left-turn lane will be increased.</p> | Vehicle | \$ 984,000 |
| 20 | McNeil Street Shared Use Path Widening | This project will widen the shared use path of the north side of McNeil Street from 8 feet to 12 feet between Center Drive and Bobs Hollow Lane. This will require Right of Way acquisition from Garry Oaks Avenue to Fisher Avenue. | Bike | \$ 1,503,000 |
| 21 | DuPont-Steilacoom Road Shared Use Path | This project will add a 12-foot shared use path on the west side of DuPont-Steilacoom Road from Center Drive to Barksdale Avenue. Sidewalk/separated shoulder will be reconstructed where existing on this road. | Bike | \$ 2,553,000 |
| 22 | Lapsley Drive Sidewalk | A serious pedestrian injury has been identified at this location in the past five years. From Mounts Road to the end of the road, this project will add a sidewalk or separated path on one side of the road to facilitate safe pedestrian movement. Additionally, the project will add traffic calming measures and adequate street lighting along the roadway. | Pedestrian | \$ 638,000 |
| 23 | Wilmington Drive Shared Use Path | This project will develop a Shared Use Path on the north side of Wilmington Drive to supplement the existing sidewalk and improve bicycle safety from Barksdale Avenue to the Business Park access driveway. Sidewalk reconstruction will be undertaken where appropriate. This improves connectivity from the Haskins Village neighborhood to Center Drive and the Station. | Bike | \$ 1,728,000 |
| 24 | Barksdale Avenue Sidewalk Connection | This project will fill the sidewalk gap along the frontage of the gas station on both sides of the road, by implementing 5' sidewalks and 5' buffers on both sides of the road between Dupont-Steilacoom Road and the edge of the gas station. | Pedestrian | \$ 470,000 |

| ID | Project Name | Description | Mode | Cost |
|----|---|--|------------|--------------|
| 25 | Barksdale Avenue Sidewalk Gap Infill | The current Sidewalk with buffer between Haskell Street and Penniman Street is less than 10 feet in width. The City will reconstruct towards city standards by adding a planter or extending to make it safer. This provides an essential alternate pedestrian connection to Center Drive through Haskell Street. | Pedestrian | \$ 578,000 |
| 26 | Bobs Hollow Lane Pedestrian Access | This project will improve safety at the intersection of Bobs Hollow Lane and Wren Road. A sidewalk will be constructed to extend the landing next to the park access roadway to the separated paved path within the Powderworks Park. | Pedestrian | \$ 99,000 |
| 27 | Center Drive Sidewalk Construction | No sidewalk currently exists on the west side of the road; This project will construct 5' of sidewalk with a 5' planter buffer in line with adopted city guidelines. | Pedestrian | \$ 706,000 |
| 28 | Wren Road Extension | This project will develop Wren Road's intersection with the DuPont Old Fort Lake Subarea development. This extension will feature one travel lane in each direction with a 6' sidewalk on the west side and 8' sidewalk on the east side of the road, along with a 6' planter buffer on both sides. | Vehicle | \$ 1,111,000 |
| 29 | McNeil Street & Ridge View Drive Roundabout | Reconfigure Roundabout at McNeil Street and Ridge View Drive | Vehicle | \$ 72,000 |
| 30 | Powerline Road Improvements | Design and construct a new arterial roadway along Powerline Road. | Vehicle | \$ 3,037,000 |
| 31 | Jensen Avenue Extension | Connection to the Old Fort Lake Subarea from the end of Jensen Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road. | Vehicle | \$ 610,000 |
| 32 | Ogden Avenue Extension | Connection to the Old Fort Lake Subarea from the end of Ogden Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road. | Vehicle | \$ 991,000 |
| 33 | Bobs Hollow Lane & Wren Road Roundabout | This project will construct a single-lane roundabout. | Vehicle | \$ 3,734,000 |
| 34 | Center Drive Shared Use Path | This project will construct a Shared Use Path on the east side of the road between Haskell Street and DuPont-Steilacoom Road to make Center Drive a better multimodal arterial. | Bike | \$ 924,000 |
| 35 | Sequalitchew Creek Trail Paving | The trail will be extended eastward and paved between Center Drive & Dupont-Steilacoom Road. This could either extend directly east to Dupont-Steilacoom Road, or it could follow the current unpaved Right Of Way and go down over Bell Marsh before connecting into DuPont-Steilacoom Road. This decision will be taken closer to project execution. | Bike | \$ 120,000 |

| ID | Project Name | Description | Mode | Cost |
|---------------------------------|---|--|------------|--------------|
| 36 | Palisade Boulevard Bicycle Lane | Repurpose the northbound right-turn storage lane between these two intersections as a bi-directional cycle path or shared use path. This will include a bicycle median for safer travel. Palisade Boulevard can function as a parallel bicycle facility to Center Lane with lower vehicle volumes thereby reducing the level of traffic stress. | Bike | \$ 7,000 |
| 37 | Center Drive & Palisade Boulevard Pedestrian Connectivity Improvements | Implement Pedestrian Hybrid Beacon or RRFB for east-west & north-south crossings at this intersection to improve pedestrian connectivity to and from the proposed Old Fort Lake Subarea development | Pedestrian | \$ 148,000 |
| 38 | McNeil Street & Bobs Hollow Lane Safe Crossing | To improve pedestrian safety at this location, the project will implement a Pedestrian Hybrid Beacon or Rectangular Rapid Flashing Beacon at this intersection | Pedestrian | \$ 74,000 |
| 39 | Bobs Hollow Lane & Existing Parallel Trail Pedestrian Safety Improvements | Implement Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) to improve pedestrian safety improvements at the intersection with the parallel facility trail and Bobs Hollow Lane. This will improve pedestrian safety and connectivity to McNeil Street. | Pedestrian | \$ 74,000 |
| 40 | Wilmington Drive & Palisade Boulevard Safe Pedestrian Crossing | Implement Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) for north-south crossings at this intersection to connect the Wilmington and Palisade facilities to the DuPont Station. The City is preparing for higher pedestrian volume at this location anticipating future growth associated with the Souder South Line extension. | Pedestrian | \$ 126,000 |
| Total 20-year project list cost | | | | \$84,808,000 |

Figure 9.19: 20-Year Project List Map



City of DuPont Proposed Projects in the 20-year Horizon

Pedestrian Projects

- 22 Lapsley Drive Sidewalk
- 24 Barksdale Avenue Sidewalk Gap
- 25 Barksdale Avenue Sidewalk Reconstruction
- 26 Bobs Hollow Lane Pedestrian Access
- 27 Center Drive Sidewalk Construction

Bicycle/Shared Use Projects

- 20 McNeil Street Shared Use Path Widening
- 21 DuPont Steilacoom Road Shared Use Path
- 23 Wilmington Drive Shared Use Path
- 34 Center Drive Shared Use Path
- 35 Sequelitchew Creek Trail Paving
- 36 Palisade Boulevard Bicycle Lane

Intersection Projects

- 1 Signal Coordination
- 2 Center Drive & Wilmington Drive LT Lane Extension
- 3 Center Drive & McNeil Street Left Turn Lane Extension
- 4 Center Drive & Bobs Hollow Lane
- 5 Center Drive & Palisade Drive Improvements
- 6 Center Drive & Dupont-Steilacoom Road
- 7 McNeil Street & Bobs Hollow Lane
- 8 McNeil Street & Hoffman Hill Blvd
- 16 Road A and Road D Intersection
- 17 Road A and Road C Intersection
- 18 Road A and Road B Intersection
- 19 Center Drive & Civic Drive Improvements
- 29 McNeil St & Ridge View Drive Roundabout
- 30 Bobs Hollow Lane & Wren Roundabout

Corridor Projects

- 9 Road A Implementation (Gateway)
- 10 Road A Implementation (Residential)
- 11 Road B Implementation (Residential)
- 12 Road B Implementation (Commercial)
- 13 Road C Implementation
- 14 Civic Drive Extension (Gateway)
- 15 Road D Implementation
- 28 Wren Road Extension
- 30 Powerline Road Improvements
- 31 Jensen Avenue Extension
- 32 Ogden Avenue Extension

Source: Fehr and Peers, 2025.

Programmatic Investments and Planning Improvements

In addition to the location-based project lists, the City makes programmatic investments to improve the function of the overall network as shown in **Table 9.15**.

Table 9.15: Programmatic Investments in the 20-year Horizon

| ID | Project Name | Description | Mode | Cost |
|-------|--|---|------------|---------|
| - | American with Disabilities Act (ADA) Transition Plan Development | Develop a citywide ADA transition Plan. This is a required document mandated by the federal government as part of the Americans with Disabilities Act, 1990. | Pedestrian | 100,000 |
| - | Citywide Lighting Study | Perform a citywide lighting study to identify areas with deficient street lighting spacing and/or quality of illumination. Better street illumination improves safety perception surrounding city streets. | All Modes | 60,000 |
| - | Traffic Calming Program and Speed Studies | This program will identify safety improvements and deterrents to discourage speeding beyond the posted speed limit, particularly in residential areas. Measures could include speed bumps and other obstructions. | All Modes | - |
| Total | | | | 160,000 |

Section 6: Funding and Implementation

The previous chapter presented the multimodal transportation network and the projects needed to complete the City’s overall transportation vision. This chapter outlines the funding necessary to implement these projects and documents funding shortfalls.

A key aspect of the Growth Management Act’s planning guidelines is fiscal restraint in transportation planning. To comply with this, a fiscally constrained Transportation Element must prioritize the operation and maintenance of existing infrastructure before planning for capital improvements. To introduce fiscal constraints into the plan, a review of past revenues and expenditures was conducted to determine the funds likely available for both capital projects and operations.

Transportation funding in DuPont comes from a variety of sources, including external grants, general and special city funds, and the recently adopted impact fees. If the City can maintain the same level of investment seen in the past five years, it would be able to allocate approximately \$96 million for operations, maintenance, rehabilitation and capital transportation projects from 2025 to 2045. However, this projection would result in a \$20 - 37 million shortfall in the revenue needed to implement the capital improvements identified in this plan while fully funding operations and maintenance of DuPont’s transportation system. Projected revenue sources through 2045 are summarized in **Table 9.16**.¹

Overview of Revenues

Table 9.16 summarizes transportation revenue anticipated by the City of DuPont over the course of this plan compared against anticipated expenditure. This expenditure estimate is derived based on spending patterns over the past five years. The section follows with descriptions of each source.

¹ As with any forecast, the revenue estimates shown below are based on historical revenues, and funding may go up or down based on prevailing market conditions. The Transportation Impact Fee estimates are based on eligible dollar amounts in the TIF project list averaged over 20 years. The revenue forecasts in this plan are based on 2025 dollars by assuming an average of the revenue estimates from 2024 through 2026 adopted as per the City’s 2025 – 2026 Budget.

Table 9.16: Estimated Revenue by Revenue Source

| Revenue Source | Annual Revenue Estimate |
|---|--------------------------------------|
| Road and Street Maintenance Fund (Special Revenue Fund that includes transfers from the General Fund and Grant Funding) | \$ 1,510,000 |
| Street Depreciation Fund (Special Revenue Fund) | \$ 3,000 |
| Transportation Benefit District Fund (Fiduciary Fund) | \$ 280,000 |
| Traffic Impact Fees | \$ 2,555,000 |
| Capital Project Fund (Including Real Estate Excise Tax) | \$ 475,000 |
| Transfers from other City Sources | - |
| Total Annual Projected Transportation Funding | \$ 4,800,000 |
| Estimated Revenue over 20 years | \$ 96,300,000 |
| Total Annual Projected Transportation Expenditure including maintenance, operations & capital project construction | \$ 6,680,000.00 |
| Estimated Expenditure over 20 years | \$ 133,670,000.00 |
| Estimated Shortfall over 20 years | \$ 37,200,000.00 ² |

Special Revenues Funds

The **Road and Street Maintenance Fund** is classified as a **Special Revenue Fund**, meaning its revenues are legally restricted or designated for specific activities. This fund oversees the **administration and maintenance** of the City's transportation network, including **public roadways, sidewalks, bicycle facilities, roadway improvements, and traffic signal and illumination systems**. The main revenue sources for this fund are:

- State-shared gas taxes, which must be used for arterial streets, sidewalks, and trails
- A subsidy transfer from the General Fund
- Vehicle licensing fees
- Transportation Improvement Board Grants in the 'Urban Programs' category & Federal Grants
- Subsidy transfers from the Real Estate Excise Tax as well as the Street Depreciation Fund

The funds in this account can be used for the following purposes: Street sweeping, Roadside vegetation management, Pavement markings, Snow and ice control, Maintenance of traffic signal and illumination systems, Installation and maintenance of signage, Conducting traffic counts, Transportation planning, Traffic control and support for special events.

² This value represents the high-end estimate of shortfall. This estimate can vary between \$4–37 million.

The **Street Depreciation Fund** is also a Special Revenue Fund. It supports pavement management planning and is primarily funded by annual contributions from the Northwest Landing Residential Owners Association (ROA) and Commercial Owners Association (COA). These contributions originate from developers, such as Quadrant, and are passed through the ROA/COA to the City. Interest earnings on accumulated funds also supplement this revenue.

Capital Project Fund

The Capital Projects Fund manages revenues and expenditures related to the acquisition, design, construction, and other costs associated with capital projects such as public buildings, facilities, and parks. This includes activities related to park developments, capital facility upgrades, and general government projects. This fund also accounts for the general tax-funded portion of the Civic Center debt payments, which will continue through the bond term ending in 2039.

A key revenue source that feeds the Capital Projects Fund is the **Real Estate Excise Tax (REET)**, which is applied to all real estate sales based on the **full selling price**, including **liens, mortgages, and debts** used in the purchase. The State levies REET at 1.28% and an additional local REET is authorized and has been imposed by the City of DuPont.

The first 0.25% of the Real Estate Excise Tax (REET) must be used for capital projects listed in the City's Capital Facilities Plan, including infrastructure such as streets, sidewalks, lighting, traffic signals, water and sewer systems, parks, public safety buildings, trails, libraries, and other civic facilities. The second 0.25%, available only to cities required to plan under the Growth Management Act (GMA), helps cover GMA-related costs and can fund similar projects, though it excludes land acquisition.

Grant Funding

Grants serve as a competitive funding avenue, requiring projects to satisfy specific criteria set by federal, state, and local agencies aimed at supporting transportation initiatives. The availability of these funds varies annually, influenced by the number of grants offered each year. The City of DuPont vies with other jurisdictions for each grant, with selection based on factors such as need, service population, project potential, deliverability, and anticipated impact or value.

Historically, there has been a higher number of grant opportunities and greater funding in even-numbered years compared to odd-numbered years. Between 2017 and 2022, DuPont's average annual grant revenue amounted to \$500,000. Considering that grant availability significantly influences funding levels, the average value is utilized, rather than the median, to project future grant funding.

Transportation Benefit District (TBD)

The City of DuPont established a Transportation Benefit District Fund in 2013 to account for the revenues and expenses of the TBD and transfers funds into appropriate City funds to pay for transportation-related expenditures. RCW 36.73 requires the TBD to adopt a list of approved transportation improvement projects to be funded from the vehicle license fee revenue. This fund provides for the collection of the \$20 vehicle license fee and the transfer of funds to the City's Street Fund for transportation related projects. Starting in 2025, the City will also be collecting additional sales and use tax of one-tenth of one percent (0.1%) of the selling price, in the case of the sales tax, or the value of the article used, in the case of use tax.

Transportation Impact Fee Program

Since 1990, Washington State law (RCW 82.02.050) has allowed jurisdictions to establish transportation impact fee (TIF) programs to fund capacity projects needed to support growth. The City of DuPont recently adopted a TIF program, which could generate nearly \$50,000,000 cumulatively through 2045. The proposed TIF program includes 33 projects. Projects on the list include intersection improvements, new streets, and bicycle and pedestrian projects. TIF funds must be spent or encumbered within 10 years of collection and are assessed based on a development's proportionate share of transportation system improvements on the TIF project list. Transportation system improvements can include physical or operational changes to existing transportation facilities, as well as new transportation connections that are built in one location to benefit projected needs at another location. Projects funded by a TIF program must also add new multimodal capacity for future growth in the city. The funds cannot be spent on non-capacity activities, like maintenance, and must be related to growth in the city – they cannot be spent on addressing existing deficiencies or addressing capacity needs driven by growth outside of the city. The City of DuPont intends its transportation impact fee program to help fund high priority transportation projects identified in its CFP and take advantage of the new provisions allowed under state law.

Implementation Actions

In addition to pursuing external funding sources, the City is proactively addressing how to bridge the gap between costs and revenue to meet transportation needs over the 20-year period. To achieve this, the City will carefully prioritize projects and explore a range of options to ensure adequate funding, including:

- **Increasing the amount of revenue from existing sources**, including impact fees, transportation benefit district, or special fund revenues.
- Adopting new sources of revenue to fill shortfalls
- **Lowering the LOS standard** and therefore reducing the need for some transportation improvements. DuPont is a small jurisdiction and any attempt at lowering LOS standards will need to be carefully balanced against mitigating safety repercussions.
- **Reducing the number of vehicle trips made**, using Transportation Demand Management Strategies such as the Commute Trip Reduction Program

Adjusting for Shortfall: Potential Revenue Sources

Red Light and School Speed Zone Enforcement

Cameras create infractions for failing to stop at red lights or for speeding by photographing cars in individual intersections. The Washington State Supreme Court is responsible for setting traffic infraction penalties (46.63.110(1)), which currently lists a \$48 fine for failure to stop. Jurisdictions can increase the fee, up to \$250 per infraction. Revenues need to be balanced against the cost of buying, installing, and maintaining the units. Washington State expanded the types of locations where these cameras can be installed in 2024.

Commercial Parking Tax

This tax is levied on commercial parking lots, either collected from businesses or from customers at the time of sale. The City of DuPont currently has no commercial parking lots. Cities are not restricted in the amount that can be levied, but use of revenues is restricted to transportation. As a City with nearly 10,000 residents, the City of DuPont would need to develop and adopt a program connected to the City's other transportation planning efforts and identify the geographic boundaries in which revenues will be collected and expended. This program would only generate revenue once commercial parking is provided in the City.

Example jurisdictions with commercial parking taxes include the cities of Mukilteo, SeaTac, Seattle, and Tukwila. SeaTac levies the tax on a per transaction basis

whereas the other three levy a percent of sales. Rates range from 8%-25%. The Washington State Department of Revenue (DOR) data suggest that sales for parking lots and related personal service industries run from \$0 to \$200,000³.

Local Improvement Districts (LIDs)

Local Improvement Districts (LIDs) are special purpose financing mechanisms that can be created by cities to fund capital improvements in specific areas. LIDs generate funds by implementing proportionate special assessments on property owners that benefit from improvements. LID revenues are limited in their use to specific capital projects that benefit owners in the special purpose area for which they were created. Cities are authorized to form LIDs under RCW 35.43 without voter approval; however, LID formation is a complex process and must first be demonstrated to be financially feasible. Additionally, if the City receives protests from “property owners who would pay at least 60% of the total cost of the improvement”⁴ the LID would be dissolved. Potential locations for a LID could be Center Drive or the Old Fort Lake Subarea. The City does not currently use LIDs. The potential amount LIDs could generate is dependent on the planned projects within the area. To generate LID revenue in the future, the City would have to identify specific projects that fit the general requirements of a LID on a case by case basis.

Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds

These bonds are financing tools cities can levy. Debt bears additional costs through interest, and any use of bonding capacity for transportation projects reduces the remaining bonding capacity available for other city projects. LTGO bonds will impact the General Fund, while UTGO bonds will have an additional tax burden.

3. The Washington State Department of Revenue provides total taxable retail sales by North American Industry Classification System codes. However, data are suppressed when the number of businesses is low enough to provide identifiable data (typically less than 4 businesses). For Parking Lots and Garages (NAICS 812930) the data are suppressed, but by moving up a level of specification to NAICS cluster 8129 and running reports for the other six-digit industry groupings, data suggest that sales run from \$0 to \$200,000.

Cities, TBDs, and LIDs could issue general obligation bonds, by special election or council decision, to finance projects of general benefit to the jurisdiction. In addition to the principal and interest costs of issuing debt, there are usually costs associated with issuing bonds, including administrative time, legal and underwriting costs, and insurance costs. The Washington State Constitution limits the amount of debt municipalities can incur to 5.0 percent of the City's assessed value of taxable properties; the Washington State Legislature has statutorily limited the debt carrying capacity further to 2.5 percent of the assessed value. Taking on additional bond debt will affect cities' credit rating, so best practices suggest using less than two-thirds of the debt capacity to maintain credit rating.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a set of strategies aimed at reducing congestion and improving transportation efficiency by influencing how, when, and where people travel—without necessarily expanding road infrastructure. Rather than increasing supply (like building more roads), TDM focuses on shaping demand for transportation by reducing solo vehicle trips, shifting travel to off-peak times, promoting sustainable modes of travel and encouraging shorter or fewer trips. The emphasis for TDM is on personal mobility rather than vehicular mobility. The Federal Highway Administration (FHWA) defines TDM as: “providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability.”

Commute Trip Reduction Program: DuPont adopted its Commute Trip Reduction Program in 2013. In 1991, the Washington State legislature passed the Commute Trip Reduction (CTR) Law to reduce traffic congestion, improve air quality, and decrease fuel consumption. In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act (RCW 70A.15.4000). The goal of the CTR Efficiency Act is to improve the efficiency of the overall transportation system by focusing on the most congested areas of the state and increasing the planning coordination between local, regional, and state organizations. The Washington State CTR Law is unlike many of the required trip reduction programs established in other states through federal air pollution regulations. Washington's CTR program relies on a partnership between the public and private sectors to make progress towards meeting goals. The CTR Law is incorporated into the Washington State Clean Air Act.

TDM Strategies

There are various ways that commuters can travel to work and individuals can travel for other purposes that reduce the number of single occupancy vehicle trips:

- *Transit Service* – Public transit options are provided by Pierce Transit, Intercity Transit, and Sound Transit. As part of the ST3 regional transit package transit options will expand to include new commuter express bus service and more geographic coverage within the city.
- *Vanpool and Rideshare Programs* – DuPont will have to explore vanpool and rideshare with large employers such as JBLM to reduce the SOV load on the road network during peak hours. This can be a part of the Commute Trip Reduction program.
- *Walking/Biking* – Every trip begins and ends with walking. The existing pedestrian network supports walking for some trip types, particularly in areas with higher density and a mix of land uses. Sound Transit, Pierce Transit and Intercity Transit are equipped to accommodate passengers with bicycles. Bicycling can be a viable mode for commuters who live further than walking distance from transit services and whose schedules are too inflexible to use vanpool programs. As the pedestrian and bicycling networks are constructed and development occurs in denser, mixed-use areas, these modal options are anticipated to be increasingly viable and popular.
- *Alternative Work Schedules* – Alternative work schedule options are beneficial to both employees and employers. Businesses can provide coverage for additional hours, and employees are able to work their schedules around transit and vanpool/ridesharing availability. Alternative schedules include flextime, compressed work weeks, and staggered shifts. These options are a significant component of the CTR program in DuPont.
- *Telecommuting and Remote Working* – In the Puget Sound region, full-time and part-time telecommuting has increased over the last decade. The COVID pandemic forced many businesses, non-profits, and government agencies to quickly implement telework for employees that can work remotely. To facilitate this shift, unique solutions were implemented to address technology and resource barriers. Many businesses, non-profits, and government agencies are likely to have significantly higher levels of telework than before the pandemic due to the widespread development of these programs.

- *Land use Planning:* Land use planning supports TDM by promoting compact, mixed-use development where homes, jobs, shops, and services are located close together. This reduces the need for long car trips and makes walking, biking, and public transit more viable. When people can access daily needs within a short distance, they're more likely to choose active or shared modes of travel. Transit-oriented development (TOD) is a key example, concentrating growth around transit hubs to support non-driving options such as the area around DuPont Station. Overall, thoughtful land use reduces traffic demand by minimizing trip length and car dependency.
- *Education and outreach:* Education and outreach aim to inform travelers about transportation options and help them make smarter, more sustainable travel choices. This can include commute planning assistance, bike/transit maps, events, and incentive programs at workplaces or in communities. Even when alternatives like transit or biking exist, people often don't use them unless they're aware and confident in how to access them. Outreach removes those barriers and encourages voluntary behavior change. When paired with incentives or visible support, it can lead to lasting shifts in travel habits.
- *Parking Management:* Parking management is a powerful TDM tool that uses pricing and availability to influence travel behavior. By charging for parking or limiting spaces, cities can discourage solo driving and reduce congestion. Programs like "parking cash-out" offer financial incentives to commuters who forgo employer-provided parking. Adjusting zoning to reducing parking minimums or promoting shared parking further supports more efficient land use. These strategies help shift demand toward carpooling, public transit, and active modes, especially in urban or high-demand areas.

Chapter 10 Capital Facilities & Utilities

Introduction

The Growth Management Act (GMA) requires that communities plan for capital facilities to ensure:

- There is an adequate level of facilities and services in place to support development at time of occupancy or use;
- New development does not decrease level of service below locally established standards; and
- The City has the ability to pay for needed facilities.

The GMA requires that the Capital Facilities Element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year capital facilities plan that identifies financing sources for the identified future facilities.

This joint Capital Facilities - Utilities Element complies with the GMA. It includes a six-year Capital Improvement Plan (CIP) with funding sources and a 20-year Capital Facilities Plan (CFP). City owned and operated public services and utilities and those provided by other public and private agencies are addressed in this chapter with the exception of Transportation, which may be found in Chapter 9 of this Comprehensive Plan.

Background Information

Concurrency

The GMA requires cities to ensure that public facilities and services are provided in conjunction with development. Concurrency means that adequate public facilities must be in place to support new development or be provided within a specified time frame thereafter. Generally, concurrency must be met within 6-years.

Concurrency requires that facilities have sufficient capacity to accommodate development without causing levels of service (LOS) to fall below the adopted minimum standards. While the GMA specifically requires concurrency for transportation facilities, the Washington State Department of Commerce also recommends applying concurrency to water and sewer systems. Additionally, the GMA requires all other public facilities to be considered “adequate” to meet the needs of the growing population. The City of DuPont has adopted LOS standards for all facilities operated by the City.

Table 10.1: Level of Service Standards

| Facility | Standard |
|--|--|
| Fire, Rescue, EMT | 0.98 Apparatus per 1,000 population 1.00 Aerial Apparatus per 409 Acres of C/I Zoned Land |
| | NFPA 1710 standards for operation performance; deployment, staffing, response times |
| Law Enforcement | 1.79 sworn and 0.21 staff per 1,000 population |
| Parks, Recreation, and Trails, Open Space | See Appendix G |
| Transportation: Streets (Local) Pedestrian/Bicycle Facilities | LOS “D” for City streets; Maintain Existing Facilities |
| Stormwater | Ecology Stormwater Management Manual for Western Washington (2024) |
| Water: | |
| Single Family | 210 GPD per connection |
| Multi Family | 964 GPD per connection |
| Commercial | 1,300 GPD per connection |
| Industrial | 13,931 GPD per connection |
| Irrigation | 3,060 GPD per connection |

Siting Essential Public Facilities

The GMA requires that city and county development regulations identify a process to review the siting of “essential public facilities”. These are large scale land uses that provide regional benefits and facilities such as airports, state educational facilities, state or regional transportation facilities, state and local correction facilities, solid waste handling facilities and inpatient facilities (e.g., substance abuse, mental health, and group homes). DuPont’s process for siting essential public facilities is consistent with the Washington Administrative Code (WAC) 365-196-550 and the Pierce County Countywide Planning Policies.

Environmental and Health Considerations

Goals and policies of this plan aim to protect DuPont’s natural and cultural resources and ensure equity in the provision of public services. This can be achieved by avoiding environmentally or culturally sensitive locations when extending or improving utility and transportation routes. Where alternative siting is not feasible, then special construction techniques shall be used to minimize impacts. Additionally, restoration plans will be employed to restore or improve impacted resources.

Health, safety, and economic disparities will also be considered with new construction, expansion, or improvement of existing facilities and utilities so that people will not be displaced, exposed to environmental hazards or experience unequal access to public services.

Public Facility and Service Providers

Capital facilities in DuPont are provided by the City and by other entities, as shown in **Table 10.2** and **Table 10.3**. The different types of capital facilities are described in the following sections, including an inventory, a forecast of future needs and a description of projected capital facility projects, and funding sources. Over the next 20 years, the City of DuPont plans to continue working with service providers to maintain existing infrastructure and invest in expanded or new infrastructure supporting the development patterns called for in the Land Use chapter.

The City of DuPont is in a unique position relative to its growth patterns, future development, and the provision of capital facilities. Originally developed as a master-planned community, DuPont's first community plan was shaped around the DuPont Chemical Company's operations in the early 20th century. Since then, much of the City's infrastructure—including streets, parks, water distribution, and sewer systems—has been built primarily by developers in tandem with new development since 1990. Upon completion, ownership and maintenance of most of these facilities and systems were transferred to the City.

Table 10.2: Facilities and Providers

| Capital Facilities | Providers |
|----------------------|---|
| Fire and Rescue | City of DuPont |
| Law Enforcement | City of DuPont |
| Historic Museum | City of DuPont |
| Parks and Recreation | City of DuPont |
| Transportation | City of DuPont Pierce County State Government (WSDOT) |
| Schools | Steilacoom Historic School District #1 |
| Library | Pierce County Library System |
| Transit | Sound Transit |

Table 10.3: Utility Service Providers in DuPont

| Utility | Provider |
|----------------------|--|
| Electricity | Puget Sound Energy |
| Natural Gas | Puget Sound Energy |
| Telecommunications | Private companies (CenturyLink, AT&T, Comcast, etc.) |
| Sanitary Sewer | Pierce County |
| Solid Waste Disposal | LeMay, Inc. |
| Stormwater | City of DuPont |
| Water | City of DuPont |

Financing

The City's Capital Improvement Program (CIP) details capital project needs and funding sources. Capital project financing can come from a variety of sources including current operating funds, real estate excise tax (REET), reserve funds, grants, private sector support, and voter-approved general obligation bonds. Other funding sources such as impact fees, user fees, special use agreements, public-private partnerships, service contracts, and joint development ventures should be explored to ensure and maximize the City's financial capability.

Funding sources should generally be matched to specific needs in order to take advantage of each fund's specific possibilities. It is important to ensure a fiscal balance between capital expenditures and the revenues used to pay for them (typically utility revenues from ratepayers) while ensuring an adequate LOS is achievable. This balance often requires that developers pay for the portion of capital improvements related to their level of demand on the system. At the same time, existing infrastructure requires ongoing maintenance and restoration. Capital improvements include planning, land acquisition, and the purchase of equipment, facilities, and materials. Taking advantage of renewable resources and using efficient technologies can curb some of the need for new infrastructure.

Once completed and placed in service, capital facilities must be maintained. Funding for the maintenance of capital projects for City Utilities are funded with user fees in the respective operating budgets. Maintenance funding for projects is funded through current operations, not the capital budget. For that reason, the availability of funding for future maintenance must be considered when preparing budgets and planning projects.

The 6-Year Capital Improvements Plan (CIP), sets out the capital projects that the City must undertake within the next six years in order to implement the Plan. The six-year schedule is reviewed annually and updated as needed to update project estimates and add any capital projects that are needed to maintain the City's adopted level of service standards.

Funding Sources

The following is a description of sources available to fund capital improvement projects.

Real Estate Excise Tax (REET)

One of the most important sources of municipal revenue for the development and maintenance of capital facilities is REET. A portion of the REET levied by the State on real estate transactions is returned to the City, this amounts to one-half of one percent.

Capital Facilities Charges

The City currently collects water and stormwater system development charges to fund system improvements. These are one-time charges that are collected at the time of permitting for new or expanded demands on the water and stormwater systems. Funds are deposited directly into the water and stormwater funds and used for capacity adding projects for infill or new development.

Developer Funding

Developer Agreements are a potential funding source whereby the City may request developers to contribute to the funding of new or improved systems necessary to support their projects.

Sales Tax on Construction

A portion of general sales tax that is charged for materials and labor for construction activities is a revenue source used in Dupont to support city employee salaries in the general fund.

Business and Occupation Tax on Construction

The City levies a B & O Tax at a rate of 0.001 percent on all business activities occurring within the City including new construction. The City also charges a Business and Occupation tax based on square footage of warehouse buildings which is 0.15 percent of taxable floor space over 20,000 sq ft. These are quarterly revenues.

Utility Revenues

Utility revenues are those fees charged by the City to the user to the user for Water, Stormwater, and Street services. Utility revenues are used for maintenance, operations and capital improvements of the City's facility and utility systems.

Equipment Rental and Revolving (ER&R) Funds

The City of DuPont uses an Equipment Rental and Revolving Fund (ER&R) program to ensure the availability of safe, cost effective and reliable vehicles and equipment that meet the City's needs. The ER&R program establishes cost containment procedures to provide fiscal management and to fund proper maintenance and replacement of these assets.

Developer Mitigation

Under the State Environmental Protection Act (SEPA), the City has the authority to require developers to mitigate the impacts of their projects. Developer mitigation is used to ensure that new development pays its "fair share" of capital facilities needed to support the impact of a project's growth on the existing systems.

Grants

There are various grant programs that may be available to the City. However, most of these are intended for parks, streets, water, and stormwater. Each of these sources is discussed in the respective documents for these services. There are no potential grant sources for the other capital improvements specifically identified in this chapter.

Impact Fees

These are payments imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development. Impact fees must:

- Be reasonably related to the new development that creates additional demand and need for public facilities;
- Be a proportionate share of the cost of the public facilities; and
- Used for facilities that reasonably benefit the new development.

The City currently adopts Fire and School Impact Fees and intends to impose transportation and park impact fees in the next budget cycle.

Debt Financing

Several forms of debt are available to the City including the following:

Table 10. 1: Debt Financing Options

| Debt Financing Option | Description |
|--|---|
| Limited Tax General Obligation Bonds | Limited tax general obligation bonds do not require voter approval and are payable from the issuer's general tax levy and other legally available revenue sources. Because these funds are used to run the government, a pledge to repay these bonds directly affects a municipality's operating budget. Consequently, any money budgeted to pay debt service on limited tax general obligation bonds is money that is unavailable to pay for other municipal services. However, state constitution limits non-voted municipal indebtedness to an amount not exceeding 1½ percent of the assessed value of the taxable properties in the city limits. |
| Special Assessment Districts | This would include Local Improvement Districts (LID), Utility Local Improvement Districts (ULID), and Road Improvement Districts (RID). The purpose of these districts are to finance the construction of a public improvement which specifically benefit primarily the property owners. |
| Unlimited Tax General Obligation Bonds (Voted) | These bonds differ from limited bonds in that they require voter approval because they are repaid from ad valorem property taxes in excess of the general tax levy limit. When voters of a city vote for a bond issue, they are being asked to approve: (a) the issuance of a fixed amount of general obligation bonds and (b) the levy of an additional tax to repay the bonds, unlimited as to rate or amount. |
| Revenue Bonds | Revenue bonds are municipal obligations issued to finance a new revenue-producing public enterprise or to make improvements to an existing revenue-producing facility. These are mostly used for utility financing and are discussed in the water and sewer comprehensive plans. |
| State of Washington Municipal Debt Programs | The State of Washington has several programs to finance municipal improvements. Perhaps the most significant of these is the Public Works Trust Fund. This fund offers low interest financing to Cities. However, this fund is limited to items such as pipes and does not include buildings or equipment. |

| | |
|--|--|
| Conditional Sales Contracts and Lease Purchase Obligations | Generally, most municipal corporations have the authority to enter into conditional sales contracts permitting a city to acquire, over time, certain types of property, including equipment and real property. If the city defaults in its payments, the vendor may repossess the property. A conditional sales contract's term may not be longer than the useful life of the item being purchased. A lease purchase agreement permits the public entity to lease property and, at the end of the term, exercise an option to purchase the property at a nominal price. This type of debt has to be included in the City's debt limitations. |
| Improvement District Financing | These bonds are issued to finance improvements within a defined area and are repaid from special assessments levied on property owners who receive a direct special benefit from the financed improvement separate and apart from the general benefit accruing to the public. |

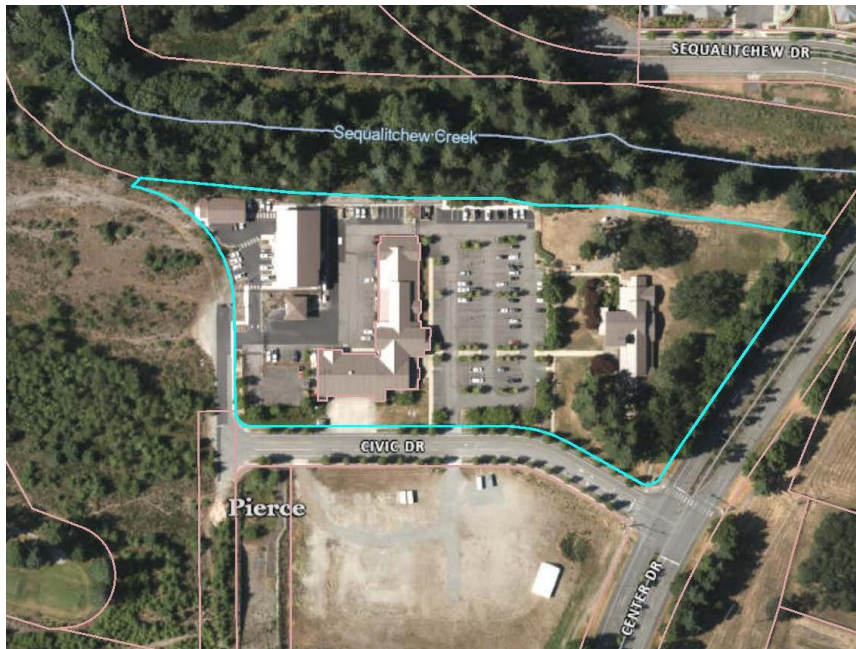
Inventory of Existing Facilities – City-Owned

City Administrative Offices and Facilities

Civic Center

The Civic Center is located at 1700 and 1780 Civic Drive on approximately 7.7 acres of land at the intersection of Center Drive and Civic Drive. The Civic Center was completed in 2009 and consists of City Hall and a Public Safety Building housing both Police and Fire. The City Hall building is approximately 11,447 square feet in size and the combined Police and Fire building is approximately 26,654 square feet in size. An additional 16,264 square foot building for the Public Services Department was constructed in 2023 which includes administrative offices and public works staff offices and maintenance bays.

City offices provide a wide variety of services and functions including law enforcement, fire protection, parks & recreation, human resources, planning, permitting, building, engineering, surface water and transportation management, open space and trails maintenance, irrigation, finance, record keeping, the office of the City Clerk and City Attorney.



Forecast of Future Needs

It is anticipated that with future growth and the buildout of the Old Fort Lake Subarea, additional staff may be needed for building, planning, public works, fire and police services. Those needs have not yet been quantified and is therefore not included in this CFP. Capital projects for the Civic Center buildings are included in the 6-year CIP.

Community Center

The DuPont Community Center is located at 303 Barksdale Avenue and is located in the old City Hall building. The building was originally constructed in 1935 and was renovated in 1990. The Community Center is approximately 4,340 square feet in size. The Community Center offers classes, lectures, and community meetings and the main room can hold up to 95 occupants and is available for rental year-round.

Forecast of Future Needs

The city is considering the feasibility of expanding the existing Community Center for a conference venue to promote tourism and to increase parks and recreation programming. With the build out of the Old Fort Lake Subarea, a new Community Center with a larger footprint may be needed. The City has identified a city-owned parcel (parcel number 0119266002) as a suitable site for a new Community Center. However, funding has not yet been identified, and therefore it is not included in this CFP. Maintenance projects for this facility are included in the 6-year CIP.

Old Public Works Building and Storage Yard

The old public works building is located at 301 Louviers Avenue, on an approximately 56-acre site. The property is owned by the City and is still used by the Public Works Department in addition to the new building described above, which is located in the Civic Center. The old Public Works building contains two buildings, an approximately 3,420 square foot service garage and an approximately 2,000 square foot storage building. Both buildings were constructed in 1990.

Forecast of Future Needs

The City plans to continue the use of this site for equipment storage, mulch, gravel, and brine production. Part of the site where the old office building sits, is being considered for demolition and to be used for the Barksdale Community Center parking overflow. This project is still in early planning stages and is not included in this CFP.

Museum

The DuPont Historical Museum is located at 207 Barksdale Avenue on an approximately 0.32-acre site. The building is approximately 2,566 square feet in size and was originally built in 1965. The Museum building is owned by the City of DuPont, but the City has an agreement with the DuPont Historical Society, a nonprofit 501(c)(3) organization, which manages and operates the Museum.

Forecast of Future Needs

The DuPont Historical Society plans for future projects to include: 1) Expansion of display area for historic fire truck and police car, 2) Expansion/Remodel of display area for historical artifacts, currently in storage, 3) conduct a planning effort to evaluate the potential of restoration of the historic narrow-gauge train and track located in the Historic District for a tourism and historic preservation idea. Funding has not been identified for these projects and therefore is not included in this CFP. However, capital improvements for the maintenance of this city-owned facility are included in the 6-year CIP.

Community Garden

The DuPont Community Garden is located on Powerline Road on an approximately 5.16-acre site owned by the City of DuPont. The DuPont Community Garden is operated by a nonprofit 501(c)(3) organization.

Forecast of Future Needs

There are no future needs for capital projects associated with this location at this time.

Police

The DuPont Police Station is located within the Civic Center Campus. The City does not contain any municipal jail cells or courts. It contracts with the City of Lakewood for these services. The police station is a combined fire and law enforcement building, which was built in 2009 and is approximately 26,654 square feet in size.

The DuPont Police Department (DPD) is a modern, full-service, values-based police agency. Its Operations Bureau consists of a Patrol Division and Criminal Investigations Unit. The Patrol Division is responsible for patrol functions, including 24-hour response to initial investigation of crimes and incidents, traffic enforcement and control, accident investigation and community policing programs. The Patrol Division includes elements such as uniformed patrols officers, off-road “trail” patrol, and motorcycle units.

The Criminal Investigations Unit (CIU) is charged with investigating all major crimes that occur within the City of DuPont and with follow-up investigations. Detectives are cross trained to professionally investigate any type of criminal activity, to include crimes against persons (crimes including homicides, domestic violence, rapes, assault, etc.) and crimes against property (fraud, burglaries, larcenies, forgeries, auto thefts, etc.). DPD’s CIU is a member of the Pierce County Force Investigations Team (PCFIT) and the multi-agency major Crime Response Unit (CRU). DPD is also one of the host agencies to the Washington State Patrol’s Missing and Exploited Children Task Force. The Administrative Services Division is staffed with both sworn and civilian employees, dedicated to supporting the administrative functions of the department.

DPD also has an Administrative Division which includes a manger (Chief of Staff to the Office of the Chief), a Police Clerk, and the Office of the Chief (Executive command staff members).

Forecast of Future Needs

It is likely that with the future growth and the buildout of the Old Fort Lake Subarea, additional staff will be needed. However, those needs have not yet been quantified and are not included in this CFP. However, capital improvements for the maintenance of this city-owned facility are included in the 6-year CIP.

Fire and Emergency Medical Response Services

The City of DuPont Fire Department provides fire protection and emergency medical services, both basic life support (BLS) and advanced life support (ALS), within the City of DuPont.

The DuPont fire station is located within the Civic Center at 1700 Civic Drive. The building is a combined fire and law enforcement building and was built in 2009. The building is

approximately 26,654 square feet in size and includes four drive through apparatus bays for fire vehicles.

The station has two advanced life support (ALS) medic units, two fire engines with a rated pump capacity of 1,500 gallons per minute, and one brush truck with a rated pump capacity of 125 gallons per minute.

Forecast of Future Needs

The buildout of the Old Fort Lake Subarea and anticipated population growth will require additional staff and equipment. Staffing levels have not yet been determined and are therefore not included in this CFP. The Fire Department has identified equipment needs to include the replacement of its Type 6 wildland brush unit with a Type 3 WUI engine to improve pump capacity, water, and terrain capability. In addition, it intends to replace one of its fire engines with an aerial ladder truck (platform or quint) to support multi-story development, vertical rescue, and aerial master-stream operations. Capital improvements for the maintenance of this city-owned facility are included in the 6-year CIP.

Table 10.4: 6-Year CIP for City Administrative Office and Facilities

| CIP Items | Installation Year | Present Day Cost (2025) |
|---|-------------------|-------------------------|
| HVAC Replacement Public Safety Bldg. | 2027 | \$200,000 |
| West Gate Replacement, Public Safety Bldg. | 2027 | \$150,000 |
| East Gate Replacement, Public Safety Bldg. | 2027 | \$75,000 |
| HVAC Replacement City Hall | 2028 | \$100,000 |
| Stand By Generator Replacement, Public Safety Bldg. | 2028 | \$200,000 |
| Exterior Painting City Hall | 2028 | \$50,000 |
| Exterior Painting Public Safety Bldg. | 2028 | \$65,000 |
| HVAC Replacement Museum | 2029 | \$60,000 |
| Roof Replacement City Hall | 2030 | \$200,000 |
| Roof Replacement Public Safety Bldg. | 2030 | \$400,000 |
| Fire Station Garage Doors and Operators Replacement (8) | 2030 | \$80,000 |
| Interior Painting City Hall | 2030 | \$20,000 |
| Interior Painting Public Safety Bldg. | 2030 | \$45,000 |

Parks

The details of the existing park system, deficiencies and future needs are provided in the City's 2025 Parks, Recreation, Open Space, and Trails Plan. The City of DuPont Parks, Recreation, Open Space, and Trails Plan (2025 or as updated) is adopted into this Comprehensive Plan by reference.

Forecast of Future Needs

Park and recreational needs are identified in the City’s 2025 Parks, Recreation, Open Space, and Trails Plan, see Appendix G.

Water

The following includes brief summary of all water related assets in the City of DuPont, including the “water system” which is defined as all water source and supply facilities, transmission pipelines, and storage facilities, pumping as well as the city’s extensive irrigation system.

Potable Water

The inventory of City water system facilities is included in the City of DuPont Water System Plan. The Water System Plan is intended to meet all requirements of Part 246-290-100 WAC, including revisions of the Water Regulations known as the Water Use Efficiency Rule adopted in February 2007, and further detailed in the DOH Water System Planning Handbook. As well as a Capital Improvement Plan in accordance with the requirements of the GMA and WAC 246-290. The Water System basemap can be seen in Appendix K. The Water System Plan (2018 or as updated) is adopted into this Comprehensive Plan by reference.

Irrigation

The city maintains over 100 miles of irrigation main and lateral lines, supported by more than 30 controllers operating approximately 900 zone valves. These valves deliver water to around 10,000 sprinkler heads citywide, all managed through a centralized, evapotranspiration-based water management system.

The broader irrigation infrastructure includes extensive networks of PVC piping, wiring, and valves.

Forecast of Future Needs

The Water System Plan addresses future demand on the City’s water system using future land use and population projections that are consistent with this Comprehensive Plan. The buildout of the Old Fort Lake Subarea, conversion of the State Farm property from Commercial to mixed use/residential development, and the future reclamation and development of the Pioneer Aggregates gravel mine will require additional water capacity projects such as source development, storage construction, and transmission mains. The City’s Water System Plan contains a financial analysis of the City’s water utility,

Necessary capital improvements to the irrigation system have not yet been quantified and are not included in this 6-year CIP.

Table 10.5: 6-Year CIP for Water (2026-2031)*

| CIP Items | Installation Year | Present Day Cost (2025) |
|--|-------------------|-------------------------|
| Hoffman Hill Reservoir Coating and Preservation | 2026 | \$1,100,000 |
| Bell Hill Emergency Generator Replacement | 2026 | \$250,000 |
| Bell Hill Emergency Generator Replacement, Decommission UST | 2026 | \$300,000 |
| Seismic Improvements Hoffman Hill Reservoir | 2027 | \$500,000 |
| GAC Replacement 2028, Bell Hill and Hoffman Hill Plants | 2028 | \$750,000 |
| Water System Comp. Plan | 2029 | \$100,000 |
| Hoffman Hill Well 2 Emergency Generator Replacement | 2029 | \$150,000 |
| Hoffman Hill Well 1 Emergency Generator Replacement | 2029 | \$250,000 |
| Bell Hill Well 2 Pump and Motor Replacement | 2030 | \$362,500 |
| Bell Hill Well 1 Pump and Motor Replacement | 2030 | \$362,500 |
| Bell Hill Well 3 Pump and Motor Replacement | 2030 | \$362,500 |
| GAC Replacement 2031, Bell Hill and Hoffman Hill Plants | 2031 | \$750,000 |
| Bell Hill Well 2 Iron and Manganese Removal Plant 2031 Phase | 2031 | \$1,500,000 |
| Hoffman Hill Well 2 Pump and Motor Replacement | 2031 | \$362,500 |
| Hoffman Hill Well 2 Pump and Motor Replacement | 2031 | \$362,500 |

*Based on 2025 costs

Stormwater

As required by the Washington State Department of Ecology and the United States Environmental Protection Agency (EPA), the City of DuPont must maintain coverage under the Western Washington Phase II Municipal Stormwater Permit and conducts a Surface Water Management Program (SWMP) (Appendix L). The goal of the permit is to encourage the management of stormwater on-site via distributed facilities and low impact development (LID) with new development and redevelopment.

Under the program, the city conducts public information programs, detects and eliminates illicit discharges into the city's municipal separate storm sewer systems, reduces stormwater runoff and pollutants, and so forth. The city's public works maintenance department is responsible for the operation and maintenance of the city's surface water facilities and street sweeping operations (road rights-of-way and city facilities only), among other functions. Title 22 of the City's municipal code sets out standards for controlling storm drainage and preventing off-site run-off. On-site detention systems managed by property owners assist in the control of storm drainage in the city.

City-owned stormwater facilities are located throughout the City and include conveyance pipes, swales and ditches along roads, catch basins, dry wells, detention/retention facilities, and other types of control structures. The City has identified a number of improvements needed to the system, which are outlined in the 2023 Stormwater Management Action Plan (Appendix M).

There are also privately-owned and maintained drainage systems in the City. These include catch basins, dry wells and detention ponds. All systems are required to comply with the City's and the Department of Ecology's NPDES requirements.

Storm drainage facilities within the City of DuPont consist of a combination of ditches and hard piped conveyance systems, biofiltration swales, and infiltration ponds and trenches. Stormwater is infiltrated or discharged directly to one of the many natural water bodies within the City. The majority of the City is underlain by Spanaway soils, which are excessively drained and allow infiltration to be used as a primary means of stormwater management within the City. An inventory of the City's storm drainage facilities are outlined in the 2023 Stormwater Management Action Plan. The Stormwater Comprehensive Plan map can be seen in Appendix M.

Forecast of Future Needs

The 2023 Stormwater Management Action Plan identified future needs, with the highest priority basin for focused stormwater improvements being the Edmond March Basin. Bioretention facilities provide total suspended solids removal and enhanced treatment to remove dissolved metals. The bioretention projects will be located at Williamson Place, International Place, and Manchester Place.

Table 10.6: 6-Year CIP for Stormwater (2026-2031)*

| CIP Items | Installation Year | Present Day Cost (2025) |
|---|-------------------|-------------------------|
| Historic Village Urban Flooding Improvements 2026 Phase | 2026 | \$160,000 |
| Regional Permit Fee 2026 | 2026 | \$7,000 |
| Regional Stormwater Facility Inspection and Sounding | 2026 | \$100,000 |
| WA Conservation Corps (WCC) Fac. Maintenance 2026 | 2026 | \$15,000 |
| Historic Village Catchbasin and Infiltration Trench Cleaning 2027 | 2027 | \$50,000 |
| Outfall Improvements 2027 | 2027 | \$50,000 |
| PW Decant and Washrack Facility 2027 Phase | 2027 | \$2,000,000 |
| PW Yard Canopies for Spoils Materials and Equipment | 2027 | \$250,000 |
| PW Yard Paving and Decking | 2027 | \$500,000 |
| Regional Permit Fee 2027 | 2027 | \$7,000 |
| WA Conservation Corps (WCC) Fac. Maintenance 2027 | 2027 | \$15,000 |
| Catch Basin Cleaning 2028 | 2028 | \$450,000 |
| Historic Village Catchbasin and Infiltration Trench Cleaning 2028 Phase | 2028 | \$160,000 |
| Regional Permit Fee 2028 | 2028 | \$7,000 |
| WA Conservation Corps (WCC) Fac. Maintenance 2028 | 2028 | \$15,000 |
| Historic Village Catchbasin and Infiltration Trench Cleaning 2029 Phase | 2029 | \$50,000 |
| Historic Village Urban Flooding Improvements 2029 Phase | 2029 | \$160,000 |
| Outfall Improvements 2029 | 2029 | \$50,000 |
| Regional Permit Fee 2029 | 2029 | \$7,000 |
| WA Conservation Corps (WCC) Fac. Maintenance 2029 | 2029 | \$15,000 |
| Regional Permit Fee 2030 | 2030 | \$7,000 |
| Stormwater Pollution Prevention Plans (SWPPP) Updates | 2030 | \$15,000 |
| WA Conservation Corps (WCC) Fac. Maintenance 2030 | 2030 | \$15,000 |
| Catch Basin Cleaning 2031 | 2031 | \$450,000 |
| Historic Village Catchbasin and Infiltration Trench Cleaning 2031 Phase | 2031 | \$50,000 |
| Historic Village Urban Flooding Improvements 2031 Phase | 2031 | \$160,000 |
| Outfall Improvements 2031 | 2031 | \$50,000 |
| Regional Permit Fee 2031 | 2031 | \$7,000 |
| WA Conservation Corps (WCC) Fac. Maintenance 2031 | 2031 | \$15,000 |

*Based on 2025 costs

Transportation

The details of the existing transportation system, deficiencies and future needs are provided in the Transportation Element (Chapter 9) of this Plan.

Forecast of Future Needs

The 6-year CIP and CFP projects for Transportation are provided in the Transportation Element (Chapter 9) of this Plan.

Inventory of Existing Facilities – Non-City-Owned

Schools

The City of DuPont is served by the Steilacoom Historical School District #1 for public elementary, junior and high school education.

The Steilacoom Historical School District updates annually a six-year Capital Facility Plan (CFP) (Appendix N) that includes updated and current enrollment projections, standards of service, the school district's existing and planned capacity, and the school district's calculation and rationale for proposed impact fees. The Steilacoom Historical School District six-year CFP is adopted by reference in this Capital Facilities Element of the City of DuPont. The complete CFP contains detailed information regarding the school facilities in the City of DuPont.

The City of DuPont adopted school impact fees to fund capital facilities consistent with the Steilacoom Historical School District's CFP.

Forecast of Future Needs

In July 2022, the District purchased a 10-acre site in the City of DuPont located on McNeil Street adjacent to Marshall Circle, which is intended to be used for a future elementary school. Chloe Clark Elementary School is currently over capacity based on service standards and will require future improvements. Future needs for the schools located within DuPont are further described in the Steilacoom Historical School District's CFP.

Library Services

DuPont's Public Library is located at 1540 Wilmington Drive, DuPont, WA 98327 and is a branch of the Pierce County Library System. The building was constructed in 2004 and is leased to the Pierce County Library System. The building is approximately 3,610 square feet in size.

The DuPont Library’s service area population was estimated at 13,349 and projected a service area population of 16,000 to 18,000 by 2030 (Pierce County Library 30 Executive Summary (March 2010)). The DuPont Library is also utilized by residents from surrounding unincorporated areas as well as Lakewood and Joint Base Lewis McChord.

The DuPont Library building was recently renovated to upgrade the existing roof and the HVAC system.

Forecast of Future Needs

The Pierce County Library system is in the process of updating their library facility plan and therefore future plans are currently being evaluated. However, the most recent facilities master plan executive summary prepared in 2010 called “Pierce County Library 30 Executive Summary (March 2010),” recommends a relocation and expansion with a proposed square footage between 11,800 and 13,700. The Executive Summary suggests 45-55 parking stalls and an approximately 1-to-1.13-acre site to accommodate this expanded facility. Expansion of the library would require a new facility, as the existing building is surrounded by commercial uses and the rights-of-way. The DuPont library resigned the current lease in 2025, for a continuation of the lease for the next seven years.

Sanitary Sewer

The City of DuPont does not own or maintain any sanitary sewer system components. Sanitary sewer services are provided by the Pierce County Sewer Utility (Utility) through interlocal agreements for the provision of sewer service with the Utility. Please see the 2010 Unified Sewer Plan of Pierce County for more details.

There are seven existing Pierce County pump stations located in the City of DuPont. The majority of the sewer lines in the City consist of gravity lines, with small portions of private sewer lines and force main lines. A force main line is located in the northeast portion of the City, which continues north east towards the City of Lakewood and Steilacoom. Wastewater is pumped to the Chambers Creek Wastewater Treatment Facility.

Forecast of Future Needs

Sanitary sewer capital facilities are typically constructed by developers through developer's agreements or directly by Pierce County. Construction and maintenance of capital facilities by Pierce County are financed through utility rates and impact connection fees. Anticipated capital projects are described in the 2010 Unified Sewer Plan, which identifies the DuPont-Lakewood Bypass Interceptor as a project intended to support future growth in the City of

DuPont. However, based on the most current modeling, this project is not anticipated to be necessary within the next 20 years.

The 2010 Unified Sewer Plan has accounted for growth that meets or exceeds the 2044 estimated population and employment growth targets; therefore, there are no growth-related wastewater projects planned with the City of DuPont over the next 20 years. The existing infrastructure is adequately sized to accommodate all projected growth within the city.

Energy

Electric

Puget Sound Energy (PSE) provides electrical service to DuPont. PSE is an investor-owned utility providing electrical service to approximately 1.2 million residential, commercial and industrial customers in a ten-county service territory in western and parts of central Washington. To provide reliable service, PSE builds, operates and maintains an extensive electrical system consisting of generating plants, transmission lines, substations and distribution systems. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and is obligated to serve its customers subject to WUTC rates and tariffs.

To provide the City of DuPont with electricity, PSE builds, operates, and maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems.

Forecast of Future Needs

To meet the regional and City of DuPont's electric demand, PSE's delivery system is modified every year to address new or existing customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. The system responds differently year to year and PSE is constantly adding or modifying infrastructure to meet electricity needs. Puget Sound Energy (PSE) continuously replaces aging underground electric cables across the Puget Sound region through the Cable Remediation Program (CRP). The CRP monitors and replaces underground cables approaching the end of useful life (approximately 20 years).

There are no future needs identified for DuPont; however, to meet regional and City of DuPont electric demand, new transmission lines and substations may need to be constructed in the future. In addition, existing facilities will need to be maintained and possibly rebuilt to serve current and future demand. The system responds differently year to year and PSE is constantly adding or modifying infrastructure to meet electrical demands.

Natural Gas

PSE also provides natural gas service to DuPont. Direct heating by natural gas is more efficient than certain types of electrical heating because there is a loss of energy during production and transmission of electricity. However, it is not a carbon-neutral source.

PSE operates the state's largest natural gas distribution system serving more than 900,000 gas customers in six counties. PSE manages a strategically diversified gas supply portfolio. About half the gas is obtained from producers and marketers in British Columbia and Alberta and the rest comes from Rocky Mountains states. All the gas PSE acquires is transported into its service area through large interstate pipelines owned and operated by another company. Once PSE takes possession of the gas, it is distributed to customers through more than 26,000 miles of PSE-owned gas mains and service lines.

Forecast of Future Needs

To meet the regional and City of DuPont's natural gas demand, PSE's delivery system is modified every year to address new or existing customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. The system responds differently year to year and PSE is constantly adding or modifying infrastructure to meet gas volume and pressures demands. The major PSE natural gas projects anticipated in the City of DuPont in the future include the following:

- The replacement of DuPont manufactured polyethylene main and service piping and certain/qualified steel wrapped intermediate pressure main and service piping. There will be ongoing pipe investigations throughout the city to determine the exact location of any DuPont pipe and qualified steel wrapped pipe to be replaced.
- There will be ongoing investigations throughout the city to determine the location of where gas lines have been cross bored through sewer lines and make subsequent repairs.

Telecommunications

Telecommunications is a broad term encompassing television, Internet, telephone, mobile telephone and radio service. Telecommunication providers in DuPont include CenturyLink, AT&T, Comcast and other private companies.

Telecommunications facilities serving DuPont are located both inside and outside of City boundaries.

Forecast of Future Needs

There are no identified future telecommunication needs in DuPont; however, these companies analyze market trends and expand services as needed in response to increased demand.

Solid Waste Disposal and Recycling

LeMay, Inc. provides weekly curbside solid waste disposal and recycling services to residential and commercial customers in DuPont. Residents and businesses can self-haul special wastes and recyclables (e.g., household hazardous waste, tires, batteries, and oil) to designated facilities located throughout Pierce County.

Solid waste management is governed by state law (RCW 70.95.090), which requires that local governments provide collection of source separated recyclable materials from single and multi-family residences; drop-off or alternative systems for rural residents; yard waste collection; educational and public outreach programs; programs to monitor the collection of recyclables from commercial sources; in-house recycling and procurement programs; and any other programs deemed necessary by the municipalities to achieve state and local waste reduction and recycling goals.

The Tacoma-Pierce County Solid Waste Management Plan (2021-2040) guides all aspects of solid waste handling in Pierce County and all cities and towns within Pierce County. The City of DuPont City Council adopted the Tacoma-Pierce County Solid Waste Management Plan (2021-2040) on September 13th, 2022 (Resolution No.22-027).

As required per RCW 43.19A.150, the City of DuPont City Council adopted DMC Chapter 14.10, Compost Procurement on August 27, 2024 (Ordinance No.24-1145).

Forecast of Future Needs

The Tacoma-Pierce County Solid Waste Management Plan (2021-2040) does not identify any project specific needs within the City of DuPont.

Capital Facilities Goals and Policies

- Goal CF- 1** ~~To p~~Plan for the provision and development of roads, ~~water system, wastewater and storm drainage systems,~~ parks, civic facilities, schools, and police and fire protection that ~~are~~ address past deficiencies and meet the needs of growth adequate to meet the needs of the City ~~at full development~~. The funding of those capital facilities requiring concurrency shall be the responsibility of the developer.
- CF 1.1 Each application shall be evaluated for Concurrency. Concurrency for the provision of roads, ~~water system extensions, waste water system extensions,~~ schools, fire protection, and parks shall mean that they are in place at the time of occupancy of the housing and/or businesses to be served.
- 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.
- CF 1.3 ~~Require projects that demand large amounts of water to demonstrate that their use will not increase costs, degrade water quality or system dependability to existing and future users.~~
- CF 1.4 Revise interim Level of Service standards to guide the development of necessary public facilities in accordance with the land use element of the City of DuPont's Comprehensive Plan.
- ~~CF 1.6~~ ~~Require wastewater system extensions to continue to connect to the County's treatment facility to accommodate all new development.~~
- CF 1.7 The City will place substantive reliance on the following facilities plans when reviewing development proposals and undertaking public improvements:
- DuPont Water Comprehensive Plan
 - DuPont Storm Drainage Plan
 - DuPont Street Standards
 - Pierce County Sewer Plan
 - DuPont Fire Service: Resource Allocation and Public Fire Safety Plan
 - DuPont Capital Facilities Plan
- CF 1.8 Collaborate with regional and neighboring public safety services providers to ensure adequate emergency response preparedness.
- ~~CF 1.9~~ Coordinate with other agencies to ensure that the levels of service are consistent between the providers' plans and this Capital Facilities Element, and that the providers can continue to achieve their level of service over the 20-year time frame of the Comprehensive Plan.
- ~~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.~~
- ~~CF 1.10~~ ~~Water, wastewater and storm drainage lines are to be developed within public rights-of-way.~~

~~CF 1.11 — Coordinate with utility providers at early stages in planning for needed facilities:
The City shall require that utility providers use the Land Use Element of this Plan in
planning future facilities;~~

~~The City should continue to use and adopt procedures to review and comment on proposed
actions and policies of public and private utility providers; and~~

~~City coordination may include involvement in consideration of alternatives to new facilities
and alternate locations for new facilities.~~

CF 1.12 Coordinate with non-city providers of public facilities on a joint program for maintaining adopted levels of service standards, concurrency requirements, funding, and construction of public facilities, to ensure consistency with the [Countywide Policy Plan](#) [Pierce County Countywide Planning Policies](#) and service providers.

CF 1.13 Provide an efficient and adequate water supply to the residents and businesses of the City.

~~CF 1.14 — Secure additional water rights to provide adequate water supplies either
concurrent with or in advance of new development.~~

~~CF 1.15 — The City should continue to use best available science (BAS) to protect the
aquifer, including promoting water conservation, education, and landscape
standards.~~

~~CF 1.16 — Extend sewers to serve development where there are limitations to on-site
treatment due to soils, topography, or water resources.~~

~~CF 1.17 [Require all new development to have sanitary sewer service.](#)~~

~~CF 1.18 — Continue to use and adopt updated Washington DOE standards for stormwater
runoff.~~

~~CF 1.19 — Provide an adequate and cost effective method of preventing property damage
from local storm water.~~

~~CF 1.20 — Encourage non-structural as well as structural solutions to storm water control.~~

[CF 1.14 Identify deficiencies in capital facilities based on adopted levels of service and
facility life cycles and determine the means and timing for correcting these
deficiencies](#)

[MCF 1.21](#) Finance the six-year Capital Facilities Plan within the City's financial capacity. If the projected funding is inadequate to finance needed capital facilities based on adopted level of service and forecasted growth, make adjustments to the level of service, the land use element, the demand for public facilities, the sources of revenue, or any combination, to achieve a balance between available revenue and needed capital facilities.

CF 1.22 Prepare an annual update of the Capital Facilities Plan, including the inventory of facilities, list of capital projects, and financing plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan. [If probable funding falls short of meeting existing needs, the land use element shall be reassessed.](#)

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.

Goal CF-2 Provide adequate public facilities that achieve and maintain City level of service standards for existing and future population.

- ~~CF 2.1 Use the level of service standards adopted in the Capital Facilities Plan and to 1) determine the need for Category A public facilities, 2) test the adequacy of such facilities to serve proposed development concurrent with the impacts of the development; and 3) develop annual budget and 6-year Capital Improvement Program.~~
- ~~CF 2.2 Coordinate with providers of public facilities and utilities to ensure that the adopted level of service standards are maintained.~~
- CF 2.3 Maintain, rehabilitate, or replace the city's facilities and infrastructure as necessary to extend the useful life of existing facilities, and to ensure continued efficiency and conservation of energy and resources.
- CF 2.4 Establish the following levels of service for City-provided facilities and services. The levels of service are the minimum thresholds necessary to adequately serve future development, as well as the minimum thresholds to which the City will strive to provide for existing development.
- Fire and Rescue: 0.98 Apparatus per 1,000 population or 1.00 Aerial Apparatus per 409 Acres of C/I Zoned Land
 - Police: 1.79 sworn and 0.21 staff per 1,000 population
 - Parks and Recreation: As established in the Parks Master Plan.
 - Transportation: As established in the Transportation Element of this Comprehensive Plan
 - Surface Water: As established in the Municipal Separate Storm Sewer System Stormwater Management Program
 - Water: As established in the Water Systems Plan
- CF 2.5 Establish the following levels of service for capital facilities and services provided by other agencies.
- Schools: As established by the Steilacoom Historic School District's adopted capital facilities plan.
 - Sewer: As identified in the Pierce County Unified Sewer Plan.
 - Electricity and Gas: Adjusted every two years through the PSE Integrated Resource Plan, based on consumption trends.
- ~~CF Goal 3 Protect public health and environmental quality through the appropriate design and installation of public facilities.~~
- ~~CF 3.1 Promote conservation of energy, water and other natural resources in the location and design of public facilities~~
~~CF 3.2 Practice efficient and environmentally responsible maintenance and operating procedures.~~

~~CF-3.3~~ Goal CF- 4 Ensure that public facilities necessary to support new development are available and adequate concurrent with the development, based on the City's adopted level of service standards.

CF 4.1 Provide the following options for each development for which adequate public facilities are not available concurrent with the impacts of development:

- Mitigate all their impacts on levels of service; or,
- Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or
- Phase the development to coincide with the availability of increased transportation facilities.

CF 4.2 Exempt the following from the concurrency management program:

- Development vested by RCW 19.26.095, 58.17.033, 58.17.170.
- Development that creates no added impact on public facilities.
- Expansions of existing development that were disclosed and tested for concurrency as part of the original application.

CF 4.3 Require that developers contribute a share of costs for facility improvements that are needed due to their developments. Share of contribution shall be as supported by the GMA and the city's impact fees ordinances should be periodically reviewed to address the share of improvement costs required by new development.

Goal CF-5 ~~Make-Ensure~~ the Capital Facilities Plan ~~is~~ consistent with other city, county, regional and state adopted plans.

CF 5.1 Reassess the City of DuPont's Comprehensive Plan annually to ensure that capital facilities needs, financing and level of service are consistent, and that the plan is internally consistent.

Goal CF-6 ~~To-e~~Ensure that needed public facilities and improvements will be provided in a manner that is proportional with the development of the City.

CF 6.1 Work with the school district to coordinate the development of new schools to coincide with the growth of the City's population.

CF 6.2 Identify appropriate sites for construction of schools to meet the needs of the school age population.

CF 6.3 Ensure that plans consider the best available lifecycle cost of an improvement, including operation and maintenance costs, environmental economic and social impacts, and any replacement or closure costs.

CF 6.4 Public facilities ~~shall~~should be located to protect natural areas.

~~CF 6.5~~ .

~~CF 6.6 To allow for the appropriate siting of essential public capital facilities of a state-wide or countywide nature.~~

~~CF 6.7 Essential Public Facilities should be equitably located throughout the City, County, and State due to their potential impacts. No jurisdiction should absorb a~~

~~disproportionate share of Essential Public Facilities.~~

~~CF-6.8 — Allow new development only when and where such development can be adequately served by essential public utilities without reducing levels of service for existing users below acceptable levels.~~

~~CF-6.9 — Require the location Encourage additions to and improvements of utility facilities in conduits, shared corridors and trenches to reduce costs, minimize the amount of land allocated for this purpose, and to minimize construction disturbances~~

~~CF 6.10 Minimize adverse environmental, aesthetic, and fiscal impacts associated with the siting, development, and operation of utility services and facilities~~

~~CF 6.11 Require any annexations to connect with City of DuPont utilities.~~

~~CF-6.12 Design the size of new water utility systems to the anticipated future requirements of the area's land use.~~

~~CF-6.13 Design new water systems to allow for their extension into potential future service areas.~~

~~CF-6.14 Coordinate with Pierce County to provide an efficient and adequate sanitary sewerage service to the residents and businesses of the City in order to maintain adequate water quality.~~

~~CF-6.15 Design the size of new sanitary sewerage systems to the anticipated future requirements of the area's planned land use~~

~~CF-6.16 Design new sanitary sewerage systems to allow for their extension into potential future service areas.~~

~~CF-6.17 — Siting Essential Public Facility proposals shall be made in accordance with the DuPont Municipal Code and Countywide Planning Policies~~

~~CF-6.19 Limit the development of new pump stations.~~

~~CF-6.20 New construction should be designed so that peak storm water discharge is no greater than the discharge was prior to any previous or supposed development~~

~~CF-6.21 Design and install utilities with sufficient capacity to meet anticipated land use intensity.~~

CF-Goal 7 Provide a variety of responses to the demands of growth on capital facilities.

CF 7.1 Make the most efficient use of existing public facilities, including such techniques as:

- Conservation;
- Demand management;
- Improved scheduling;
- Encourage development that uses existing facilities; [and/or](#)
- Other methods of improved efficiency

CF 7.2 Provide additional public facility capacity when existing facilities are used to their maximum level of efficiency (consistent with adopted standards for levels of service).

CF 7.3 Provide conservation and demand management programs that reduce the

demand on public facilities.

- CF 7.4 Encourage development where adequate public facilities and services exist or can be provided in an efficient manner.
- CF 7.5 If responses are insufficient to meet the demands of growth while preserving the level of service of public facilities, restrict the amount and/or direct the location of new development where necessary.
- CF 7.6 Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.
- CF 7.7 Base the financing plan for capital facilities on realistic estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.
- CF 7.8 Finance the six-year Capital Facilities Plan within the City's financial capacity to achieve a balance between available revenue and needed capital facilities and utilities. If the projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, the City could do one or more of the following:
- ~~Lower the~~Adjust the required level of service ~~standard~~;
 - Adjust planned growth;
 - Change the Land Use Element;
 - Increase the amount of revenue from existing sources; and/or
 - Adopt new sources of revenue.
- CF 7.9 Ensure that existing development pays for capital improvements that reduce or eliminate existing deficiencies and pays for some or all of the cost to replace obsolete or worn-out facilities. Existing development may also pay a portion of the cost of capital improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments and taxes.
- CF 7.10 Ensure that future development pays a proportionate share of the cost of new facilities which it requires. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities, but impact fees will not be used to pay for such costs. Future development's payments may take the form of voluntary contributions for the benefit of any public facility, impact fees (Fire and Rescue facilities not part of a fire district, parks, open space, and recreational facilities, Streets, and schools), mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of users fees, charges for services, special assessments and taxes.
- CF 7.11 Match revenue sources to capital projects on the basis of sound fiscal policies.
- CF 7.12 In the event that revenues needed for concurrency are not received from other sources the City will arrange for financial commitments from sources under its control (i.e., councilmanic bonds).
- CF 7.13 Revise the financing plan in the event that revenue sources for capital improvements which require voter approval in a local referendum are not approved.

CF 7.14 Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.

Goal CF-8 Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions or service providers within the region and through streamlining of the City of DuPont's zoning permit process.

CF 8.1 Develop criteria for the evaluation of siting proposals for countywide or statewide capital facilities. The criteria shall include efficiency and effectiveness of service delivery; environmental, societal, and economic impacts on the City of DuPont; regional needs; public input; geographic distribution of the facility; and site design.

CF 8.2 Provide early public notice and opportunity for public review of proposed location of essential regional public facilities.

Goal CF-9 Engage in direct catalytic investments in property and infrastructure that take advantage of limited City resources to strategically invest in capital improvements for key business sites to preserve and enhance the visual quality of the City of DuPont.

CF 9.1 Develop a civic center area to include a community center, and possibly a library and museum

CF 9.2 Remain "grant-ready," ensuring maximum competitiveness by maintaining cash on-hand for grant match and leveraging, maintaining partnerships with service providers to enhance "in-kind" and regional participation, keeping capital facilities plans current, building local support for public investment, and ensuring that local economic development, parks and recreation, transportation, and capital facilities plans are consistent.

CF 9.3 Coordinate with the Property Owners Association and Commercial Owners Association to ensure sustained, cost-effective maintenance of public open spaces.

CF 9.4 Develop revenue sources that will ensure continued maintenance of the community's landscaped streets and trails

~~CF 9.5 Increase the level of communications and community conversation of civic issues.~~

CF 9.6 Work with major landowners and developers to project future capital improvements to be proposed over the next six years.

CF 9.7 Encourage public amenities and facilities which serve as catalysts for beneficial development.

CF 9.8 Maintain public spaces and, enhance their appearance.

CF 9.9 Preserve existing significant natural vegetation and features in the development of public facilities.

~~CF 9.10 To facilitate the development and maintenance of all utilities at levels that ensure adequacy to meet DuPont's projected population and employment growth.~~

~~CF-9.11 To ensure provision of reliable utility services in a manner that balances the public concerns over safety and health impacts of utility systems; consumers'~~

~~interest in paying no more than a reasonable price for utilities' products and services; DuPont's natural environment and the impacts that utility development may have on it; and the community's desire that utility projects be aesthetically compatible with surrounding land uses.~~

- Goal CF-10** Design and locate capital facilities with features and characteristics that support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness and sustainability.
- CF 10.1 Consider the potential impacts of climate change on public facilities and support the necessary investments to move to low-carbon energy sources and other green initiatives for public infrastructure and services.
- CF 10.2 Locate community facilities and services, including civic places like parks, schools, and other public spaces, in centers and near transit (or near probable future locations for transit), with consideration for climate change, economic, social and health impacts.
- CF 10.3 Implement and encourage environmentally sensitive building techniques and low impact surface water management methods.
- CF 10.4 Promote the co-location of capital facilities, when feasible, to enhance efficient use of land, reduce public costs, reduce travel demand and minimize disruption to the community.
- CF 3.2 Practice efficient and environmentally responsible maintenance and operating procedures.
- CF 3.3 Incorporate the consideration of physical health and well-being into decisions regarding the location, design and operation of capital facilities.
- Goal CF-11** Provide for the siting of essential public facilities (EPFs) consistent with Pierce County Countywide Planning Policies and RCW 36.70A.200.
- CF 11.1 Create a process for identifying and siting Essential Public Facilities (EPFs).
- CF 11.2 Essential Public Facilities should be equitably located throughout the City, County, and State due to their potential impacts. No jurisdiction should absorb a disproportionate share of Essential Public Facilities.
- CF 11.3 Condition proposals for Essential Public Facilities to be consistent with the city's Vision Statement, Comprehensive Plan, other adopted plans, and development regulations.
- CF 11.4 Siting Essential Public Facility proposals shall be made in accordance with the DuPont Municipal Code and Countywide Planning Policies

Utilities Goals and Policies

- Goal U-1** ~~To p~~**Plan for the provision and development of Utilities that are adequate to meet the needs of the City at full development.**
- U 1.1 Require projects that demand large amounts of water to demonstrate that their use will not increase costs, degrade water quality or system dependability to

existing and future users.

- U 1.2 Require wastewater system extensions to continue to connect to the County's treatment facility to accommodate all new development.
- U 1.3 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.
- U 1.4 Water, wastewater and storm drainage lines ~~are to~~shall be developed within public rights-of-way.
- U 1.5 Provide an efficient and adequate water supply to the residents and businesses of the City.
- U 1.6 Secure additional water rights to provide adequate water supplies either concurrent with or in advance of new development.
- U 1.7 ~~The City should~~Continue to use best available science (BAS) to protect the aquifer, including promoting water conservation, education, and landscape standards.
- U 1.8 Extend sewers to serve development where there are limitations to on-site treatment due to soils, topography, or water resources.
- U 1.9 Promote conservation of energy, water and other natural resources in the location and design of public facilities.
- U 1.10 Require all new development to have sanitary sewer service.
- U 1.11 Continue to use and adopt updated Washington DOE standards for stormwater runoff.
- U 1.12 Provide an adequate and cost-effective method of preventing property damage from local storm water.
- U 1.13 Encourage non-structural as well as structural solutions to storm water control.

CF-1.11 Coordinate with utility providers at early stages in planning for needed facilities:

- The City shall require that utility providers use the Land Use Element of this Plan in planning future facilities;
- The City should continue to use and adopt procedures to review and comment on proposed actions and policies of public and private utility providers; and
- City coordination may include involvement in consideration of alternatives to new facilities and alternate locations for new facilities.

Goal U-2 **Ensure that public facilities necessary to support new development are available and adequate concurrent with the development, based on the City's adopted level of service standards.**

- U 2.1 Coordinate with ~~providers of utilities~~utility providers to ensure that the adopted level of service standards are maintained.
- U 2.2 Provide the following options for each development for which adequate public facilities are not available concurrent with the impacts of development:

- Mitigate all their impacts on levels of service; or,
- Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or
- Phase the development to coincide with the availability of increased water and sewer facilities.

Goal U-3 ~~To e~~Ensure that needed public ~~facilities-utilities~~ and improvements will be provided in a manner that is proportional with the development of the City.

- U 3.1 Allow new development only when and where such development can be adequately served by essential public utilities without reducing levels of service for existing users below acceptable levels.
- U 3.2 ~~Require the location~~ Encourage additions to and improvements of utility facilities in conduits, shared corridors and trenches to reduce costs, minimize the amount of land allocated for this purpose, and to minimize construction disturbances.
- U 3.3 Minimize adverse environmental, aesthetic, and fiscal impacts associated with the siting, development, and operation of utility services ~~and facilities~~.
- U 3.4 Require any annexations to connect with City of DuPont utilities.
- U 3.5 Design the size of new water utility systems to the anticipated future requirements of the area's land use.
- U 3.6 Design new water systems to allow for their extension into potential future service areas.
- U 3.7 Coordinate with Pierce County to provide an efficient and adequate sanitary sewerage service to the residents and businesses of the City in order to maintain adequate water quality.
- U 3.8 Design the size of new sanitary sewerage systems to the anticipated future requirements of the area's planned land use.
- U 3.9 Design new sanitary sewerage systems to allow for their extension into potential future service areas.
- U 3.11 Preserve and enhance water quality by providing adequate sewerage systems adjacent to waterways and wetland areas.
- U 3.12 Limit the development of new pump stations.
- U 3.13 New construction should be designed so that peak storm water discharge is no greater than the discharge was prior to any previous or supposed development.
- U 3.14 Design and install utilities with sufficient capacity to meet anticipated land use intensity.
- U 3.15 ~~To f~~Facilitate ~~the~~ development and maintenance of all utilities at levels that ensure adequacy to meet DuPont's projected population and employment growth.
- U 3.16 ~~To e~~Ensure ~~the~~ provision of reliable utility services in a manner that balances the public concerns over safety and health impacts of utility systems; consumers' interest ~~to in~~ paying no more than a reasonable price for utilities' products and

services; DuPont's natural environment and the impacts that utility development may have on it; and the community's desire that utility projects be aesthetically compatible with surrounding land uses.

Goal U-4 — Ensure that all public utilities and services are sited and provided in an equitable and sustainable manner.

U 4.1 Promote affordable and equitable access to public services, including drinking water and telecommunication infrastructure, to provide access to all communities, especially underserved communities.

U 4.2 Work with utility providers to ensure that their facilities support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness and sustainability.



Old Fort Lake Subarea Plan

Updated February 2025

Chapter 11 of the City of DuPont Comprehensive Plan



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Table of Contents

Introduction.....4

Community Character11

Land Use..... 21

Open Space and Recreation..... 36

Historic and Cultural Resources.....45

Transportation.....52

Capital Facilities and Utilities..... 67





Chapter 1

Introduction

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

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

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

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

SUBAREA PLAN INTENT

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

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

Figure 1-1. Community Context



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



PROJECT SCOPE

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

Community and Stakeholder Engagement

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

Planning Commission

The City of DuPont Planning Commission was engaged through multiple work sessions to provide guidance throughout the planning process. A series of regular and special meetings were completed over the course of 18 months to engage in an ongoing dialogue with the Planning Commission and develop the desired design standards and goals and policies provided in this plan. The Planning Commission held a public hearing on the draft subarea plan and zoning regulations update on November 13, 2024.

Existing Conditions/Site Analysis

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

Concept Planning

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

Goals and Policies

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

Zoning and Design Standards

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

Plan Adoption

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

HISTORY AND CULTURAL RESOURCES OF THE SUBAREA

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

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

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

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

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

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



SITE REMEDIATION HISTORY AND CONSIDERATIONS

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

Consent Decree

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

Restrictive Covenant

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

Periodic Review Standards

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

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



Chapter 2
Community Character

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

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

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

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

WHAT WE HEARD

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

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

DESIRED COMMUNITY CHARACTER

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

Buildings

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

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

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



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



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



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



Site Design

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

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

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

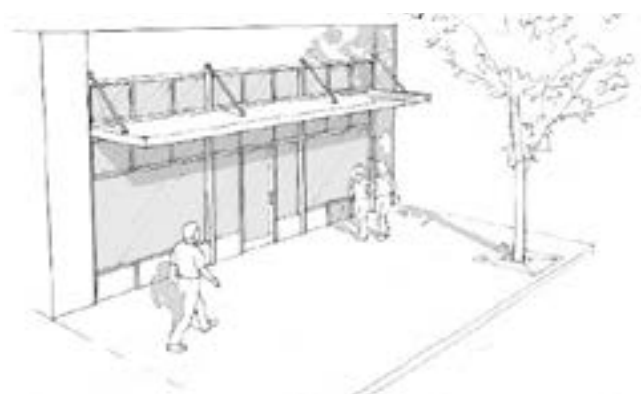


Figure 1-6. Provide pedestrian-oriented neighborhoods.

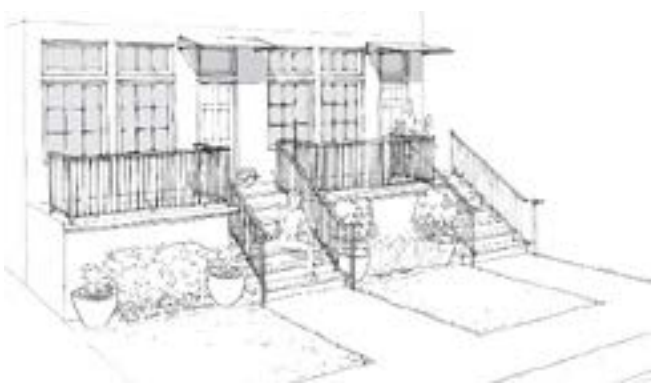


Figure 1-8. Example of a high visibility street corner with a change in materials and decorative elements.

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



Landscaping

Landscaping in the Subarea will be one of the character-defining features, building off of the green fairways of The Home Course Golf Course. At the primary entry to the Subarea, existing stands of mature trees and native vegetation will be retained welcoming visitors and establishing a sense of entry to an inviting place.

The “Gateway” streetscape at the entry will be enhanced with tree-lined streets and, where feasible, landscaped medians. Landscape buffers will be used to screen parking lots and service areas from public view and to screen incompatible uses, including the golf course and parks, from adjacent development. Community parks and recreation areas will be attractive, visible, and connected to pedestrian areas.

The intent of the landscape requirements is to:

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

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



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



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



Streetscapes

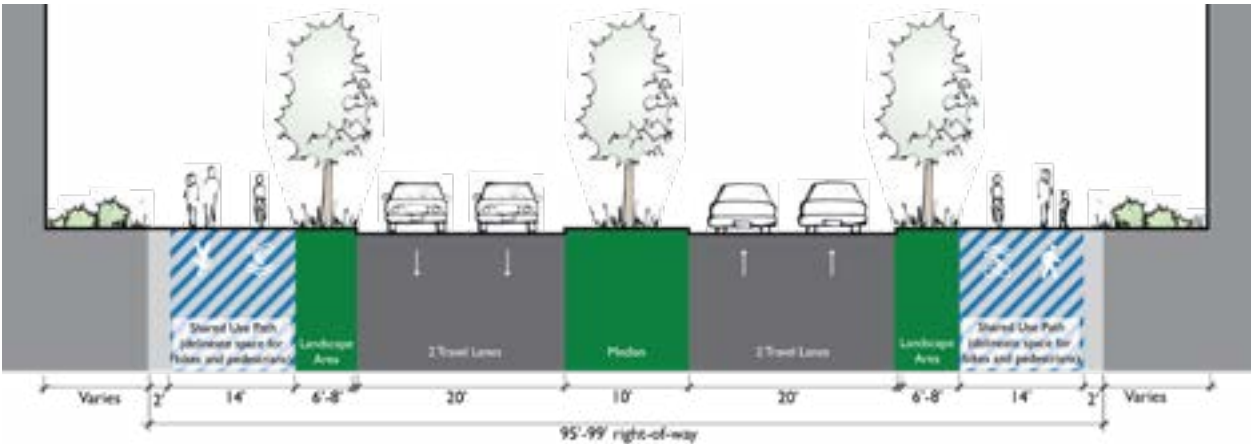
The streetscape of the Old Fort Lake Subarea are designed to be workhorses. They will provide a means for multi-modal access and circulation, but also enhance the aesthetics, encourage social interactions, and engage pedestrians to stop, shop and play. The streetscapes are designed to:

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

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



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



Open Space and Recreation

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

The design of parks, trails, recreation and open space areas are intended to:

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

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



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



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



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



COMMUNITY CHARACTER GOALS AND POLICIES

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

| | |
|-----------|--|
| CC-Goal 1 | Promote pedestrian-oriented development that builds on Dupont’s existing design character and responds to Old Fort Lake’s unique physical, historical, and cultural context. |
| CC-1.1 | Craft and administer user-friendly design standards for commercial and multifamily development emphasizing the concepts below. Evaluate the effectiveness of the adopted standards over time and make adjustments necessary to achieve the community design policies herein. |
| CC-1.2 | Create block frontage standards that help to create attractive, welcoming and safe streetscapes. This includes: <ul style="list-style-type: none">• Storefront standards to help create lively commercial/mixed-use neighborhood centers.• Mixed pedestrian-oriented frontages in portions of the commercial/mixed-use centers where both storefronts and landscaped setbacks are permitted, and options.• Multifamily block frontage standards that emphasize modest landscaped setbacks, buildings oriented towards the street, and parking/garage elements strategically located to the side and/or rear of buildings and deemphasized from the street. |
| CC-1.3 | Develop standards that identify highly visible street corners and provide flexible standards to accentuate sites/buildings on those highly visible street corners. |
| CC-1.4 | Employ site and building design techniques that promote safe and inviting pedestrian access and connections. |
| CC-1.5 | Craft standards that manage the location and screening of parking lots and loading docks, minimizing their impact on the streetscape environment. |
| CC-1.6 | Create internal open space standards. Specifically: <ul style="list-style-type: none">• Create usable space that is suitable for leisure or recreational activities for residents and contributes to the residential setting.• Integrate plazas and other pedestrian oriented spaces in commercial areas that enhance the employees’ and public’s opportunity for active and passive activities, such as dining, resting, people watching, and recreation. |
| CC-1.7 | Create landscaping standards that emphasize landscaping as one of the character-defining features of Old Fort Lake. Specifically: <ul style="list-style-type: none">• Utilize native, drought-tolerant, and low-maintenance plant species to promote long term success of landscaping.• Utilize landscaping to screen unwanted views.• Utilize landscaping to increase human comfort, enhance air quality, provide wildlife habitat, support resilience needs, and reduce stormwater runoff. |

| | |
|---------|---|
| CC-1.8 | Create standards to promote the thoughtful integration of service elements into the design of sites and buildings. Specifically: <ul style="list-style-type: none">• Limit adverse visual, odor, and noise impacts of mechanical equipment, utility cabinets, trash and recycling receptacles, and other service areas at ground and roof levels.• Provide adequate, durable, well-maintained, and accessible service and equipment areas.• Reduce impacts from the location and utilization of service areas. |
| CC-1.9 | Create building design standards that emphasize the following: <ul style="list-style-type: none">• Rather than prescribing a singular architectural style, use block frontage provisions and other standards noted below to achieve the desired design character.• Create building massing and articulation standards that help to reduce the perceived scale of large buildings by providing for secondary scales and patterns that are smaller than the entire façade.• Place an emphasis on human-scaled design details that contribute to Old Fort Lake’s character and identity.• Integrate window design that adds depth, richness, and visual interest to the façade.• Create clear and welcoming building entries.• Integrate window design that adds depth, richness, and visual interest to the façade• Encourage the use of durable, high quality, and urban materials that minimize maintenance cost and provide visual interest from all observable vantage points.• Promote the use of a distinctive mix of materials that helps to articulate facades and lends a sense of depth and richness to the building.• Place the highest priority on the first floor in the quality and detailing of materials at the pedestrian scale.• Provide for a varied built environment that provides for a variety of architectural designs and scales.• Avoid highly repetitive façade designs. |
| CC-1.10 | Develop and adopt design standards for light manufacturing land uses within the Old Fort lake Subarea. Specifically: <ul style="list-style-type: none">• Limit the size of light manufacturing buildings to no more than 50,000 SF.• Require integration of façade articulation techniques that provide visual interest to the buildings while avoiding requirements for costly façade modulation techniques.• Include standards to enhance building entrances, including some human-scaled detailing.• Integrate landscaping standards, particularly around the building entry and along the site’s perimeter. |
| CC-1.11 | Revise City lighting standards to reduce light glare and to follow ‘dark sky’ principles. |

- CC-Goal 2

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

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

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

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

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

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

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

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

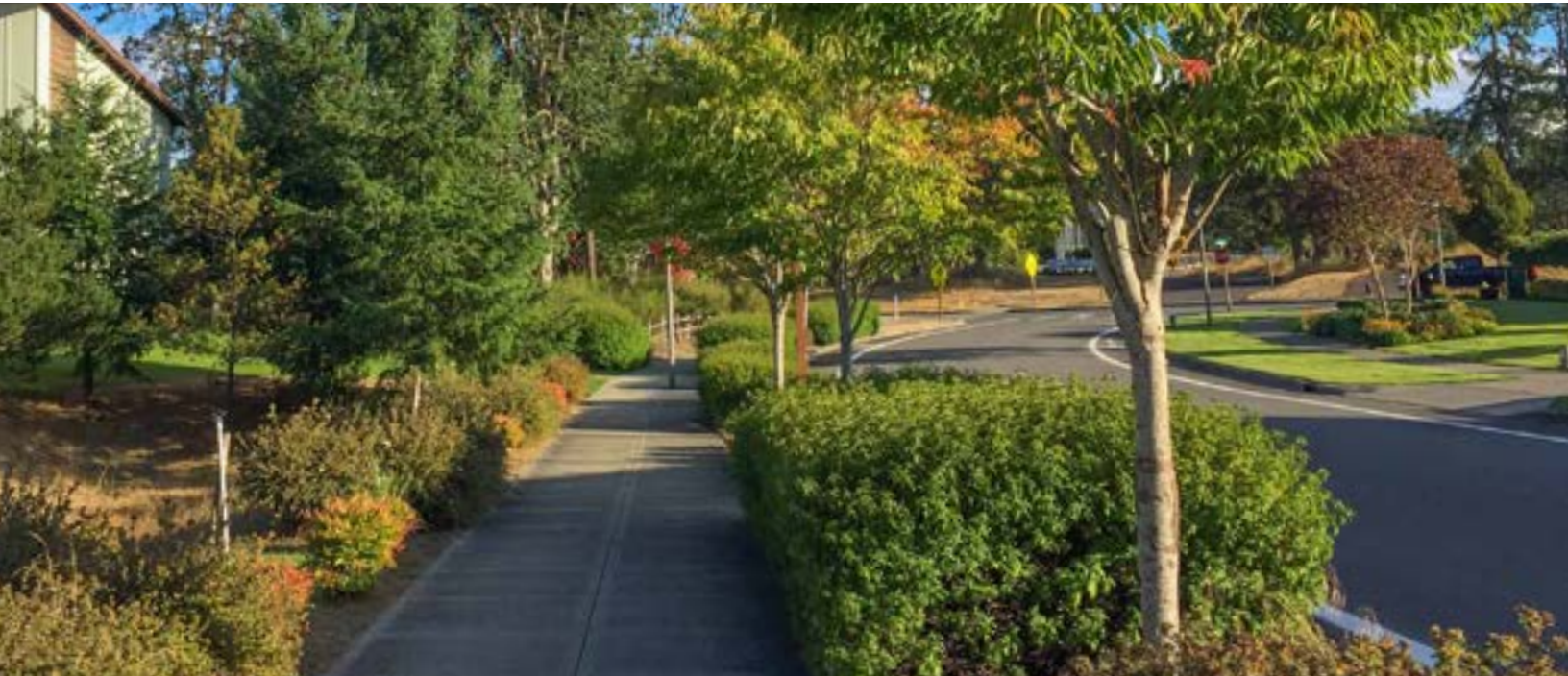
Develop standards to ensure that lighted signs are not excessively illuminated and do not cast harsh light onto surrounding properties.
- CC-3.4

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

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

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

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



Chapter 3

Land Use

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

PRIOR PLANNING EFFORTS

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

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

PLAN UPDATE OBJECTIVES

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

City Moratorium

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

Allocated Growth Targets

In 2021, Pierce County completed their Buildable Lands Report (BLR) and allocated 1,960 housing units to the City of DuPont as their 2044 housing unit growth target and 1,177 jobs for employment growth. Counties and cities planning under the Growth Management Act must use state (OFM) population forecasts (which the BLR allocations are based on) and growth targets for the 20-year planning horizon in the required 2024 periodic update to the Citywide comprehensive plan. Pierce County’s BLR completed an analysis of the City’s vacant land, underutilized land, and pipeline projects for its capacity to achieve the growth targets. The BLR assumed the City had an existing capacity for 189 units of housing, excluding the Old Fort Lake Subarea. The Old Fort Lake Subarea offers an opportunity to meet the allocated growth targets along with some other areas in the City.

Middle Housing Legislation

In 2022 through 2024, the Washington State Legislature passed several bills aimed at increasing the supply of attainable/affordable housing. The new requirements are to be addressed in the 2024 Citywide comprehensive plan update and accompanying zoning and design standards; however, it is recognized that the Old Fort Lake Subarea must also address at least some of the requirements in its plan update and area-specific zoning and design standards. The housing legislation includes (among others to be addressed Citywide) HB 1110 and HB 2321, which requires that cities allow at least four of the nine types of middle housing and a unit per lot requirement, which for DuPont is at least two units per lot. The bill defines “middle housing” as “buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.” Other legislation to be addressed Citywide includes allowances for accessory dwelling units (HB 1337) and emergency housing, allowing co-living housing (HB 1998), as well as identifying and addressing racially disparate impacts to housing.

Public Preferences and Guidance

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

Figure 3-1. - Public Workshop May 2023



WHAT WE HEARD

- The various meetings and workshops with the Planning Commission refined the land use plan as follows:
- A mix of housing types and development intensities in the Subarea will be necessary to meet targets. Plan for a housing density in the Subarea that anticipates future density mandates.
 - Limit maximum residential density in the Subarea to approximately 3,120 units. Provide more middle housing than apartments. Limit apartment height to 3 stories and 150-units per building. Single-family homes should be sited around the golf course perimeter.
 - Provide for a new school in the Subarea located in coordination with the Steilacoom Historic School District and their locational preferences. Higher density residential should be located in proximity to the new school and safe walking routes provided.
 - Avoid mixed-use buildings. The ground-floor retail uses in existing mixed-use buildings have struggled to survive. Should have some commercial/retail uses closer to the bluff area.
 - The northwest corner would be ideal for a hotel and destination recreation/entertainment area where the best views are located. Views should be for all people and existing views from Hoffman Hill toward the Olympic Mountains should be protected.
 - A buffer between the golf course and adjacent uses should be provided as well as uses that enhance the golfer’s activities and experience of the area including optional activities for their partners and families.
 - Limit the amount of light manufacturing in the Subarea, as it changes the look of the area and there is limited market demand. Warehousing shall not be allowed.
 - Preserve, protect, and promote the cultural and historic resources of the Subarea. Improve public access and connectivity to these areas.
 - Courtyard apartments (one of the available nine types of middle housing) are not allowed because they are not a typical type of development in DuPont.

BASIS FOR PLANNING

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

Land Ownership

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

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

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

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

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

Figure 3-2. Land Ownership Map



Existing Conditions

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

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

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

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

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

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

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



Figure 3-3. Existing Conditions Map

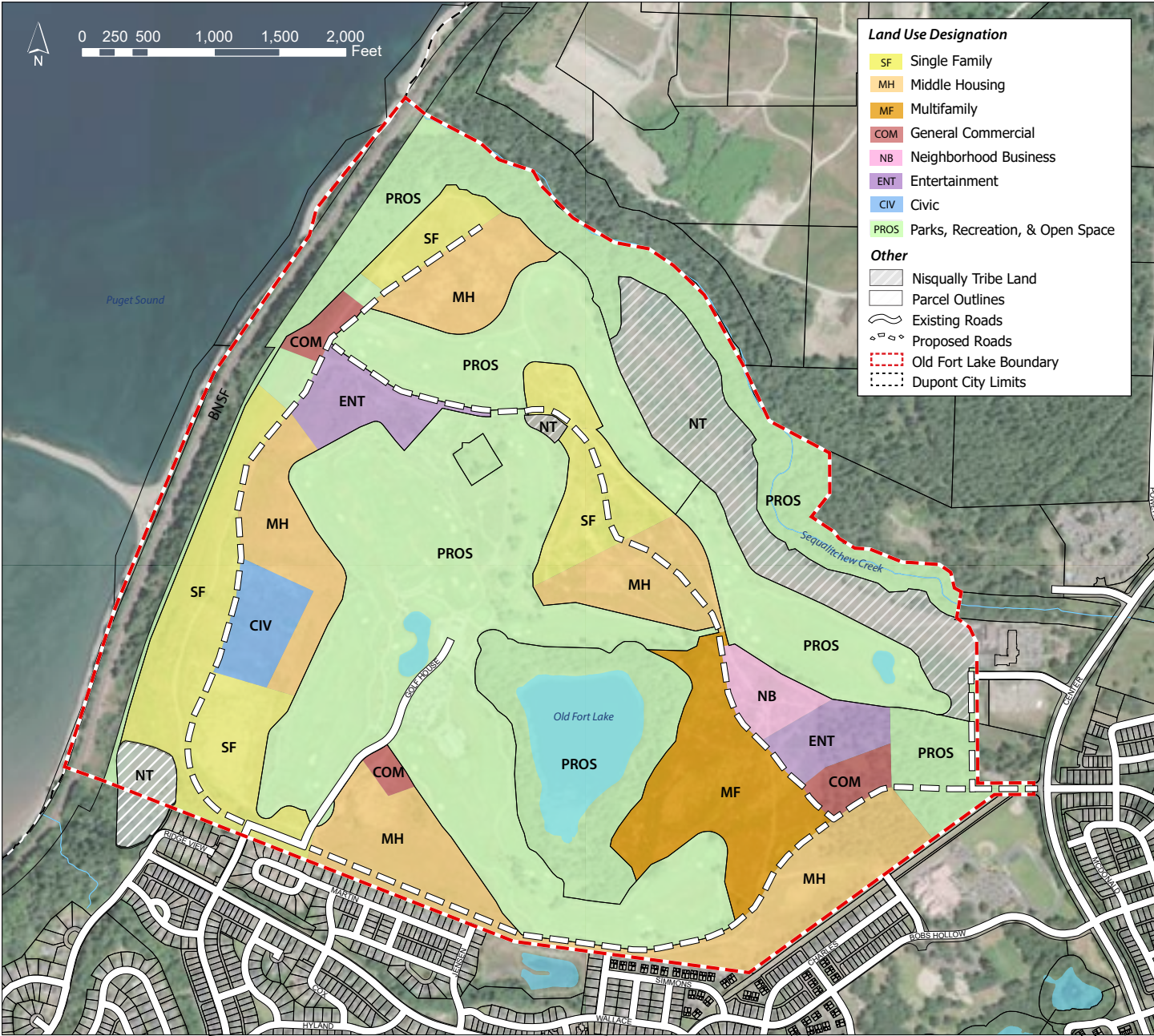


FUTURE LAND USE PLAN

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

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

Figure 3-4. Future Land Use Map

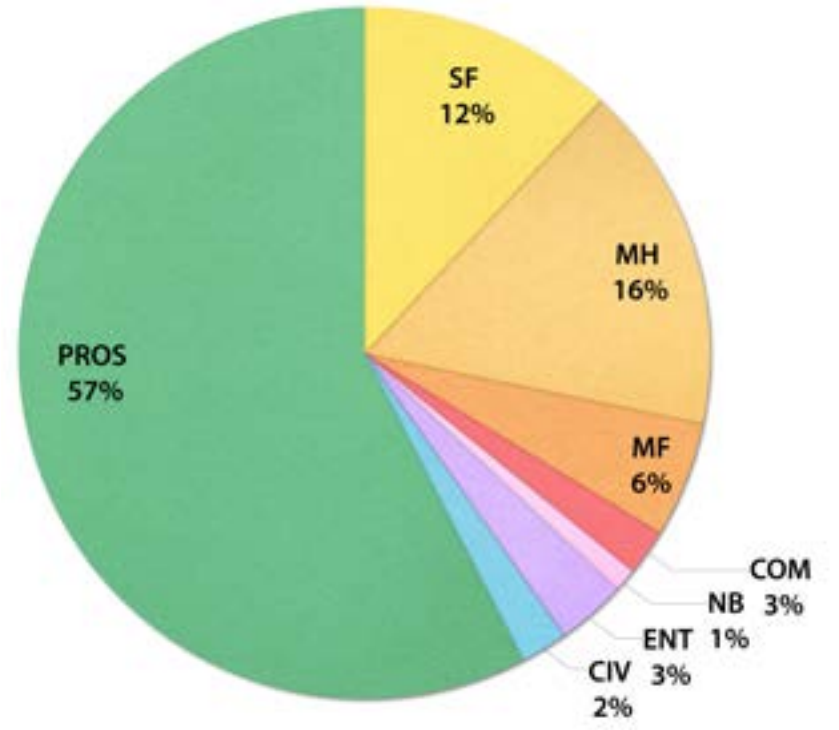


Land Use Designations

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

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

Figure 3-5. Future land use designation distribution



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

Land Use Designation Descriptions

Single Family (SF)

This zoning designation intends to provide for detached single family and duplex uses at a base density of two units per lot. Approximately 70 acres of SF-designated land is provided, which represents approximately 12 percent of the Subarea, or approximately 27 percent of the Albatross Estates LLC-owned land. The assumed maximum density at the required two units per lot and a minimum lot size of 6,000 square feet is 560 dwelling units; however, it is likely that many of the lots will be single-family only and the actual density will be less. The developer will have flexibility in determining the lot sizes and product types based on their preferences; market demand; and roadway, landscaping, and recreation requirements. Other allowed uses in the SF-designated area are those that either support residential land uses or are similar, such as family day cares, adult retirement communities, schools, and utility facilities.

Figure 3-6. Example single family housing



Middle Housing (MH)

This zoning designation intends to provide for attached housing types from two to five units that are compatible with single family houses in scale, form, and character. Middle housing is defined by containing two or more attached, stacked, or clustered homes such as duplexes, townhomes that range from triplexes to fiveplexes, and stacked flats (per HB 1110). Attached units can be on their own fee-simple lot or all on one lot. The MH-designated land represents the dominant use type within the Subarea, with approximately 94 acres of MH-designated land provided accounting for approximately 16 percent of the Subarea and approximately 35 percent of the privately owned and developable portion of the Subarea (i.e. not City golf course or tribe owned land). The assumed density is 10 units per gross acre, which would allow for up to 1,880 dwelling units depending on the developers’ choices, market demand, and roadway, landscaping, and recreation requirements. Other allowed uses in the MH-designated areas include single-family and others that either support residential land uses or are similar, such as family day cares, adult retirement communities, schools, and utility facilities.

Figure 3-7. Example middle housing



Multifamily (MF)

This zoning designation intends to provide for higher density housing in buildings that comprise between six and 150 units. The buildings heights are to be limited to three stories and may include underground parking, reflecting the community’s preference to limit heights within the Subarea. Whereas the previous Subarea Plan allowed for mixed-use buildings with commercial/retail uses on the ground floor and multifamily residential on the upper floors, this plan allows for standalone apartment buildings. A total of 34 acres of MF-designated land is provided, representing approximately six percent of the Subarea and approximately 13 percent of the privately owned and developable portion of the Subarea (i.e. not City golf course or tribe owned land). The assumed density is 20 units per gross acre, which would allow for 680 dwelling units. Other allowed uses in the MF-designated areas are those that either support higher density residential land uses or are similar such as co-living housing, assisted living facilities, adult retirement communities, nursing homes, family day cares, commercial recreation, churches, schools, and utility facilities.

Figure 3-8. Example multifamily housing



General Commercial (COM)

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

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

Figure 3-9. Example commercial



Neighborhood Business (NB)

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

Figure 3-10. Example neighborhood business



Entertainment (ENT)

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

Figure 3-11. Example entertainment



Civic (CIV)

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

Figure 3-12. Example civic



Parks, Recreation, and Open Space (PROS)

This zoning designation is intended to provide for a wide range of parks, recreation, and open space uses. Approximately 329 acres are designated PROS land representing approximately 57 percent of the Subarea. The Home Course Golf Course comprises 208 acres and 104 acres are City-owned land leaving approximately 17 acres of privately-owned (and not the golf course) PROS-designated land. While the PROS designation identifies where future recreation amenities should be located, the intent was not to get specific on the types of recreation amenities to be provided (such as skate parks, tennis courts, etc.) in the Subarea Plan. It is also important to recognize that the residential uses are required to provide parks and recreation areas within the neighborhoods that are not reflected on the Future Land Use Map.

ZONING AND DESIGN STANDARDS

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

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

LAND USE GOALS AND POLICIES

- Goal LU-1 Plan for public amenities such as parks and trails that take advantage of Puget Sound views and provide connections to historic and cultural resource areas. Ensure that the bluff trail and viewpoints are accessible to all.
 - LU 1.1 Emphasize public views and access to the shoreline via public trails and trail connectivity.
- Goal LU-2 Strategically plan for a range of sustainable commercial and entertainment-related uses that provide jobs and offer goods and services that respond to the needs of the City’s residents while drawing visitors.
 - LU 2.1 Plan for a range of high-intensity commercial uses that are attractive and inviting.
 - LU 2.2 To support economic viability, locate the commercial areas near higher residential density areas.
 - LU 2.3 Plan for a range of low intensity commercial uses that provide for a variety of personal services, offices, and light manufacturing at a neighborhood scale that is distinctly separate from the high intensity commercial area.
 - LU 2.4 Plan for hotel and entrainment type uses that create a draw to the Subarea and expands The Home Course Golf Course’s usership and opportunities for tournaments.
 - LU 2.5 Prohibit light industrial, warehouse, and heavy manufacturing type uses from locating in the Subarea.
- Goal LU-3 Plan for civic and public uses that support the public health, safety, and welfare of the Subarea.
 - LU 3.1 Provide opportunities for the development of a cultural/community center, convention center, cultural/historic interpretive center, or other public facilities.
 - LU 3.2 Plan for a future 10-acre school site in the Subarea to serve the future residents. Coordinate with the Steilacoom Historic School District on the optimal location for a new school that supports their planning efforts.
 - LU 3.3 Plan for future public safety needs in accordance with the Capital Facilities Plan.

- Goal LU-4

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

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

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

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

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

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

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

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

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

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

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



HOUSING GOALS AND POLICIES

- Goal H-1

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

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

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

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

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

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

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

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

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

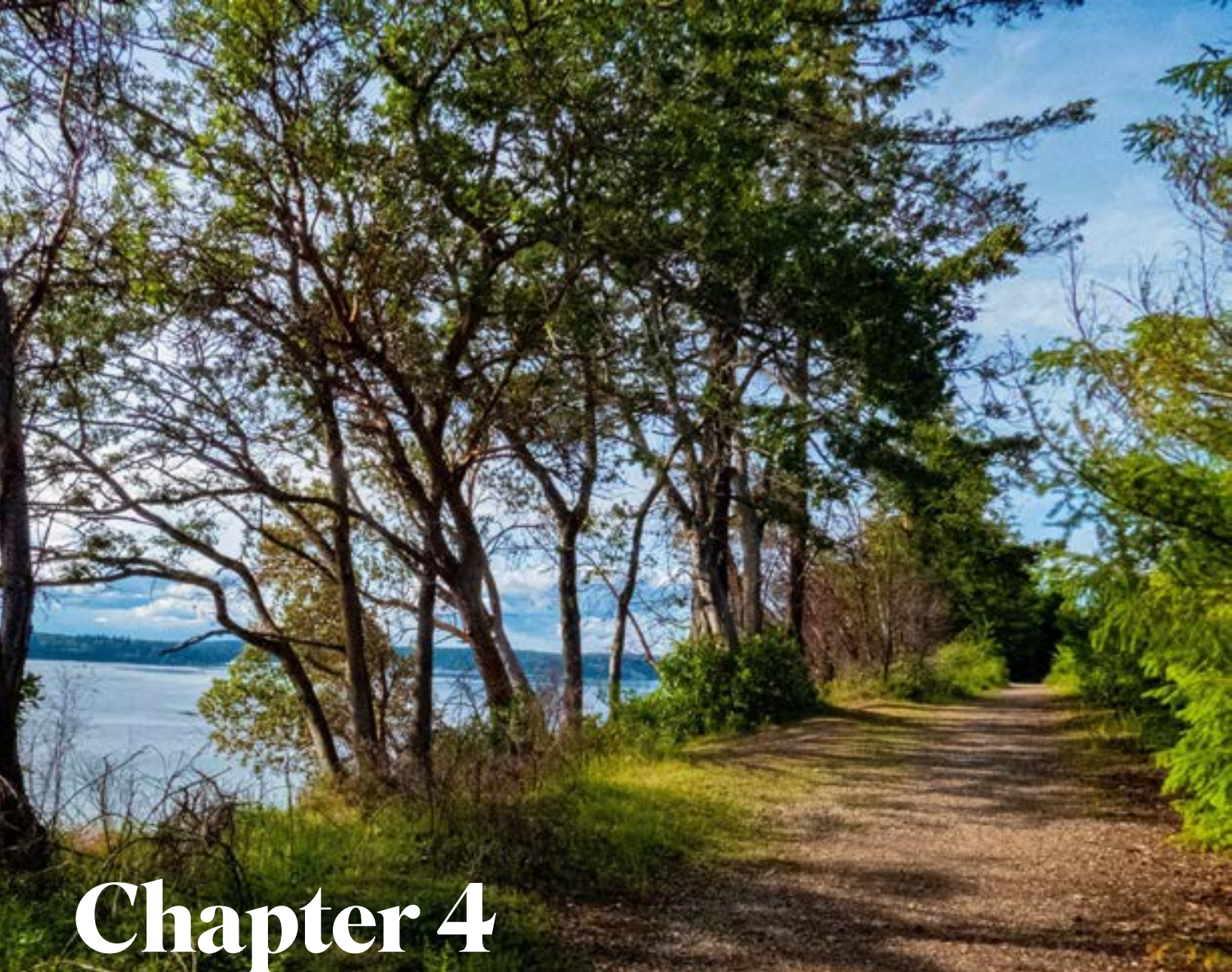
Encourage multifamily development to meet the City’s housing needs and foster a compact and diverse community.
- H 2.8

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

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

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

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



Chapter 4

Open Space and Recreation

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

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

NATURAL FEATURES

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

Old Fort Lake

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

Sequalitchew Creek

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

Northwest Wetland

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

Steep Slopes

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

Forested Areas

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



EXISTING PARKS

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

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

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

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

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

EXISTING TRAIL NETWORK

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

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

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

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

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

Figure 4-1. Views from the Puget Sound Bluff



Figure 4-2. Open Space and Recreation Map



PLANNED PARKS AND TRAILS

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

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

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

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

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

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

WHAT WE HEARD

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

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

PROPOSED IMPROVEMENTS

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

Trails

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

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

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

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

Trailheads

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

Parks and Open Space Areas

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

Multi-use Paths

Multi-use paths are proposed along both sides of the future Subarea roads and will be integrated with the future transportation system in order to provide safe connections and recreation opportunities. Multi-use paths should be between 12 and 16-feet wide depending on street type and location, paved, ADA-compliant, separated from roads by a landscape buffer, and designed to support pedestrians, cyclists, mobility devices, and users of all ages and abilities.

Wayfinding and Interpretive/Educational Signage

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

OPEN SPACE AND RECREATION GOALS AND POLICIES

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



- Goal OSR-2** Create a high quality, attractive, and integrated multi-modal trail system that capitalizes on view opportunities of the bluff and golf course, connects cultural resource areas, is accessible to everyone, and is connected to the DuPont community.
- OSR 2.1 Multi-modal trails shall be provided along the Subarea arterial loop road. Allowed uses/users include pedestrians, bicyclists, scooters, skates, skateboards, strollers, and adaptive devices. Prohibited uses/users include electric/motorized bicycles, scooters, or skateboards, golf carts, and equestrian uses. The trails shall be between 12 and 16-feet wide depending on street type and location and separate lane markings provided for pedestrians and allowed non-pedestrian uses. Speed limits shall be posted at a maximum of 10 MPH.
- OSR 2.2 Incorporate wayfinding, orientation, Indigenous language place names, and educational/interpretive signage or kiosks into the trail network. Information shall be provided about the selected historic and cultural place names that explains their significance.
- OSR 2.3 Provide formal trailhead facilities at major trail intersections and entrances. Trailheads should include signage and trail maps, public restrooms, and, strategically planned parking spaces.
- OSR 2.4 Orient and align trails to maximize viewpoints and connections to Puget Sound, Sequelitchew Creek, and historic and cultural sites and ensure accessibility to as many of these areas as possible for all citizens.
- OSR 2.5 The primary multi-modal trails shall be provided along all arterial and collector roadways and the Puget Sound bluff.
- OSR 2.6 Use open space and recreation areas to effectively buffer The Home Course and adjacent neighborhoods from new commercial and industrial uses while ensuring user safety.
- OSR 2.7 Require that approximately 50 percent of The Home Course perimeter be comprised of public trails. Coordinate with The Home Course to effectively locate trails in a manner that minimizes golfer disturbance, adequately buffers the trail from the golf course, and limits liability.
- OSR 2.8 Provide a multi-use trail along the bluff that is accessible to users of all ages and abilities and connects to surrounding parks, recreation, and open space areas. The trail shall be one of the key defining features of the Old Fort Lake Subarea, incorporate interpretive signage and art commemorating the areas unique history, and maintain views of the Puget Sound.
- OSR 2.9 Provide a multi-modal trail connection to new school facilities in the Subarea that is safe and accessible.
- OSR 2.10 Design portions of the trail network to serve as wildfire breaks for adjacent communities and/or supplement emergency access and evacuation routes.

- Goal OSR-3 Develop and improve recreation and open space areas for healthy ecosystem and opportunities for public recreation and enjoyment.**
- OSR 3.1 Protect open space areas adjacent to view corridors and critical areas and identify new open space areas.
 - OSR 3.2 Apply the open space zoning category and land use designation for areas that should be preserved.
 - OSR 3.3 Plan for active and passive recreational opportunities within the Subarea.
 - OSR 3.4 Connect open space and recreation areas and trails to create a comprehensive network.
 - OSR 3.5 Search for opportunities to acquire high-quality critical areas to retain in conservation.
 - OSR 3.6 Partner with other government entities and non-profit organizations to manage natural areas and ensure healthy ecosystem functions that contribute to site and community resilience.
 - OSR 3.7 Provide recreation opportunities that appeals to all ages and abilities. Covered or enclosed spaces shall be provided for year-round use.
 - OSR 3.8 Require that each proposed use incorporate a percentage of the site for recreation areas. Ensure that all active recreation areas be of adequate size to ensure usability, functionality, and safety.
 - OSR 3.9 Integrate the Comprehensive Plan and Parks, Recreation, and Open Space (PROS) Plan goals and policies in the Old Fort Lake Subarea planning process. Update Comprehensive Plan and PROS Plan as needed to reflect the Subarea Plan.
 - OSR 3.10 Subarea parks and open spaces shall be developed by either a private developer in accordance with the Old Fort Lake design standards or by the City in accordance with the Old Fort Lake design standards as well as the City’s PROS Plan and the Comprehensive Plan.
 - OSR 3.11 A public park shall be constructed by the private developer at the arterial intersection along the Puget Sound bluff (as denoted on Figure 4-2) and dedicated to the City. The park shall be developed in accordance with the Old Fort Lake design standards and Subarea Plan goals and policies.



Chapter 5

Historic and Cultural Resources

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

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

SITE HISTORY

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

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

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

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

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

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

CURRENT AND ONGOING HISTORIC AND CULTURAL RESOURCES PROTECTION

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

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



EXISTING CULTURAL AND HISTORIC RESOURCES

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

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

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

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

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

Figure 5-2. Nisqually Prairie Interpretive Sign

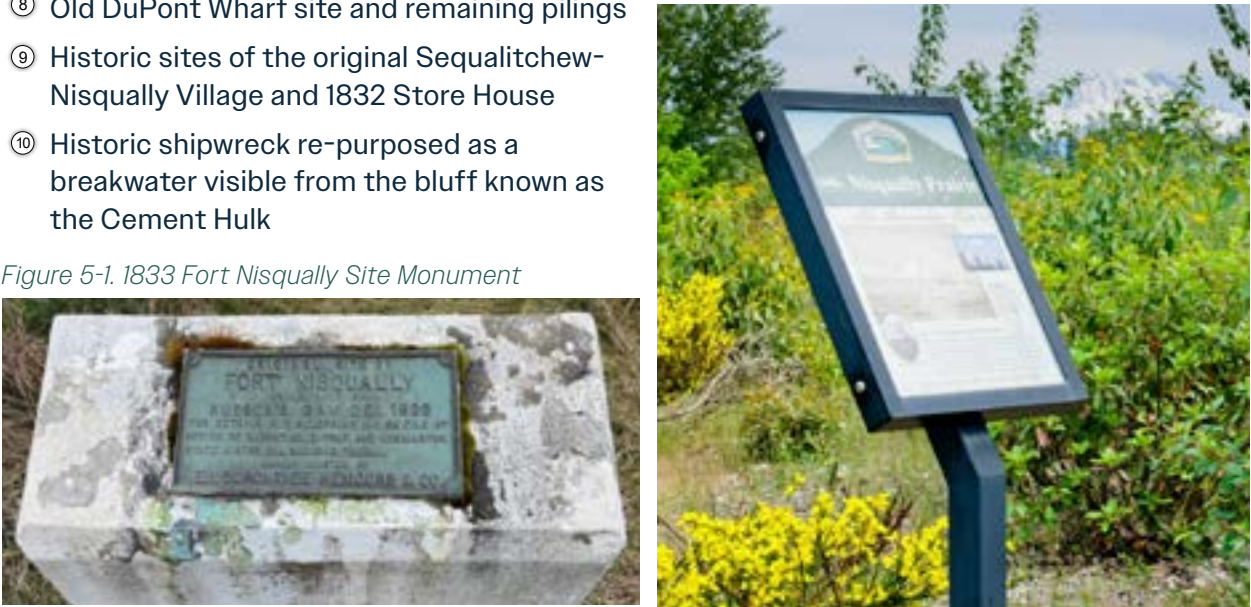


Figure 5-1. 1833 Fort Nisqually Site Monument

Figure 5-3. Cultural and Historic Resources Map



WHAT WE HEARD

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

PROPOSED IMPROVEMENTS

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

CULTURAL AND HISTORIC RESOURCES GOALS AND POLICIES

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

Chapter 6

Transportation

EXISTING TRANSPORTATION CHARACTERISTICS

Roadway Network

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

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

Access and Circulation

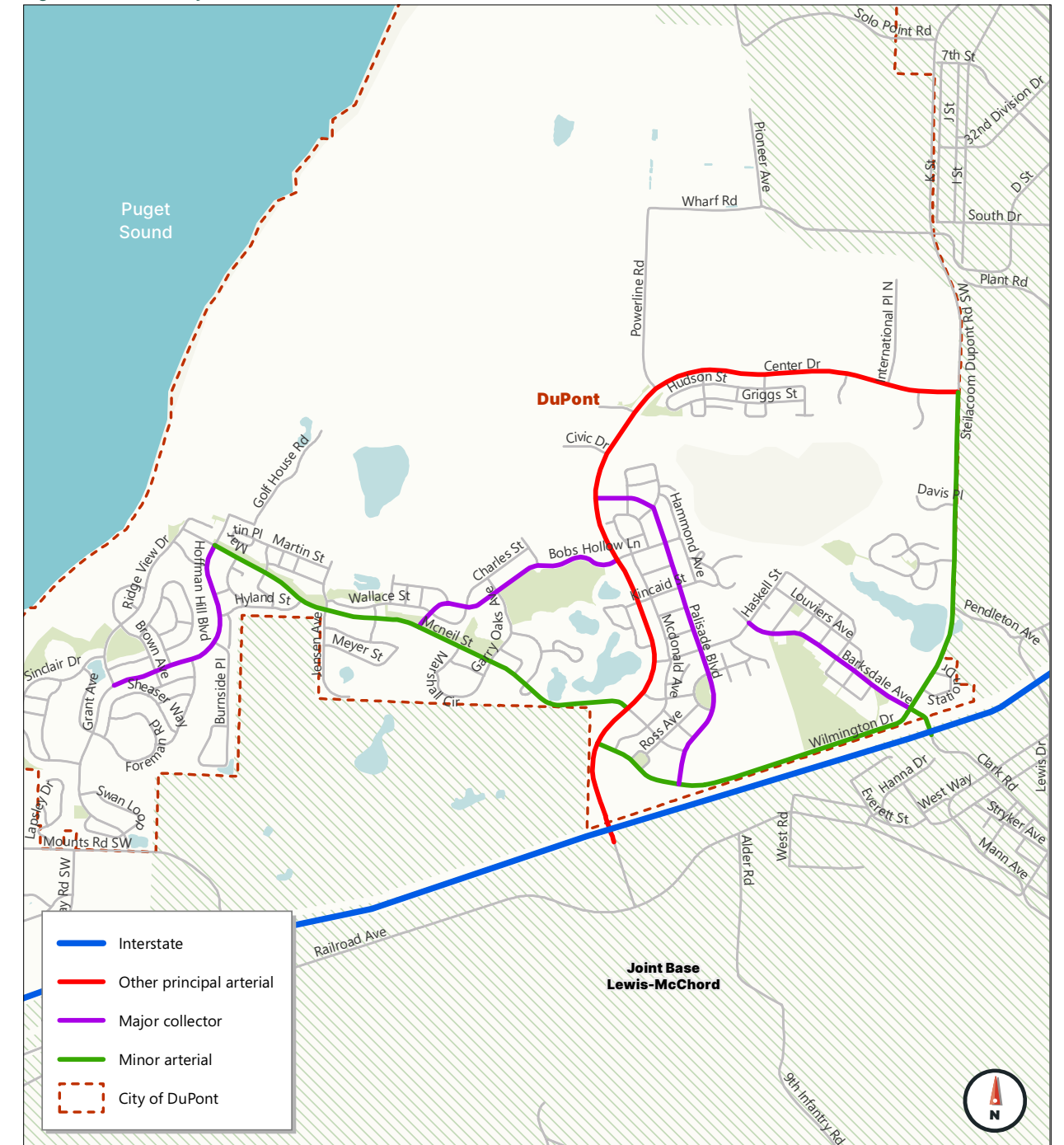
The Subarea presently has limited access. Existing access into the Subarea is from Hoffman Hill Boulevard. Hoffman Hill Boulevard turns into Golf House Road, which serves The Home Course Golf Course and Clubhouse. There is one unnamed dirt road that creates a large loop through the Subarea connecting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

Operational Conditions

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

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

Figure 6-1. Roadway Functional Classification



Active Transportation

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

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

Transit

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

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

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

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

Figure 6-2. DuPont Active Transportation Facilities Map



Freight Network

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

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

Figure 6-3. DuPont Freight Network Map



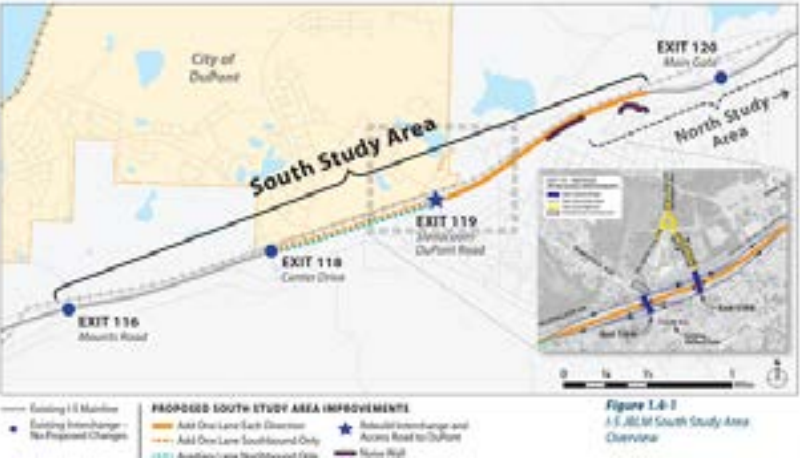
TRANSPORTATION PLANNING CONTEXT

I-5 JBLM Vicinity Congestion Relief Project

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

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

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



Sound Transit ST 3 System Plan

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

WHAT WE HEARD

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

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



FUTURE TRANSPORTATION PLAN

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

Access and Circulation

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

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

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

- **Gateways:**
 - Palisade Boulevard at Center Drive
 - Civic Drive (Mitigation measure TA-10)
- **Local Access:**
 - Hoffman Hill Boulevard at McNeil Street
 - Wren Road northwest of Bobs Hollow Lane
 - Jensen Avenue east of Martin Street
 - Ogden Avenue west of Simmons Street

Traffic Operations

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

Figure 6-5. Old Fort Lake Future Proposed Roadways



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

Street Design

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

Active Transportation

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

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

Transit

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

Freight

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

MITIGATION MEASURES

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

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

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

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

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

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

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

• Northbound right-turn

• Southbound left-turn

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

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

• Road A and Road D Intersection:

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

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

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

• Road A and Road C Intersection:

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

• Road A and Road B Intersection:

• Construct a single-lane roundabout.

TA-10

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

• Northbound Left-Turn:

• Convert northbound left-turn to protected phasing.

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

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

• Eastbound Direction:

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

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

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

• Westbound Direction:

• Add a dual left turn lane northbound to westbound on Center Drive.

• Emergency Response Override Signal:

• At the intersection of the realigned road and existing roadway serving the fire and police departments, add a demand activated signal that would override other signals and provide access priority for emergency signals.

TA-11

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

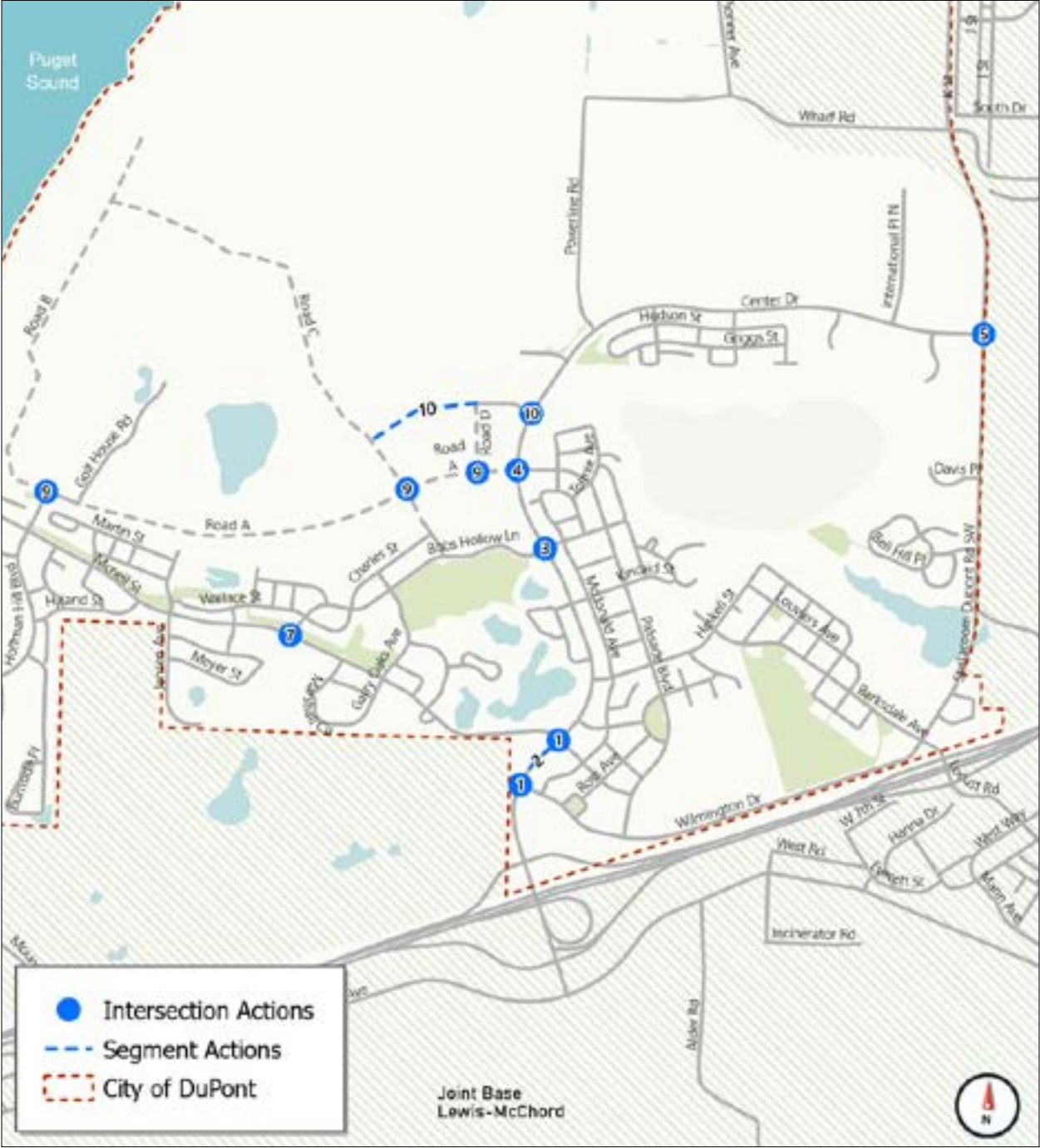
TA-12

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

OLD FORT LAKE SUBAREA PLAN

63

Figure 6-6. Location-Specific Transportation Actions



TRANSPORTATION GOALS AND POLICIES

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

- Goal T-1 Provide a robust multi-modal transportation network that serves a variety of users.**
- T 1.1 Enhance safety of roadways through aesthetically-pleasing traffic calming measures such as meandering roadways, roundabouts, medians, and bulb-outs. Consult with the City Fire and Police Departments for context-sensitive traffic calming measures that provide acceptable emergency vehicle response times.
 - T 1.2 Coordinate with transit agencies to improve service to the Subarea, including:
 - Coordinate with Pierce Transit to provide a limited-service fixed route bus service along Center Drive that connects DuPont Station to the rest of the City.
 - Coordinate with Sound Transit to increase frequency of current routes.
 - Coordinate with Pierce Transit, Sound Transit, and/or Intercity Transit to provide additional routes connecting to the surrounding communities, such as JBLM , Lakewood, and Lacey.
 - Implement active mode improvements on Wilmington Drive, Palisade Boulevard, and Center Drive that facilitate safe and convenient access to DuPont Station.
 - T 1.3 Plan for safe and convenient access to future transit and rideshare services for all modes of travel.
 - T 1.4 Integrate future transit stops, rideshare services, and accessible package delivery/pickup into site design.
 - T 1.5 Plan for trails and multi-use paths to serve both a recreational and transportation function; provide adequate separation between non-motorized facilities and major thoroughfares.
 - T 1.6 Connect and enhance adjacent paths and trails with new facilities within the Subarea.
 - T 1.7 Provide electric vehicle infrastructure that is integrated into parking facilities and dispersed throughout the Subarea.



- Goal T-2

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

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

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

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

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

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

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

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

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

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

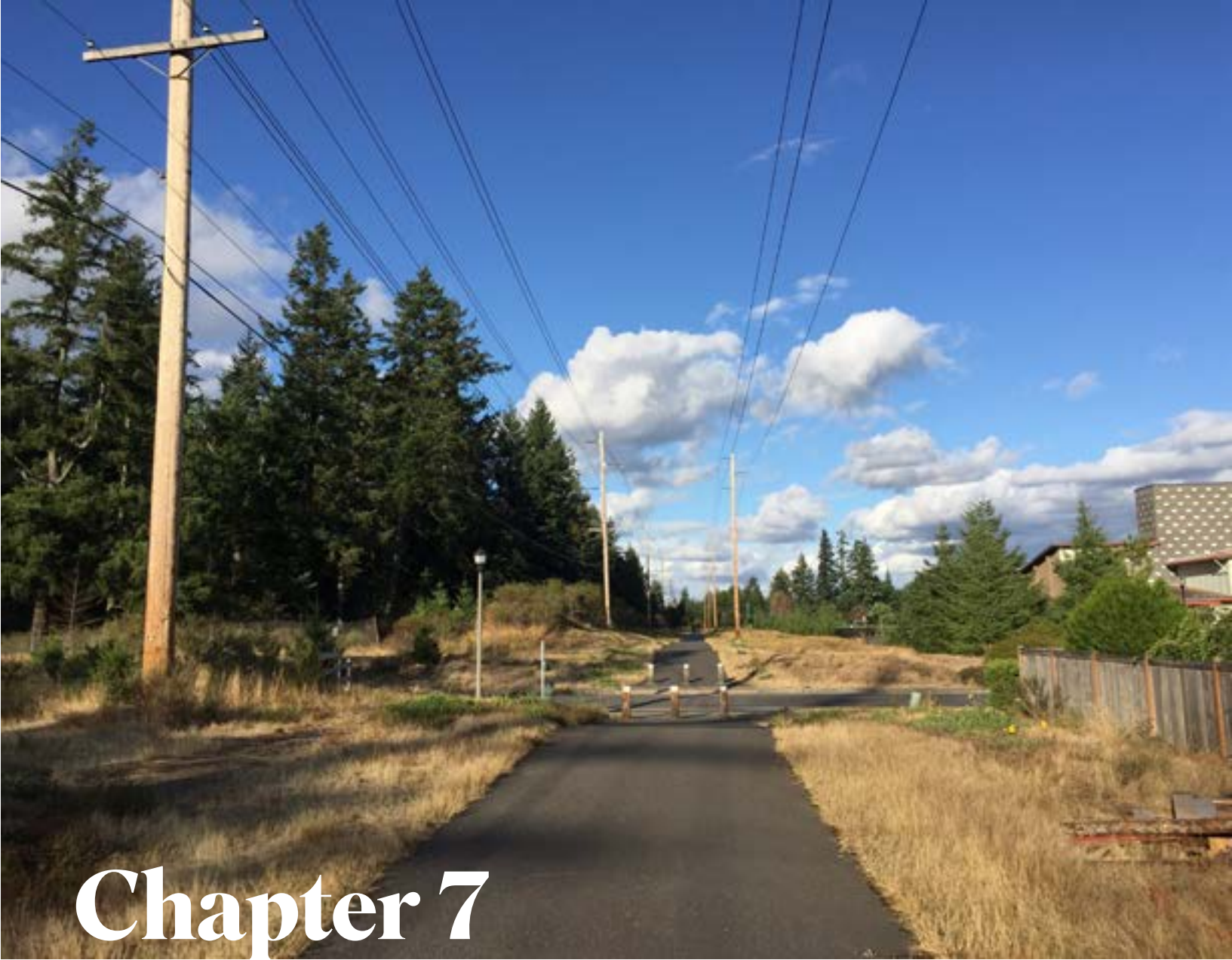
Provide linkages to existing infrastructure and major roads.
- T 3.4

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

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

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

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



Chapter 7

Capital Facilities and Utilities

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

CURRENT UTILITY CHARACTERISTICS

Water

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

Figure 7-1. Water System Facilities Map



Sewer

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

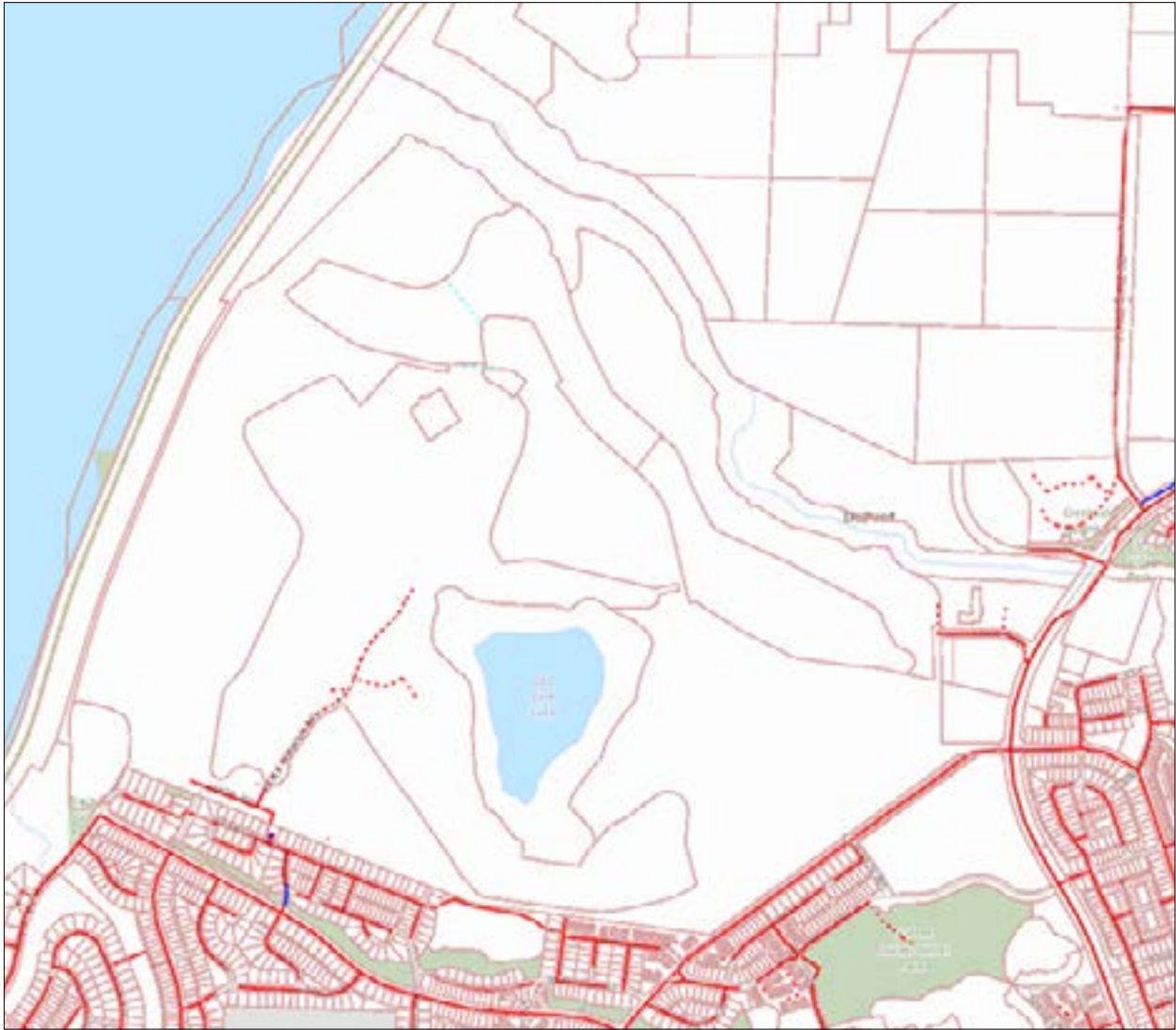
Figure 7-2. Sewer System Facilities Map



Stormwater Management

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

Figure 7-3. Stormwater System Facilities Map



FUTURE CAPITAL FACILITIES AND UTILITIES PLAN

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

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

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

CAPITAL FACILITIES GOALS AND POLICIES

- CF-Goal 1

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

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

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

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

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

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

- CF-Goal 2

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

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

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

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

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

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

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

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

UTILITIES GOALS AND POLICIES

- U-Goal 1

Ensure utilities are available for development.
- U-1.1

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

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

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

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

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

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

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

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

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

- U-Goal 3

Provide potable water to the Subarea
- U-3.1

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

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

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

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

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

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

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

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

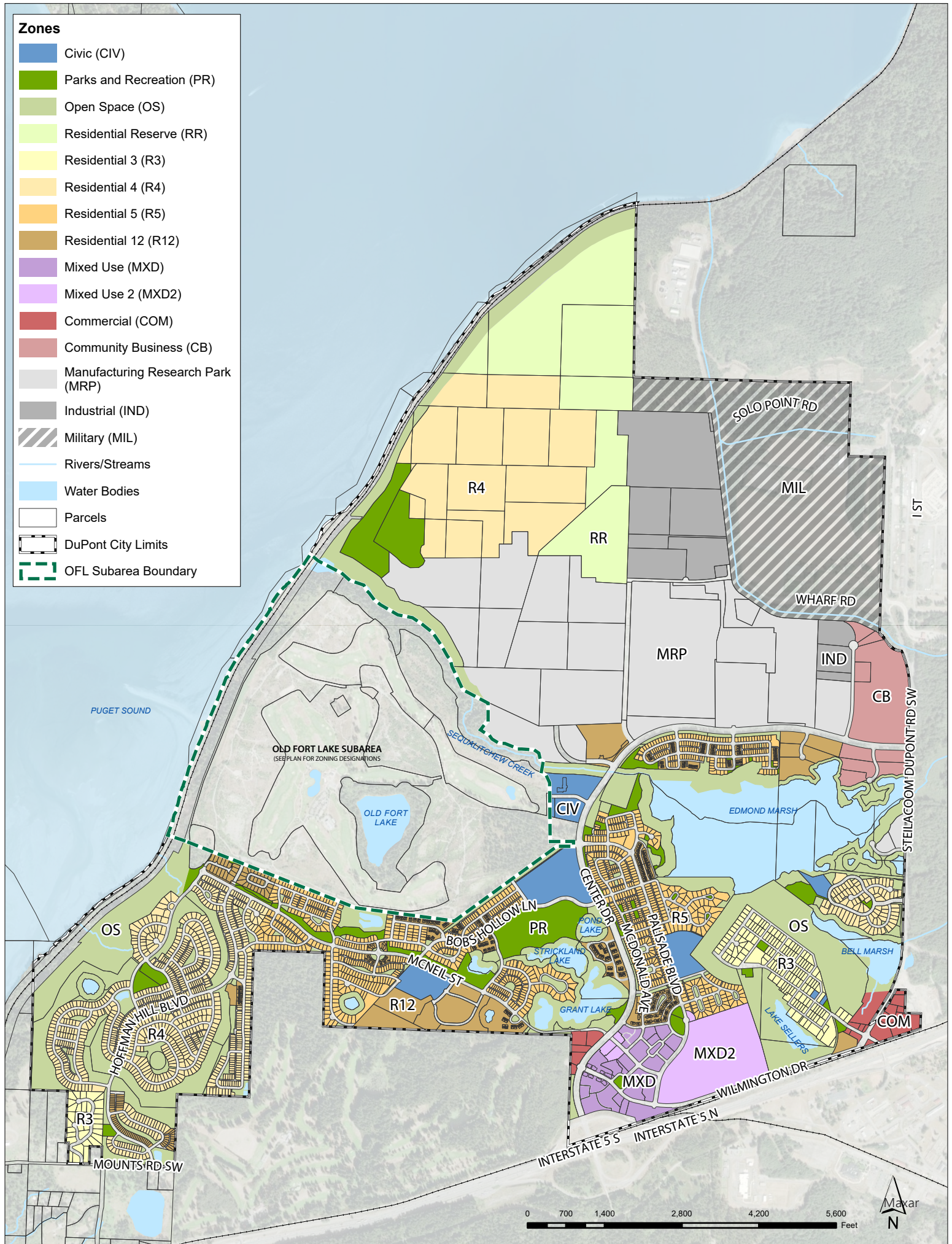
Encourage development to conduct rainwater harvesting for irrigation and reuse purposes.
- U-4.5

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



Zones

- Civic (CIV)
- Parks and Recreation (PR)
- Open Space (OS)
- Residential Reserve (RR)
- Residential 3 (R3)
- Residential 4 (R4)
- Residential 5 (R5)
- Residential 12 (R12)
- Mixed Use (MXD)
- Mixed Use 2 (MXD2)
- Commercial (COM)
- Community Business (CB)
- Manufacturing Research Park (MRP)
- Industrial (IND)
- Military (MIL)
- Rivers/Streams
- Water Bodies
- Parcels
- DuPont City Limits
- OFL Subarea Boundary



0 700 1,400 2,800 4,200 5,600 Feet





CITY OF DUPONT

Department of Community Development
1700 Civic Drive, DuPont, WA 98327
Telephone: (253) 964-8121
www.dupontwa.gov

SEPA ENVIRONMENTAL POLICY ACT (SEPA) DETERMINATION OF NONSIGNIFICANCE (DNS)

Date of Issuance: November 3, 2025
Lead Agency: City of DuPont
Agency Contact: Barb Kincaid, SEPA Official, (253) 912-5393, bkinaid@dupontwa.gov
Project name: 2024 Periodic Update to the City of DuPont Comprehensive Plan

Description of Proposal: The proposal is a non-project actions that includes the periodic review and update of the City of DuPont Comprehensive Plan(2025-2044) as required by the Growth Management Act (GMA) RCW 36.70A. Any necessary code amendments in relation to this Periodic Update and/or as required by new state legislation will go through a separate environmental review process.

Location of Proposal: City of DuPont, the proposal concerns all areas within DuPont municipal boundaries.

Applicant/Proponent: City of Dupont, c/o Barb Kincaid, SEPA Official, 1700 Civic Drive, DuPont WA 98327. bkinaid@dupontwa.gov

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030. This decision was made after reviewing a completed environmental checklist and other information on file with the lead agency. This information is available on the city's webpage at <https://www.dupontwa.gov/138/Comprehensive-Plan-Update>.

Public Comment Period: This DNS is issued under WAC 197011-340(2) and includes a comment period. The lead agency will not act on this proposal for 14 days from the date of this decision. Written comments must be submitted not later than 5:00PM on Monday, November 18, 2025 to the City of DuPont Agency contact.

APPEALS: Consistent with DMC 25.175.060(4) and WAC 197-11-680, this Determination may be appealed to the city hearing examiner. Instructions for filing an appeal are found in DMC 25.175.060(4). Appeals shall be in writing, be accompanied by the required appeal fee and contain the information detailed in DMC 25.175.060(4)(d). You should be prepared to make specific factual objections.

SEPA Responsible Official Signature: Barbara Kincaid
Barb Kincaid
Director of Public Services

November 3, 2025
Date