



CITY OF DUPONT
Special Joint Planning Commission
with Park & Recreation
Commission
1700 Civic Drive, DuPont, WA 98327
Telephone: (253) 964-8121
www.dupontwa.gov

Chair, Jeff Foe
Vice-Chair, John Colvin

November 27, 2023

6:00 PM

AGENDA

	Page
1. CALL TO ORDER	
2. ROLL CALL	
3. PUBLIC COMMENTS (SEE INSTRUCTIONS BELOW)	
4. APPROVAL OF AGENDA	
5. APPROVAL OF MINUTES	
5.1. Minutes of November 13, 2023 Minutes of November 13, 2023	3 - 4
6. UNFINISHED BUSINESS	
6.1. Old Fort Lake Subarea Plan Update a. Draft Trails, Open Spaces, Parks Goals and Policies b. Draft Cultural and Historical Goals and Policies c. DuPont Old Fort Lake Design Standards (25.71.250 Parks, Pg 12 and 25.71.260 Trails, Pg 14) Draft Goals and Policy Documents	5 - 24
7. PUBLIC COMMENT	
8. PLANNING COMMISSIONERS' COMMENTS	
9. ADJOURNMENT	

To attend the meeting remotely, call into the Zoom meeting by dialing **1-253-215-8782** and enter Webinar ID: **811 5186 6082** and Passcode: **497357** or using the following link:

<https://us02web.zoom.us/j/81151866082?pwd=QklCVXJoaGFUaTFVR0ZtSm9jWitBZz09>

and Passcode: **497357**

To provide public comment, detailed instructions are located at the following link:

<https://www.dupontwa.gov/DocumentCenter/View/6137/Public-Comment-Instructions---Agencies---Rev-10172022-PDF>.

The public may watch the meeting live on "YouTube" at the following link:

https://www.youtube.com/channel/UCI-nrLK1wNfpq3_CeNJw40A. A recording of the meeting can be found on the same site following the meeting.



CITY OF DUPONT
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DuPont, WA 98327
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MEETING MINUTES
Monday, November 13, 2023

Call to Order: Chair Foe called the meeting to order at 6:37pm.

Roll Call: Chair Foe, Vice-Chair Colvin, Commissioners, Chase, Thakor, Burlison, Lynch and Schou.

Staff Present: Public Services Director, Kincaid, and Administrative Specialist, Howald

Public Comments

There were no public comments.

Approval of the Agenda

A motion was made and seconded to approve the agenda (Colvin/Chase); 7/0, motion carried.

Approval of the Minutes

A motion was made and seconded to approve the October 23, 2023, Minutes, (Thakor/Colvin); 7/0, motion carried.

Unfinished Business

Director Kincaid explained this is a continuation of the Old Fort Lake Subarea Plan update. Ms. Kincaid recapped the last meeting discussed design standards and this meeting will be a continuation in more depth and detail on design standards.

Director Kincaid introduced Katy Saunders, MAKERS, Bob Bengford, MAKERS, who are designing the draft standards, and Michael Adamson, Fehr & Peers who is providing a transportation element of the Design Standards.

A powerpoint presentation was given beginning with Ms. Saunders reiterating this is a continued discussion of Community Design Regulations within the Design Standards incorporating feedback from the last meeting. The focus continued on streets, through-block connections, parks and trails and block size. Mr. Adamson offered input on sidewalk and bike lane widths and Mr. Bengford discussed various sidewalk widths to accommodate various users.

Mr. Bengford discussed additional information on shared-use path with no on-street parking and presented design options for local streets and through-block connections and size.

Question and discussion periods occurred throughout the presentation.

Director Kincaid concluded the presentation by informing the next meeting November 27th at 6:00pm which will include a draft incorporating feedback. This will also be a joint meeting with the Parks and Recreation Commission to review trails goals and policies, current and proposed trail alignments, paths, and discuss bluff trail design standards.

The December meeting will include land use discussion and discuss a draft of design standards as whole document.

Director Kincaid expressed thanks to Ms. Saunders, Mr. Bengford and Mr. Adamson.

Public Comments

There were no public comments.

Planning Commissioners Comments

Chair Foe expressed appreciation for everyone's hard work.

Adjournment

Chair Foe adjourned the meeting at 8:11pm.

Chair, Jeff Foe

Date

Please note that the minutes from Advisory Commission Meetings are not verbatim.



PROJECT MEMO



TO: City of DuPont Planning Commission **DATE:** September 19, 2023
FROM: Barb Kincaid and Lisa Klein, AHBL **PROJECT NO.:** 2220649.30
PROJECT NAME: Old Fort Lake Subarea Plan Update
SUBJECT: Trails, Recreation and Open Space & Recreation - Proposed DRAFT Goals and Policies

This memo provides the proposed draft Trails, Open Space and Recreation Goals and Policies reflecting comments from the Planning Commission at their meeting on 9/11/2023. Changes to the proposed goals and policies as a result of the discussion at the 9/11/2023 meeting are shown in tracked format.

Future Trails, Open Space & Recreation Goals and Policies

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

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

- TOSR 1.1 Secure public access to the lake and provide an informational trailhead, parking, and restroom facility.
- TOSR 1.2 Integrate a looped trail around the lake that connects with surrounding trails and provides views of the lake.
- TOSR 1.3 Preserve and reestablish the native trees and vegetation within the OFL critical area buffer to ensure a healthy, native ecosystem.
- TOSR 1.4 Where possible per the City's critical area regulations, provide recreation opportunities within the Old Fort Lake area that appeal to all ages.

Goal TOSR-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, that is highly accessible to everyone and is connected to the DuPont community.

- TOSR 2.1 Multimodal trails shall be provided for non-motorized bicycle and pedestrian use, including in-line skaters, baby strollers, and those using motorized scooters and wheelchairs. Electric/motorized bicycles, golf carts and equestrian use are prohibited from the multimodal trail system in Old Fort Lake. The trails shall be a minimum of 12 feet wide and separate lane markings provided for pedestrians and bicycles.
- TOSR 2.2 Incorporate wayfinding, orientation, indigenous language place names, and educational historic/cultural interpretive signage or kiosks into the interconnected trail network. Information shall be provided about the selected historical/cultural place names explaining their significance.
- TOSR 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.

- TOSR 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.
- TOSR 2.5 The primary multimodal trails shall be provided along all arterial and collector roadways and along the Puget Sound bluff.
- TOSR 2.6 Use open space and recreation areas to effectively buffer the Home Course and adjacent neighborhoods from new commercial and business uses, while ensuring user safety.
- TOSR 2.7 Require that approximately 50 percent of the Home Course perimeter be comprised of public trails and/or recreation uses. Coordinate with the Home Course to effectively locate facilities.
- TOSR 2.8 Provide a multimodal trail along the bluff that is accessible to all, provides viewpoints and linkages to parks and open space areas, and is one of the key defining features of the Old Fort Lake subarea.
- TOSR 2.9 Provide a multimodal trail connection to new school facilities in the subarea that is safe and accessible.
- TOSR 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 TOSR-3 Preserve and enhance recreation and open space areas for healthy ecosystem and opportunities for public enjoyment.

- TOSR 3.1 Protect open space areas adjacent to view corridors and critical areas and identify new open space areas.
- TOSR 3.2 Apply open space zoning category and land use designation for areas that should be preserved.
- TOSR 3.3 Plan for active and passive recreational opportunities within open space areas.
- TOSR 3.4 Connect open space corridors and trails to create a comprehensive network.
- TOSR 3.5 Search for opportunities to acquire high-quality critical areas to retain in conservation.
- TOSR 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.
- TOSR 3.7 Provide recreation opportunities that appeals to all ages and abilities.
- TOSR 3.8 Require that each proposed use incorporate a percentage of the site for recreation areas.
- TOSR 3.9 Integrate goals and policies of Comprehensive Plan and Parks Master Plan in Old Fort Lake subarea planning process. Update Comprehensive Plan and Parks Master Plan as needed to reflect subarea plan.

LK/

c: Bob Benford and Katy Saunders, Makers





PROJECT MEMO



TO: City of DuPont Planning Commission **DATE:** September 20, 2023
FROM: Barb Kincaid and Lisa Klein, AHBL **PROJECT NO.:** 2220649.30
PROJECT NAME: Old Fort Lake Subarea Plan Update
SUBJECT: Cultural and Historic – Revised DRAFT Goals and Policies

This memo provides a revised draft of the Cultural & Historic Goals and Policies reflecting comments from the Planning Commission at their meeting on 9/11/2023. Changes to the proposed goals and policies as a result of the discussion at the 9/11/2023 meeting are shown in tracked format.

Proposed Future Cultural 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/or their interest in public access or connection to the Old Fort Lake Subarea's 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 cultural and historic 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 Historic Society and Museum to ask for their participation in all education and promotion efforts related to DuPont and Old Fort Lake Subarea's history.
- CR 2.2 Incorporate cultural and historical storytelling into a subarea-wide trail network that connects historic and cultural resource sites. Use interpretive signage, trail wayfinding signage, native 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 historical periods are included. Ensure that all place names are explained as to their historic or cultural significance.

- 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 Historic 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 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 Historic Society and Museum for improvements to Old Fort Lake Subarea's historic and cultural resource sites so that they are inviting and provide interpretive materials that educate the public on the historical significance.

c: Bob Benford and Katy Saunders, Makers





Multi-use Trails Along Streets

The primary multi-use trails shall be provided along all arterial and collector roadways. Multi-use trails shall be a minimum of 12 feet wide and separate lane markings provided for pedestrians and bicycles. The configuration will correspond with the surrounding land use as follows:

- 1.A Gateway Arterial Street** Multi-Use Trail
- 1.B Commercial Arterial Street** Multi-Use Trail
- 1.C Non-Commercial Arterial Street** Multi-Use Trail

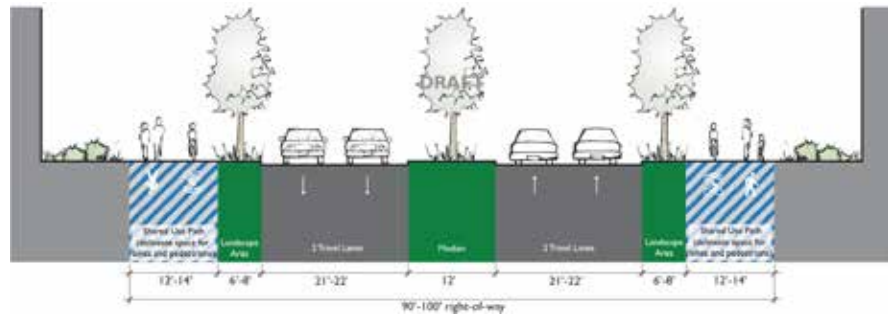
Recreation Trails

Existing and proposed recreation trails will be enhanced and/or provided with the aim to highlight the subarea's built and natural environment as well as the historic and culturally significant features. The surface of these trails will vary from earthen to paved and will include interpretive features and amenities like signage, seating, view points, and pocket parks. The following recreation trails and/or improvements are proposed:

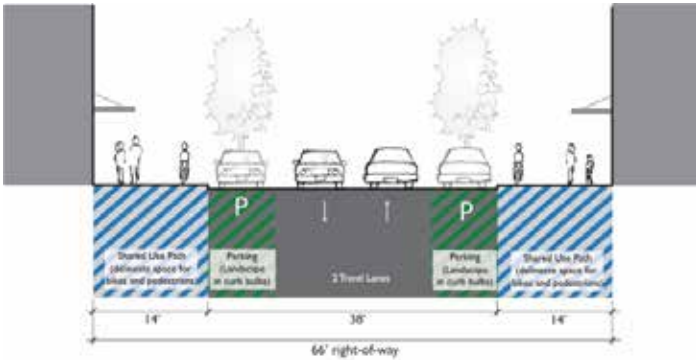
- 2.A Golf Course Perimeter Trail** - Will be added to cover at least 50% of the golf course perimeter.
- 2.B Enhanced Bluff Trail** - The existing trail along the bluff will be widened, resurfaced, and enhanced with amenities.
- 2.C Nature Trails** - Trails around Old Fort Lake and connecting to the existing Sequalitchew Creek Trail will be added.

① Multi-use Trails Along Streets

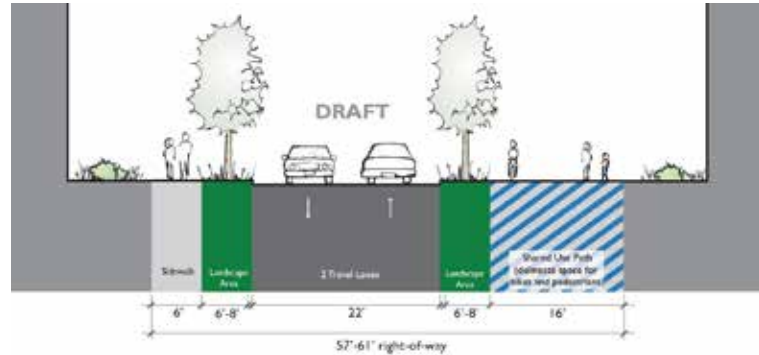
The primary multi-use trails shall be provided along all arterial and collector roadways. Multi-use trails shall be a minimum of 12 feet wide and separate lane markings provided for pedestrians and bicycles. The configuration will correspond with the surrounding land use as shown in the following examples:



1.A. Gateway Arterial Street Multi-Use Trail Configuration



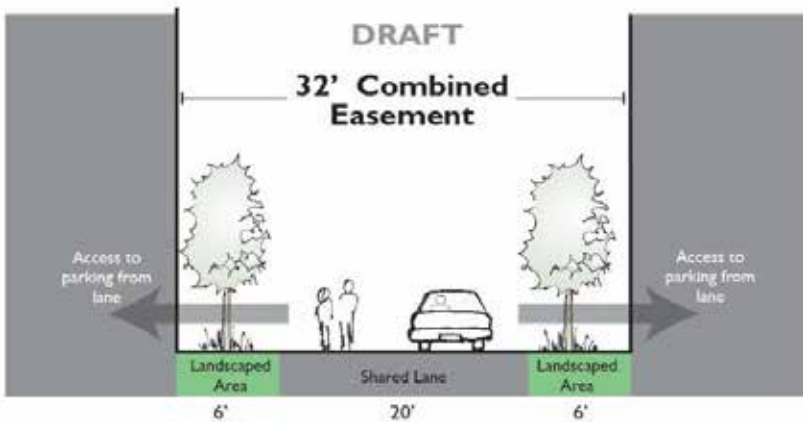
1.B. Commercial Arterial Street Multi-Use Trail Configuration



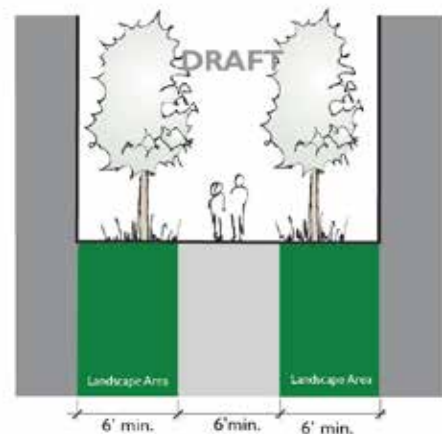
1.C. Non-Commercial Arterial Street Multi-Use Trail Configuration

② Through-block Connections

Multi-use connections will be provided throughout the subarea at no less than every 300 ft. Provision, maintenance, and siting of the through-block connections will involve collaboration between public and private property owners. Types of through-block connections will be based on the surroundings and may include the following configurations:



2.A. Woonerf/Private Street/Alley/Public Access Easement
Multi-modal Through-block Connection



2.B. Landscaped or Urban Passageway
Non-motorized Through-block Connection

③ Recreation Trails

Existing and proposed recreation trails will be enhanced and/or provided with the aim to highlight the subarea's built and natural environment as well as the historic and culturally significant features. The surface of these trails will vary from earthen to paved and will include interpretive features and amenities like signage, seating, view points, and pocket parks. The following recreation trails and/or improvements are proposed:

3.A. **Golf Course Perimeter Trail** - Will be added to cover at least 50% of the golf course perimeter.

3.B. **Enhanced Bluff Trail** - The existing trail along the bluff will be widened, resurfaced, and enhanced with amenities.



DUPONT OLD FORT LAKE DESIGN STANDARDS



Draft – November 21, 2023

NOTE: *Highlighted sections reflect content updated since the last draft.*

Community Design Regulations

Sections:

- 25.71.200 Purpose.
- 25.71.210 Streets, through-block connections, parks, and trails.
- 25.71.220 Streetscape classifications and regulations.
- 25.71.230 Maximum block size.
- 25.71.240 Through-block connections.
- 25.71.250 Parks.
- 25.71.260 Trails.

25.71.200 Purpose.

The purpose of the DMC 25.71.200-240 Community Design Regulations is to:

- A. Provide a robust multi-modal transportation network that serves as variety of users.
- B. Provide excellent street design that complements desired future land uses, and reflects community values and minimizes City maintenance costs.
- C. Create a well-connected and efficient road network.
- D. Evolve Old Fort Lake into a centerpiece of the Old Fort Lake subarea and a premier recreational opportunity for DuPont residents.
- E. 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, that is highly accessible to everyone and is connected to the DuPont community.

25.71.210 Streets, through-block connections, parks, and trails.

- A. Provision of streets, trails, through-block connections, and parks. Required streets, trails, through-block connections, and parks shall be built by developers as development occurs. The applicant shall comply with the provisions of DMC sections 25.71.200-250 and install required street, through-block connection, park, and/or trail improvements consistent with the City's Public Works Standards. Where there is a conflict between the provisions in this chapter and the City's Public Works Standards, the provisions of this chapter shall apply.
- B. Applicability. Streets, trails, parks, and through-block connections are required:
 - 1. To complete streets and trails identified in Figure DMC 25.71.210. Specific alignments for new, widened, or extended streets and trails will be determined during the development review process for applicable sites.
 - 2. When necessary to comply with maximum block length requirements in DMC 25.71.230.
 - 3. When necessary to comply with park provisions in DMC 25.71.240.
 - 4. When necessary to comply with trail provisions in DMC 25.71.250.
- C. Authority to require dedication. The applicant shall dedicate property for the required street rights-of-way.
- D. Map. The map below identifies the required arterial streets plus the base trail network. A connected network of local access roads, through-block connections, parks, and additional trails to be built in conjunction with development will complete the circulation, park, and trail network. The following sections provide standards for how these elements are completed.

Figure 25.71.210

Conceptual Location of Old Fort Lake Subarea's Arterial Streets and base trail network.



OLD FORT LAKE SUBAREA DESIGN STANDARDS - WORKING DRAFT

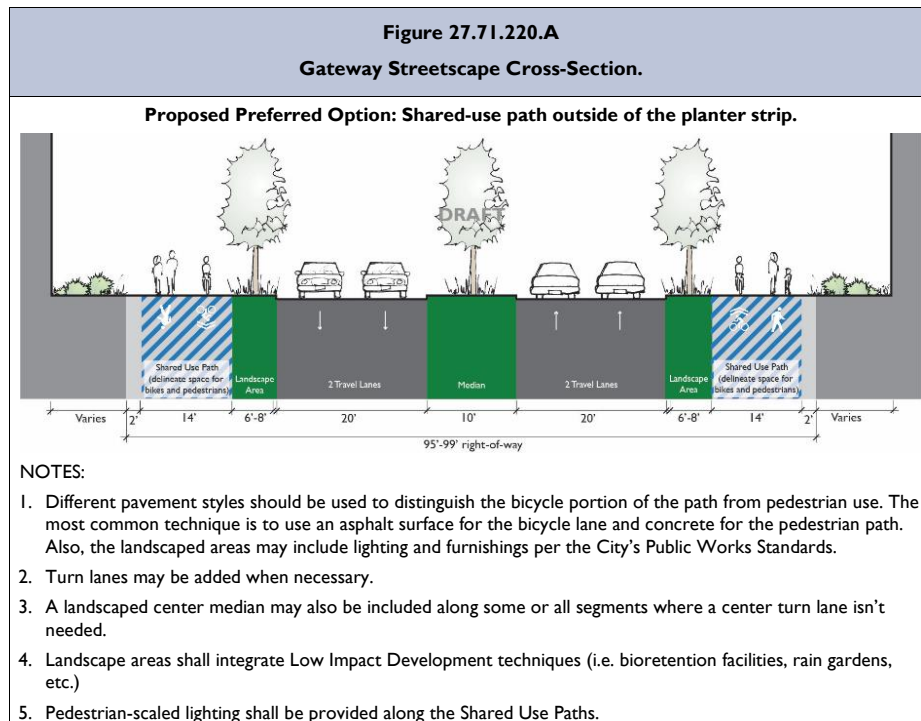
MAKERS architecture and urban design
20231121 Roads and TBC Standards_PC draft

Page 2

25.71.220 Streetscape classifications and regulations.

Subsections A-C below provide the regulations for each streetscape type. All streets within to Old Fort Lake Subarea shall be designed for vehicle travel speeds of not more than 35 MPH.

A. Gateway Streetscape. The “Gateway” is intended to be the primary access into and out of the Old Fort Lake Subarea. It’s locational context also means that it must accommodate the highest number of users than any other street in the subarea. Figure 27.71.220.A below illustrates a streetscape cross-section that integrates bicycle and pedestrian travel modes located behind the curb and landscape buffer to reduce traffic stress for active modes.



NOTE: Below is a photo example of similar recent shared-use path constructed in Bellevue, WA



B. Arterial Streetscapes. This includes the main roadway that forms a loop around Old Fort Lake and the golf course. Arterial streetscapes depend on the context of adjacent uses and whether on-street parking is desired. Figure 27.71.220.B below illustrates designs integrating safe bicycle and pedestrian facilities within commercial and residential contexts.

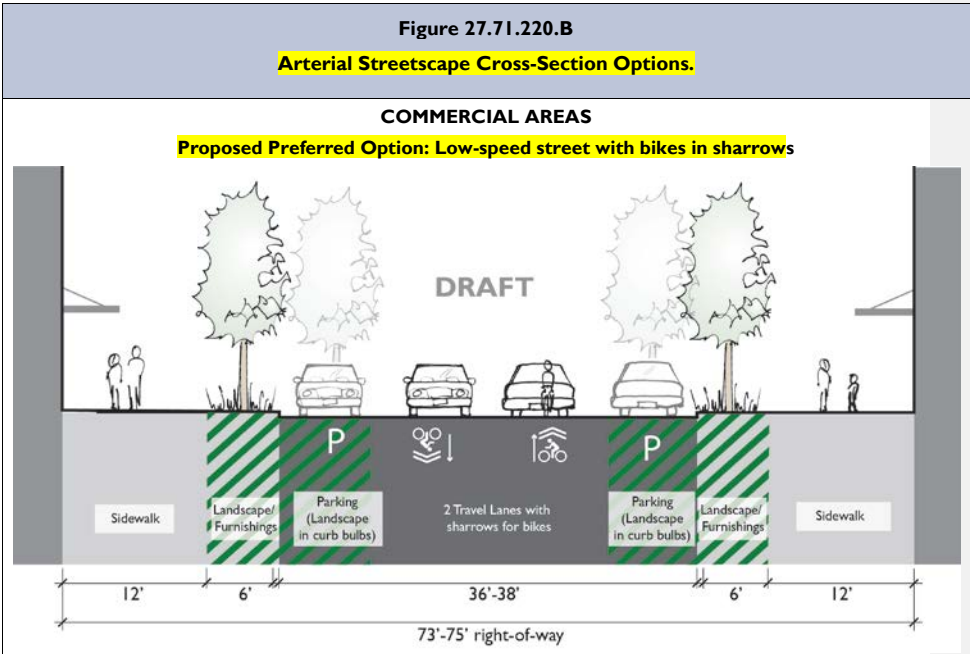
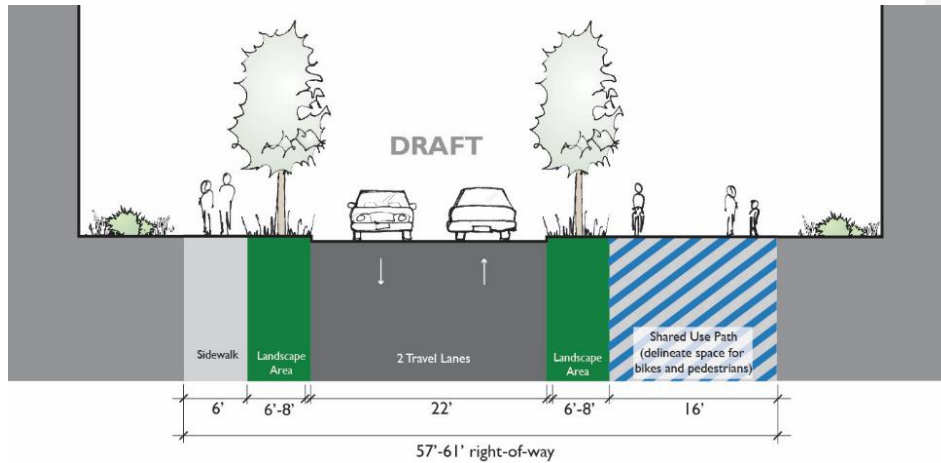


Figure 27.71.220.B

Arterial Streetscape Cross-Section Options.

NON-COMMERCIAL AREAS

Option 1: Shared-use path with no on-street parking

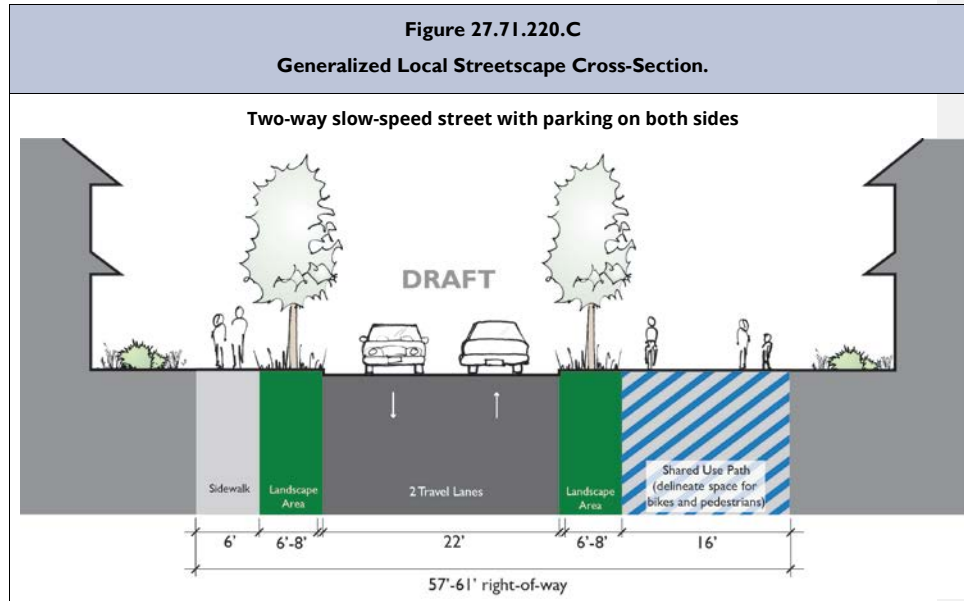


NOTES:

1. For the Arterial loop (around Old Fort Lake), the shared use path shall be located on the inside, so that no crossing of the arterial is needed to complete a full trail loop.
2. Parallel parking pockets (7' wide) may be integrated into the street design, provided the right-of-way is widened sufficient to accommodate such parking pockets (without reducing the width of other streetscape components).
3. Preferred option for commercial arterials is limited to one block in length where storefront uses are integrated on both sides of the street.
4. Turn lanes may be added when necessary.
5. Landscape areas shall integrate Low Impact Development techniques (i.e. bioretention facilities, rain gardens, etc.)
6. Streets shall provide clear, coordinated, and safe transitions for pedestrians and bicyclists at intersections, transitions between street types, and at intersections of streets and trails.
7. Pedestrian-scaled lighting shall be provided along the Shared Use Paths or sidewalks.

C. Local Streetscapes. Local streetscapes shall be designed to provide parallel on-street parking plus generous planting strips and sidewalks on both sides of the street. Specific requirements:

1. 34-foot wide roadway including parallel parking lanes on both sides of the street.
2. Six-foot planting strips with street trees on both sides of the street. Such areas may include lighting and furnishings per the City's Public Works Standards.
3. Six-foot sidewalks on both sides of the street.



- D. Alleys** are encouraged to be integrated for residential, commercial and mixed-use development to access parking and services for uses. This includes a 20-foot right-of-way with a 16-foot wide roadway with two-foot shoulders on each side. Where an alley is the only vehicular access to a lot, a 22-foot right-of-way is required with a 18-foot wide roadway with two-foot shoulders on each side.
- E. Roundabouts** will be required at key gateway and arterial intersections as shown on in the Old Fort Lake Subarea plan map Figure 25.71.210.
- F. Intersections.** Intersection design shall consider the intersecting street types (arterial, local, etc.), meet ADA requirements and ensure accessibility, and provide clear transitions between facilities for all transport modes. Intersection designs shall provide safe facilities pedestrians, bicyclists and other non-motorized transport modes. Intersection types may include stop-controlled, signalized, roundabouts, and/or neighborhood traffic circles per the City of Dupont's existing Public Works standards.
- G. Design departures.** Adjustments to the streetscape regulations in subsections A-C above may be approved by the city as a departure, pursuant to DMC 25.71.340, provided the design meets the goals and policies of the Old Fort Lake Subarea Plan.

25.71.230 Maximum block size.

- A. Intent.
- 1. To facilitate good pedestrian and vehicular circulation.
 - 2. To allow for greater creativity in designing blocks and circulation system.
 - 3. To encourage the integration of more non-motorized connections.
- B. Standards. Blocks shall be designed to provide publicly accessible pedestrian and/or vehicular connections at intervals no greater than indicated in Table 25.71.230 by zone.
- 1. Vehicular connections shall be designed as a public street using one of the local streetscape designs set forth in DMC 25.71.220 or as a private street, alley, or Woonerf (curbless shared street) per DMC 25.71.240(F)(1-3).
 - 2. Pedestrian connections shall be designed to comply with one of the two types of through-block connections set forth in DMC 25.71.240(F)(4-5).

Table 25.71.230			
Maximum block face and perimeter length			
Zone	Maximum block face length		Maximum block (bound by public streets) perimeter length
	Between public streets and TBC's or between TBC's	Between public streets	
MU	300	500	2,000
MF	400	600	2,400
SF+D	500	750	3,000
BP	600	1000	4,000

Example street/through-block connection network in the MU zone

C. Departures and exceptions.

1. The Director may approve a departure from the dimensional standards set forth in Table 25.71.230 by up to 25-percent, or adjust the type and design of vehicular and/or pedestrian connection provided the design meets the Old Fort Lake Subarea Plan's goals and policies. For example, to compensate for larger block sizes, the quality of on-site pedestrian connections should exceed the minimum requirements.
2. The Director may approve a exception from the dimensional standards set forth in Table 25.71.230 where topography, the golf course, a park, existing construction, or other geographic conditions prevent compliance or impose an unusual hardship on the applicant, provided the proposed design maximizes pedestrian and vehicular connectivity on the site given the constraints.

25.71.240 Through-block connections.

Through-block connections may include private streets, shared pedestrian and vehicular access routes, and other non-motorized routes. The intent is to allow flexibility in the type of connections that can best suit the particular development and its use mix. Such connections are encouraged to be integrated into the design of developments to comply with maximum block size standards per DMC 25.71.230, enhance pedestrian circulation in the area, while also providing an option for vehicular access to on-site parking, functioning as a design amenity to new development, and breaking of up the massing of buildings on long blocks. Specific regulations for such through-block connections:

- A. Public access easement.** Where a through-block connection is necessary to meet the maximum block size standards per DMC 25.71.230, such connections shall be provided within a public access easement.
- B. Alignment.** Specific alignments for the through-block connections will be developed during the development review process for applicable sites.
- C. Accessibility.** Through-block connections must be accessible to the public at all times and may take a variety of forms, depending on the block size and use mix, as specified in subsection (F), Through-block connections, below.
- D. Design departures.** Adjustments to the through-block connection regulations in subsection (F) below may be approved by the city as a departure, pursuant to DMC 25.71.340, provided the design:
 1. Creates a safe and welcoming pedestrian-route.
 2. Provides an effective transition between the shared lane or path and adjacent uses (e.g., enhances privacy to any adjacent ground-level residential units).
 3. Functions as a design amenity to the development.
 4. Is compliant with WSDOT and NACTO Complete Streets Design Guidance.
- E. Cantilever design.** Buildings may project or cantilever into minimum required easement areas on building levels above the connection provided a 13-foot, six-inch vertical clearance is maintained and all other regulations are met.

F. Through-block connection types. Unless otherwise noted below and elsewhere in this chapter, required through-block connections may take any of the following forms set forth in subsections (F)(1-4) below. A combination of designs set forth above may be used for each connection.

1. Private street.

- a. Applicability: The private street option may apply to any through-block connection within the subarea.
- b. When appropriate: For commercial, multifamily, or mixed-use development where vehicular access is needed.
- c. Design: Private streets shall meet City's Public Works Standards.

2. Alley design.

- a. Applicability: The traditional alley design option may apply to any through-block connection within the subarea.
- b. When appropriate: For commercial, multifamily, or mixed-use developments in compact development forms where vehicular access is needed.
- c. Design: Alleys shall meet City's Public Works Standards.

3. Woonerf design.

- a. Applicability: The "woonerf" – or shared lane may apply to any through-block connection within the subarea. WHY/WHEN APPROPRIATE....
- b. When appropriate: For commercial, multifamily, or mixed-use development where vehicular access is needed, but where a traditional street design is not necessary or desired. The shared-lane approach can work well for lower traffic situations and helps to reduce the total space needed to accommodate access.
- c. 32-foot minimum public access easement.
- d. 20-foot wide two-way shared travel lane.
- e. Parallel or angled parking pockets may be integrated along the lane.
- f. Landscape planters with a mixture of trees, shrubs, and ground cover must be integrated on at least one side of the shared-lane.

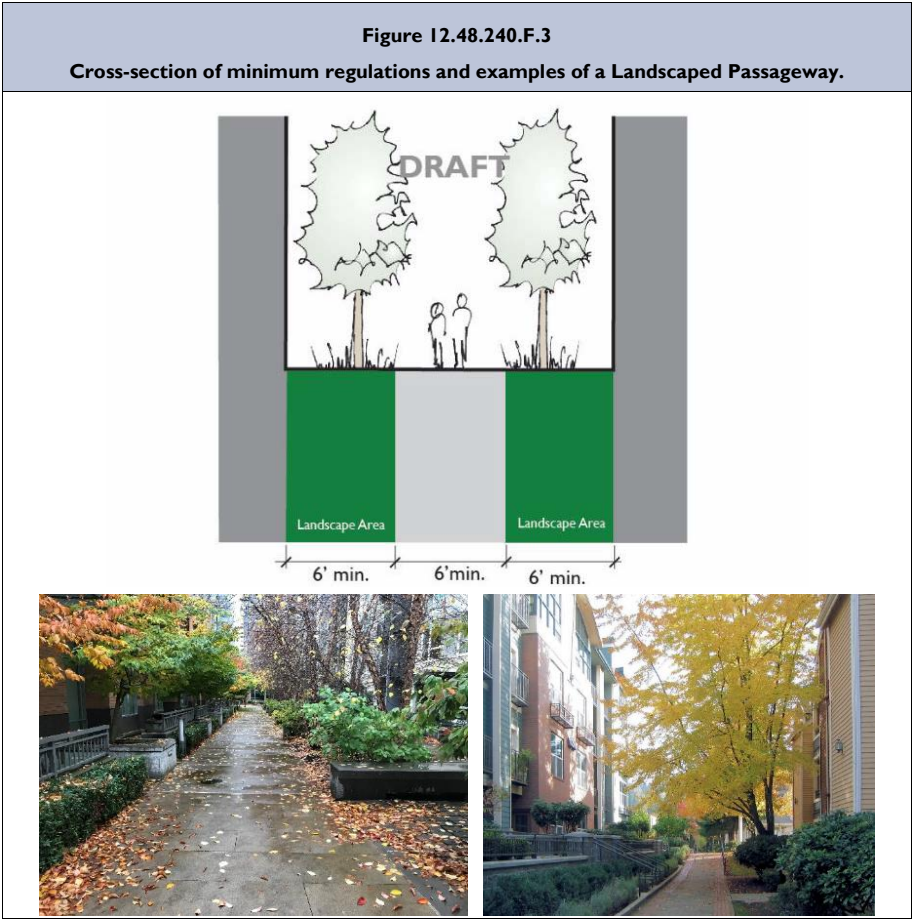
Figure 12.48.230.F.2 illustrates examples of the Woonerf design.

Figure 12.48.240.F.2
Woonerf examples.



Image courtesy eya.com

4. Landscaped passageway design.
 - a. Applicability: Optional non-vehicular design for residential subdivisions or other areas when vehicular access to the site is provided elsewhere on the site.
 - b. 24-foot minimum public access easement.
 - c. Six- foot walking path, minimum in single family and duplex subdivisions. For other use contexts, the walking path must be at least eight-foot wide.
 - d. Six-foot minimum landscaping strips (with a mixture of trees, shrubs, and ground cover) on each side of the walking path.



5. Urban passage design.

- a. Applicability: Optional non-vehicular design for commercial or mixed-use areas when vehicular access to the site is provided elsewhere on the site and active ground level uses (commercial or public uses) are provided along frontages.
- b. Twelve-foot minimum public access easement.
- c. Urban passage design connections are subject to Storefront block frontage regulations in DMC 25.71.400-470, except:
 - i. Land uses: There's no limit to the amount of lobby and common areas associated with multifamily residential uses adjacent to the urban passage.
 - ii. Floor to ceiling height: Not applicable.
 - iii. Retail space depth: Not applicable.
 - iv. Façade transparency: 40% minimum.
 - v. Weather protection: Only required over building entrances (at least three feet deep across the full width of the entrance).

25.71.250 Parks.

- A. Park-land requirement. Park-land dedication is required for residential subdivisions with ten or more lots. The decision-maker must select one of the following:
 - 1. One-tenth of the combined area of lots one acre or less in size, exclusive of all other dedications, must be forever dedicated to the public for parks, open space, or playgrounds. The decision-maker, in consultation with the parks department, must determine suitable locations for such parks and playgrounds.
 - 2. The subdivider creates a property owners' association for the proposed subdivision and deeds to the association land to be held in perpetuity for use as parks, open space, or playgrounds. The area of land to be deeded to the association must equal the amount that would otherwise have been dedicated to public use.
- B. Park design criteria. Parks and open space integrated into residential subdivisions must meet the following design criteria:
 - 1. Must be convenient, usable and accessible. All open spaces must be physically and visually accessible from the adjacent street or major internal pedestrian route. Open spaces must be in locations that the intended user(s) can easily access and use, rather than simply left-over or undevelopable space in locations where very little pedestrian traffic is anticipated or terrain makes access and use difficult. Locations integrated with transit stops, for instance, would be encouraged, as there is likely to be pedestrian traffic in the area.
 - 2. Must be inviting. Inviting open spaces feature amenities and activities that encourage pedestrians to use and explore the space. On a large scale, it could be a combination of active and passive recreational uses. It could include a children's play area, special landscaping element, or even a comfortable place to sit and watch the world go by. In order for people to linger in an open space, it must be comfortable. For instance, a plaza space should receive ample sunlight, particularly at noon, and have design elements

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that lend the space a “human scale,” including landscaping elements, benches and other seating areas, and pedestrian-scaled lighting. No use must be allowed within the open space that adversely affects the aesthetic appeal or usability of the open space.

3. Must be safe. **Safe open spaces incorporate the following design principles:**
 - a. Natural surveillance - which occurs when parks or plazas are open to view by the public and neighbors. For example, a plaza that features residential units with windows looking down on space means that the space has good “eyes” on the park or plaza.
 - b. Lighting that reflects the intended hours of operation and is appropriate for the proposed activities.
 - c. Landscaping and fencing. Avoid configurations that create dangerous hiding spaces or minimize views.
 - d. Entrances should be prominent, well lit, and highly visible from inside and outside of the space.
 - e. Maintenance. Open spaces must utilize commercial grade materials that will last and require minimal maintenance costs. Walls, where necessary, must be designed and treated to deter graffiti. Use and maintain landscape materials that reduce maintenance cost and maintain visibility, where desired.
4. Provides for uses/activities that appropriately serve the anticipated residents and users of the development. For example, common open space that serves a variety of functions will attract greater usage. When designing open spaces, project applicants should consider a broad range of age groups, from small children, to teens, parents, and seniors.
5. Must be well maintained. Open space must be maintained by the land owner(s) unless the city or other public authority accepts an offer of dedication.
6. May include LID BMPs. Open spaces may include LID BMPs, like rain gardens, in up to 25-percent of subdivision open spaces (cumulative).

Figure 25.71.250
Good park integration examples.



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Figure 25.71.250
Good park integration examples.



- A. Circular park surrounded by a street functions as the neighborhood's focal point.
- B. Small parks are bordered by streets on one or two sides with pathways and front yards along other sides. Note that alleys provide access to the adjacent homes.
- C. Rectangular-shaped neighborhood park bound by streets on all four sides.
- D. Small "green" is bound by pathways and townhouses on three sides and a street on one side.

25.71.260 Trails.

Figure 12.48.210.D above illustrates the configuration of existing and conceptual locations of planned trails to implement the Old Fort Lake Subarea Plan's goals and policies. All subdivisions shall comply with the following regulations:

- A. Quantity.** Development shall integrate a connected trail system equal to or greater than the concept illustrated in Figure 25.71.210. This includes the multipurpose trails along arterial roadways as set forth in DMC 25.71.220.B, golf course perimeter trails as set forth in subsection B below, and other connecting trails .
- B. Golf course perimeter trails.** Trails shall be integrated with new development along at least 50 percent of the perimeter adjacent to the golf course.
- C. Bluff trail improvement.** The Bluff Trail shall be improved to standards in conjunction with development.
- D. Design.** Trails must be designed appropriate to the physical context of the site and development to accommodate anticipated use. Connecting trails qualifying as through-block connections per DMC 25.71.230 shall be designed as either a Landscaped passageway or Urban passageway. Other trails shall comply with the City's Public Works Standards.
- E. Public access easement.** Minimum required trails shall be provided within a public access easement.
- F. Alignment.** Specific alignments for the trail will be developed during the development review process for applicable sites.
- G. Accessibility.** Trails must be accessible to the public at all times.

Commented [BB1]: To discuss level of improvements desired here. My impression here is that this is more of a walking path - but probably should be wide enough to accommodate family biking. Thus maybe at least 10' wide - preferably 12' but per our policies re WUI could integrate low level landscaping on both sides to function as a firebreak.

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