Chapter 1 Introduction

Location and Setting

The City of DuPont, Washington situated half-way between Olympia and Tacoma is a unique community. It's 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 two sides by the JBLM Military Reservation, on the third side by steep bluffs leading down to Puget Sound, and on the fourth 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 365-195-060). 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 city's 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, the GMA, 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 Subara 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 multi family 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 the City's recreational, historic and cultural assets.

Plan Platform and Structure

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

GOAL – A goal is a broad statements 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. A policy is an extension of a plan's goals, reflecting an assessment of conditions.

ACTION – An action is a "budgetable" step(s) envisioned or undertaken to implement plan policy. Actions may include development of more detailed and localized plans, work to implement policies, formal agreements, regulations or other strategies.

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) Cultural Resources,

   e) Parks and Recreation,

   f) Housing,

   g) Transportation, and

   h) Capital Facilities and Utilities

Each element contains a matrix of the community's goals, policies, and actions 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:

      - Land Use
      - Transportation,
      - Economic Development
      - Housing

   b) Incorporate (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:

   a) A State Environmental Policy Act (SEPA) documentation developed for the plan's adoption.

   b) A Glossary

   c) An accounting of the public process used to develop this update

   d) The Transportation Plan

   e) An Economic Development strategies report

   f) 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, and 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 build 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 Sequalitchew 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 Sequalitchew 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 XX Section in the Natural Environment Element (in 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. In the case of Old Fort Lake Subarea, there is a strong focus on future light manufacturing and research land uses in the adopted 2018 Subarea Plan which is being updated to focus more on residential development in order to meet future housing needs.

Similarly, in Sequalitchew Village there is a focus on a blend of light manufacturing, research, and a range of residential options.

Other Land Use Influences

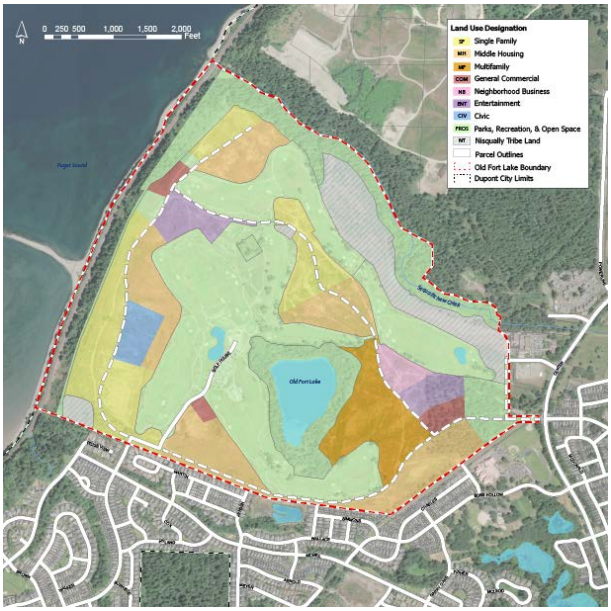
In late 2020, the community was impacted by the closure of State Farm Insurance, a major employer. The company's iconic brick office building, set in a park-like campus on Wilmington Drive and visible from Interstate 5, was a key component of the city's image and a center for activity. The 52-acre property,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

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.

[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.

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 2023 DuPont City Council placed a moratorium on development within the Old Fort Lake Subarea until a new 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 new Subarea Plan is designed to increase housing densities to include allowing accessory dwelling units (ADUs), middle housing (which includes duplexes, triplexes through six-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. Commercial, retail and entertainment-type uses are also allowed. The Subarea Plan is intended to be adopted concurrent with this citywide Comprehensive Plan.

State Farm Building. Source: Tacoma News Tribune



Old Fort Lake Subarea Plan Future Land Use Map.

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 any 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 2010[2]. Figure 1-1 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].

Population Growth Overview

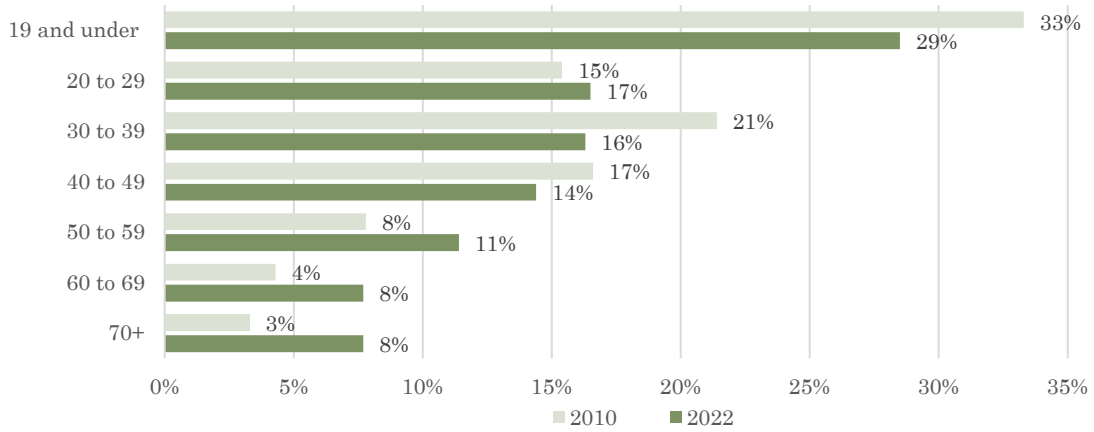
Source: Washington State Office of Financial Management

[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 of age 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.

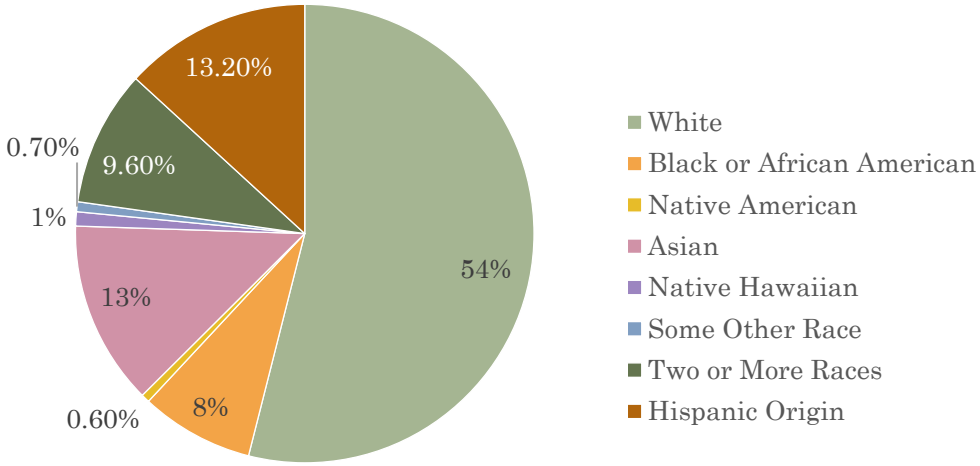


Population Age Cohorts

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 and is more ethnic diversity in the City than in Pierce County. Additionally, DuPont is becoming more diverse over time.



Ethnic Diversity in DuPont

Source: 2022 ACS 5-Year Estimates

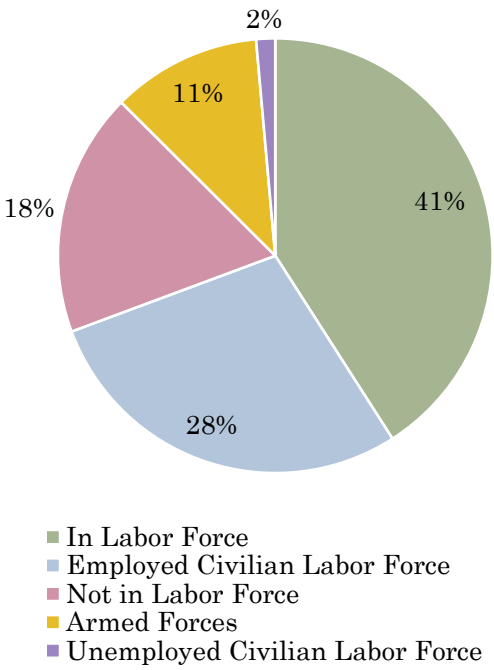
The job mix in DuPont has led to median incomes which are generally higher than other neighboring communities. Median household income was estimated at $106,695 in 2022. This is slightly higher as compared to Pierce County (county-wide) which was $91,486 for the same year. However, the Census Bureau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

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 1-4. DuPont Employment Status). Of those in the labor force 18.8 percent are in the Armed Forces.

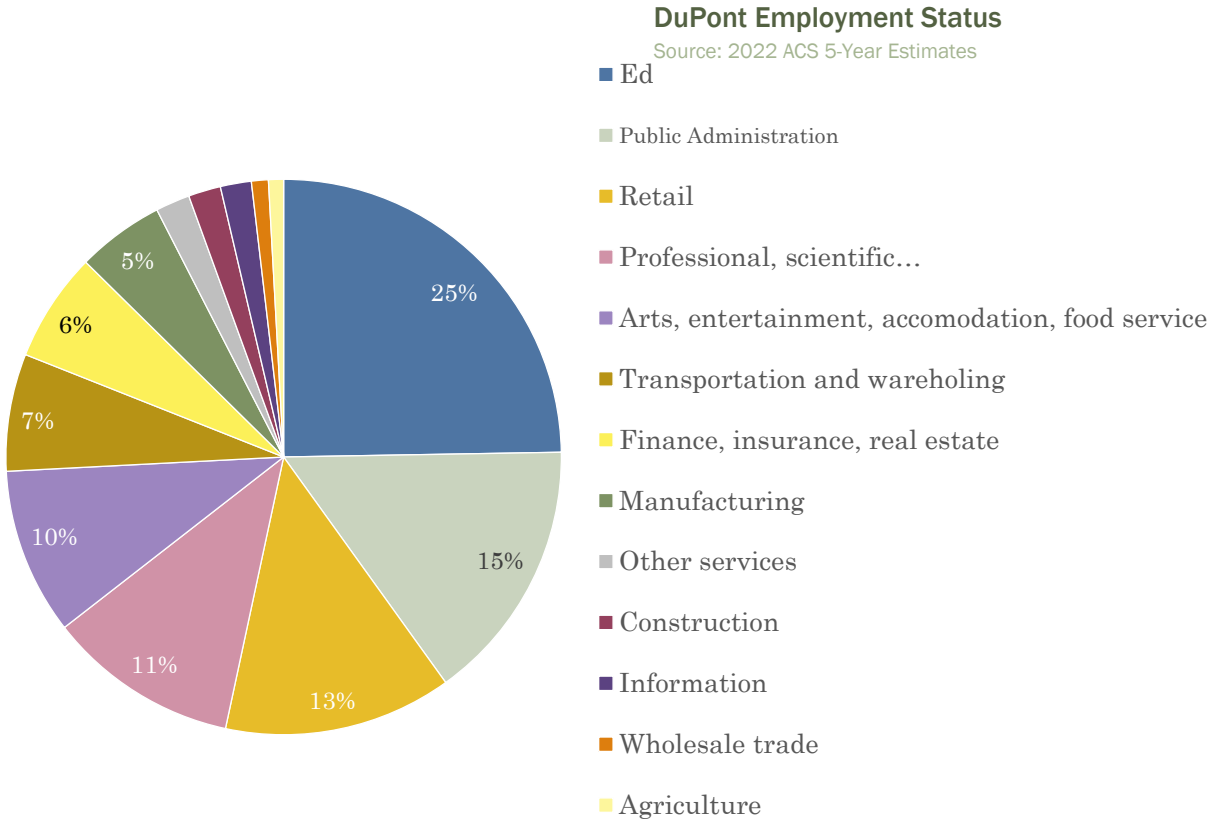
Since 2012 civilian workforce employment among DuPont residents has increased by 34 percent (or 3.4 percent per year)[4]. Population growth in the same ten-year period has increased by 16.8 percent.

Probably the most pertinent employment statistic is the percentage of the labor force 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.



[4] That number is slightly reduced to 31 percent when you consider total employment, meaning those in the Armed Forces as well.

Figure 1-5 shows the industries that DuPont's civilian labor force is employed in. The educational services, healthcare, and social assistance industry employs the largest segment of DuPont's civilian workforce at 25 percent.



DuPont Employment by Industry
Source: 2022 ACS 5-Year Estimates

Employment in the manufacturing industry, once almost 40 percent of the City's civilian labor force, continues to shrink and as of 2022 ACS Estimates is right around 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.

Current Land Uses

Permitted land uses are established through the City's zoning districts. Table 1 lists the City's current zoning classifications as of July 2024 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. Discussions in the Land Use Chapter show acreages for land use designation for each Village.

DuPont Zone Classifications

Zone Classification		Zone Type[1]	Total Acres[2]	Percentage
CB	Community Business	Commercial	58.1	1.82%
COM	Commercial	Commercial	18.2	0.57%
CP	Community Park	Parks and Recreation	59.1	1.85%
IND	Industrial	Industrial	138.1	4.32%
MRP	Manufacturing Research Park	Industrial	478.1	14.96%
MUV	Mixed Use Village	Mixed Use	519.7	16.26%
MXD	Mixed Use	Commercial	58.8	1.84%
MXD-2	Mixed Use	Commercial	52.1	1.63%
NP	Neighborhood Park	Parks and Recreation	26.1	0.82%
OS	Open Space	Open Space	705.7	22.08%
R-12	Residential-12	Residential	72.2	2.26%
R-3	Residential-3	Residential	54.5	1.71%
R-4	Residential-4	Residential	463.6	14.50%
R-5	Residential-5	Residential	284.8	8.91%
RR	Residential Reserve	Residential	207.2	6.48%

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

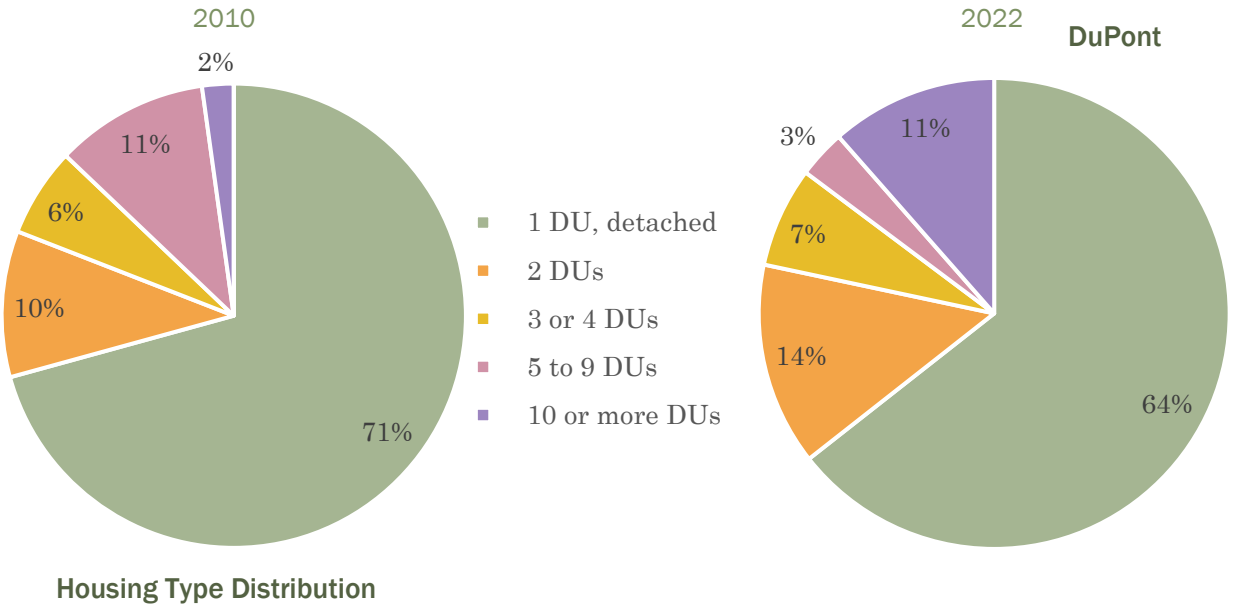
In 1994, there were 229 residential units in DuPont, 76 percent were single- family homes and 24 percent were multifamily homes. Overall density was 3.2 units per residential acre. Since 1994, there have been 3,562 housing units built with the bulk of this growth occurring in the decade between 1996 and 2006. Table 2 illustrates how the total number of housing units and types in DuPont has evolved over the past 30 years.

DuPont Housing

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

Source: ACS 5 year estimates

As of 2022[5] 64.6 percent of DuPont's housing units are detached single-family and 35.6 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.



Housing Type Distribution

Source: ACS 2022 5-Year Estimates

[5] 2022 ACS 5-Year Estimates

According to the 2022 ACS 5-Year Estimates, the overall average household size in DuPont is 2.49 (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.

Jobs

Table 3 illustrates how the total number of jobs has evolved in DuPont over the past 30 years.

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% of the County's population growth (77,000) and 15% 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. 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: 1,960
- 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 more deeply 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.

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 and DuPont Housing Capacity Analysis were 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 1,960 dwelling units. Using DuPont's 2020 zoning classifications, the Buildable Lands Report found the city to have capacity for 1,150 dwelling units (Figure XX) showing a deficit of 810 dwelling units. The assumed number of dwelling units for the Old Fort Lake Subarea at that time was 961 units.

In the 2023 DuPont Housing Capacity Analysis report, there were some slight adjustments, particularly for the R-5 vacant lands. That area has now been planned as the Patriot's Landing development, with a proposed 308 housing units. Additionally, in the intervening years, the Office (OFF) zoning designation, which had been in place for the large State Farm campus, has been eliminated in 2022 and replaced with MUV-2 zoning, which is not included in either report, as the property was assumed to provide jobs, not housing.

As both reports demonstrate, the ability for DuPont to reach its allocated housing unit growth target by 2044 depends upon the development of Old Fort Lake, with some flexibility for the redevelopment of the former State Farm Campus.

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

Zone	Vacant	Underutilized	Vacant Single Unit	Pipeline	Total
CB	0	0	0	0	0
COM	0	0	0	0	0
IND	0	0	0	0	0
MRP	0	0	0	0	0
MUV 1-8	0	961	0	0	961
MUV 9	0	0	0	0	0
MXD	0	0	0	0	0
OFF	0	0	0	0	0
R-12	0	0	12	19	31
R-3	0	8	7	0	15
R-4	5	0	0	0	5
R-5	131	7	0	0	138
RR	0	0	0	0	0
Total	136	976	19	19	1,150 (-810)

Source: Pierce County Buildable Lands Report 2021

Housing Capacity Analysis Comparison

Zone	Pierce County Buildable Lands Report 2021	City's Housing Capacity Analysis 2023
CB	0	0
COM	0	0
IND	0	0
MRP	0	0
MUV 1-8	961	961
MUV 9	0	0
OFF/MUV-2	0	0
R-12	12	12
R-3	8	9
R-4	5	2
R-5	131	308
RR	0	0
Total	1,150	1,342
Additional Capacity Needed	810	618

Source: Pierce County Buildable Lands Report, 2021 and City of DuPont Housing Capacity Analysis 2023

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 providing retail, hotel, restaurant and services; one on the west side (MXD) and one on the east side (COM) of DuPont adjacent to the I-5 freeway. There is another large portion of the north part of DuPont adjacent to the CalPortland gravel mine and JBLM. This area (MRP and IND) has been built out with warehouses and offices from roughly 2013 onwards. The State Farm office campus (OFF) adjacent to I-5 was not included in the analysis since it closed in 2020.

City of DuPont 2020-2044 Employment Capacity (Jobs)

Zone	Vacant	Underutilized	Pipeline	Total Jobs
CB	95	0	0	95
COM	40	39	4	102
IND	0	0	0	0
MRP	308	0	538	846
MUV 1-8	0	954	0	954
MUV 9	0	2,060	0	2,062
MXD	103	20	0	8
OFF	0	4	0	8
R-12	0	0	0	0
R-3	0	0	0	0
R-4	0	0	0	1
R-5	0	0	0	28
RR	0	0	0	0
Total Jobs	546	3,077	542	4,165 (+2,988)

Source: Pierce County Buildable Lands Report, 2021

The 2044 employment target for DuPont is for an additional 1,177 jobs from the 2020 baseline. Commercial development in DuPont has been mostly segregated from residential areas, despite having a mixed-use zoning category. There were no residential permits granted for that zone from 2013 to 2020 according to the Buildable Lands Report (BLR). Below is the BLR Employment Capacity table. Under the zoning in 2020, DuPont has a surplus capacity for 2,988 jobs.

Old Fort Lake Subarea

As was evident in the housing capacity analysis, the main area expected to absorb employment growth is the Old Fort Lake Subarea, represented by zoning code MUV 1-8 and MUV 9. Since the publication of the BLR, the area has begun a subarea planning process with a recommended zoning change to balance the surplus of employment capacity and the housing deficit.

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 provides policy guidance on preserving the small-town postcard image, suggesting individual actions the City and community can take 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.

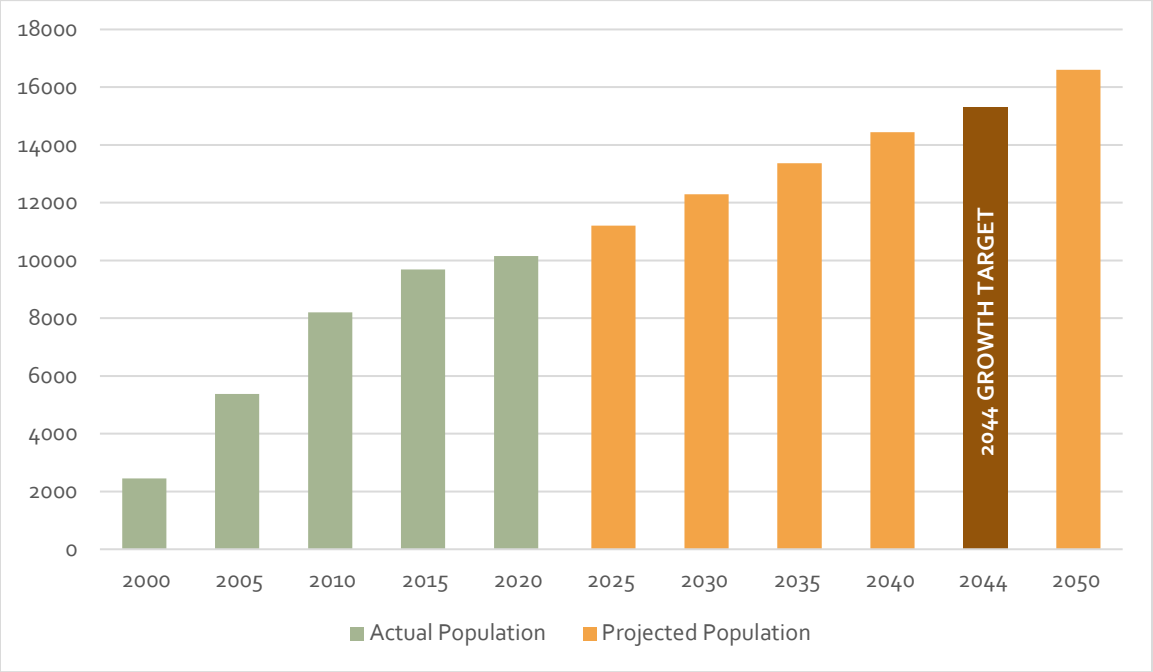
Table 3.1: 2044 DuPont Growth Targets

	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.

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 Sequalitchew 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 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 the federal ownership in combination with the unique character of the military operations and support structures is not typical of civilian land uses. Military

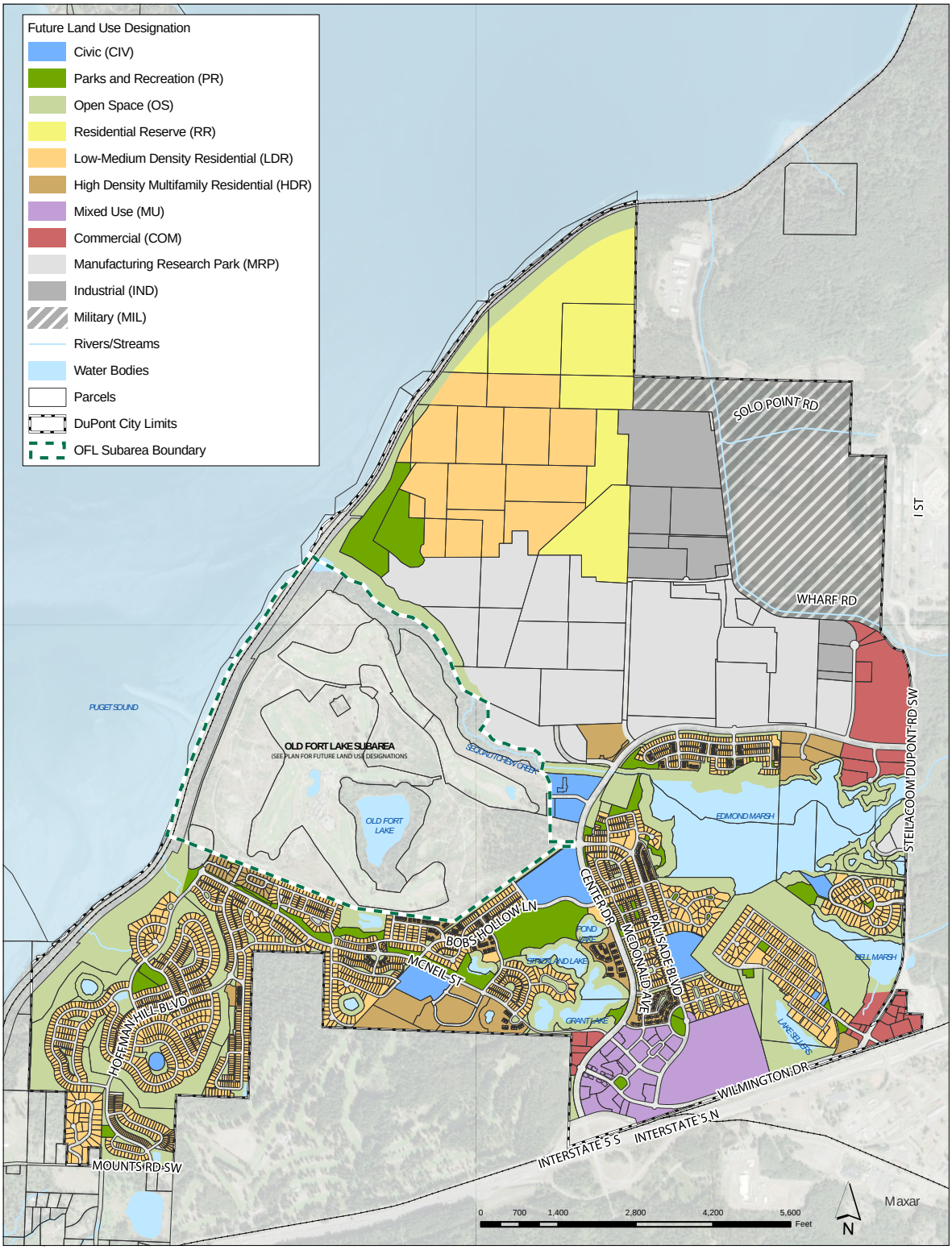
	lands are designated on the land use map but land uses within the installation are not governed by the city.
Open Space	The purpose of the open space designation is to recognize those lands which are not intended to be developed due to the presence of wetlands, wetland buffers, steep slopes and other 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.

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 include 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.
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.

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.

Historic Village	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 deNemours 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. 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.
Palisade Village	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 Sequalitchew Creek, small pocket parks within residential areas, and Chloe Clark Elementary School
DuPont Station	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.

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.

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.

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 those who are close to retirement that are affordable, walkable, and celebrate an active community lifestyle.

The approved Patriot's Landing Master Plan provides an opportunity to address the City's goal to provide affordable housing options.

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.

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.

Hoffman Hill Village

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.

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 Delta[1]. This sensitive area and buffer also keeps development back from the bluff, avoiding potential erosion, landslide, or seismic hazards.

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 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.

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.

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.

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

El Rancho Madrona Village	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.
Edmond Village	Edmond Village is bounded by Center Drive to the north and west, Sequalitchew 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.
Bell Hill Village	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 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.

Sequalitchew Village

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.

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.

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.

As indicated above and in the Reasonable Measures in Chapter 2, the area designated as Residential Reserve is slated for a subarea

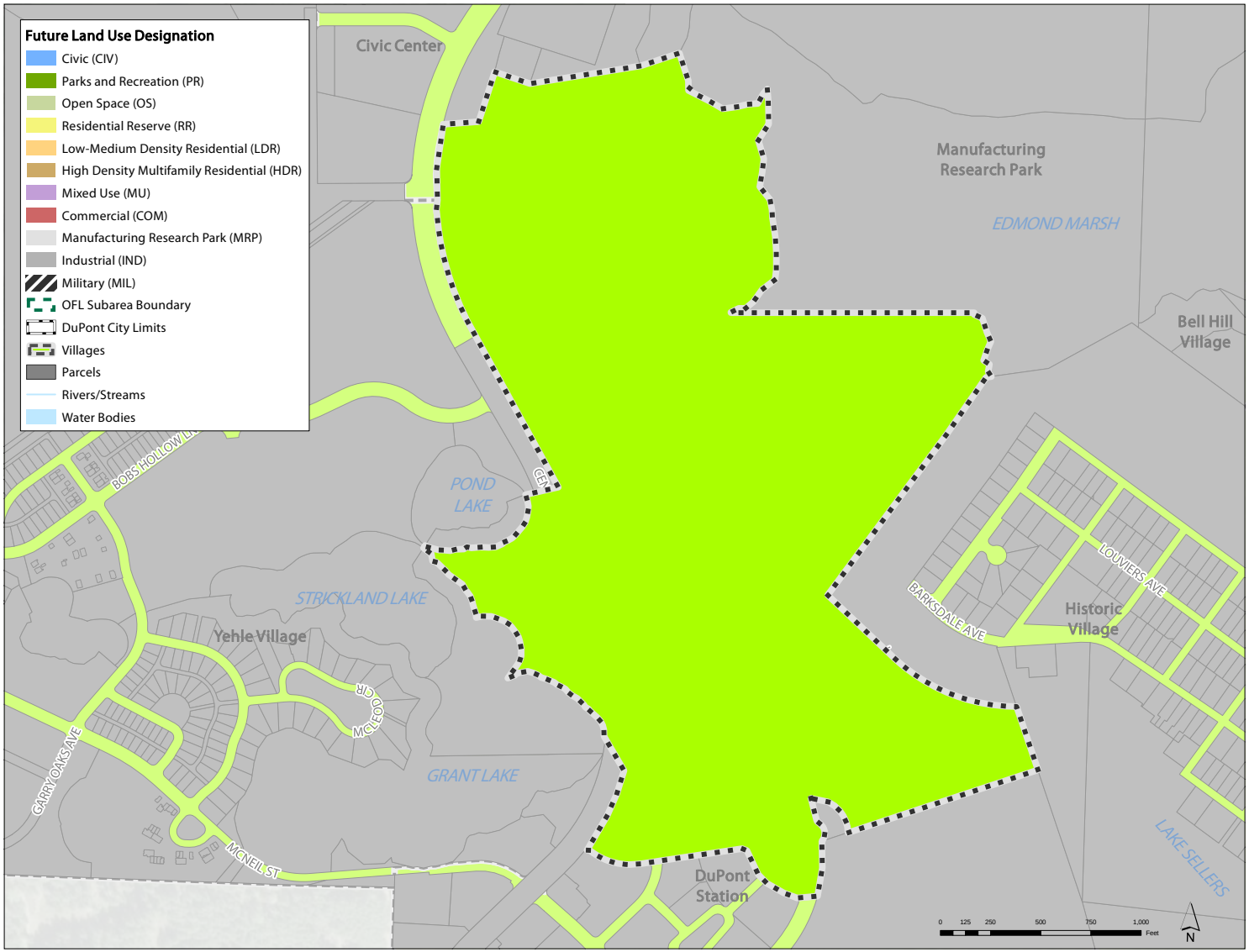
planning process. As the mining operations in Sequalitchew Village are anticipated to cease sometime within the horizon of this plan, and this plan anticipates that near the end of mining operations the City will undertake a subarea planning process that should:

- 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.

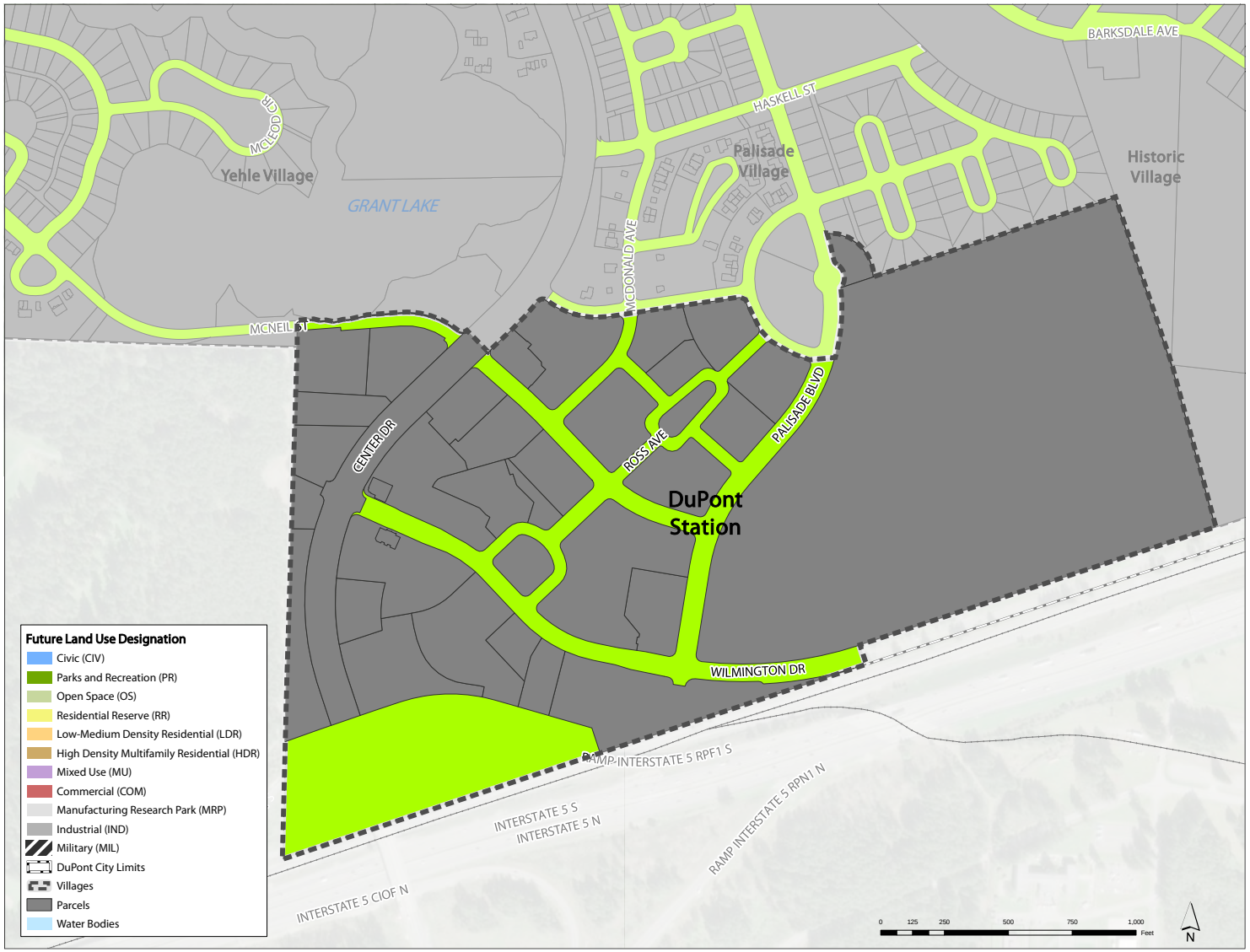
The preceding list is only intended to provide broad-brush objectives of a Sequalitchew Village subarea plan. This plan anticipates that these objectives should be revaluated as this plan is updated in the future.

Historic Village Future Land Use Map

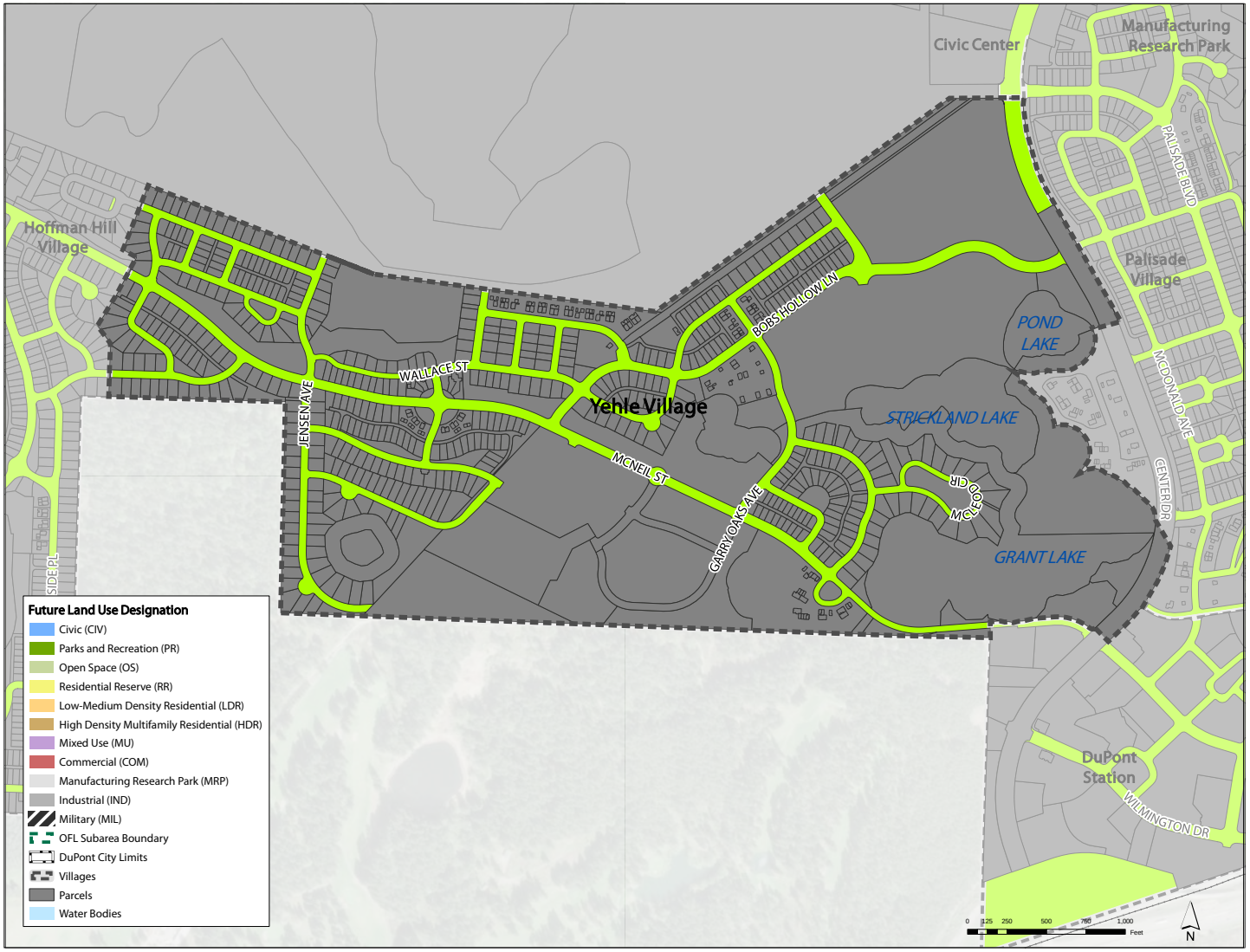
Palisade Village Future Land Use Map



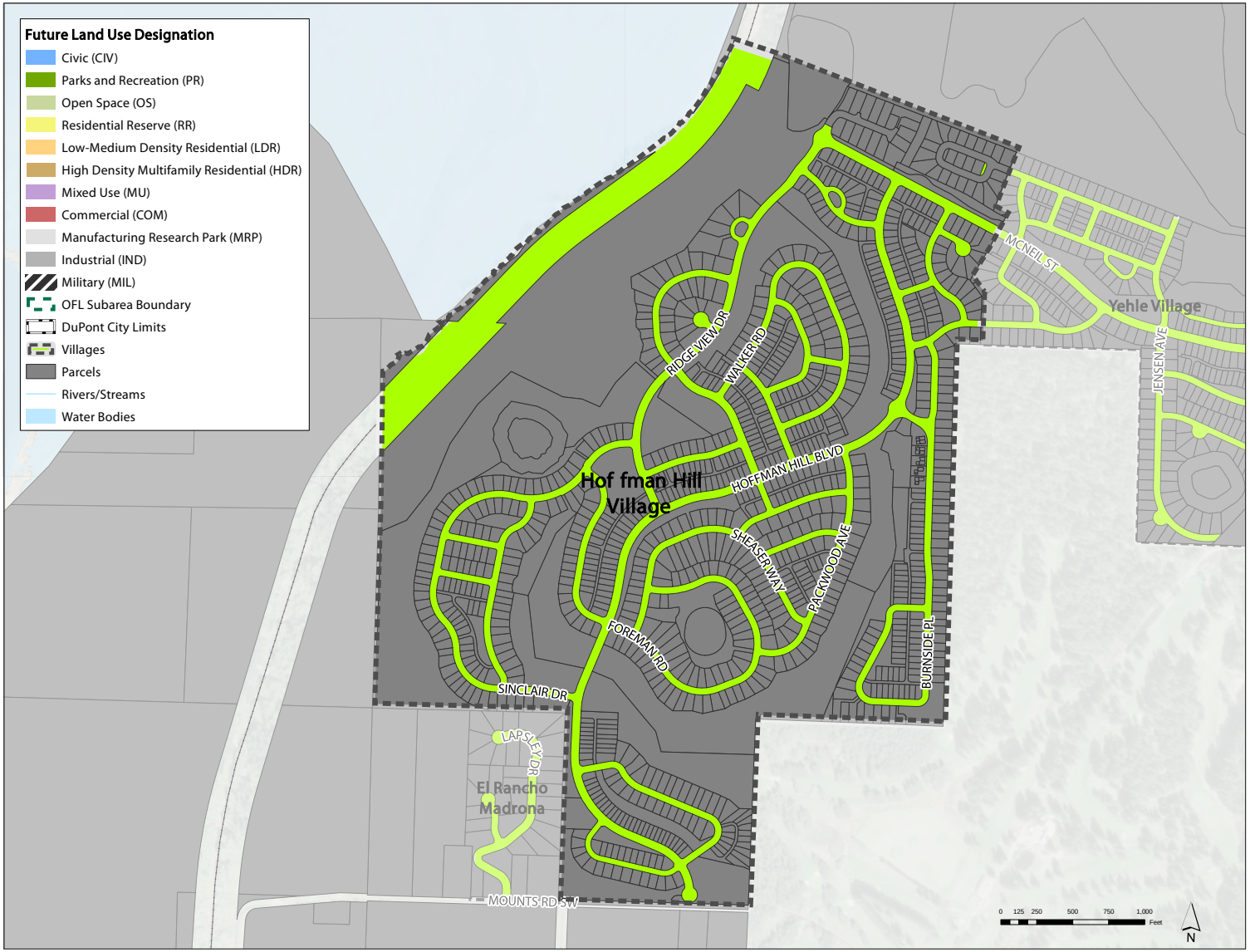
DuPont Station Future Land Use Map



Yehle Village Future Land Use Map

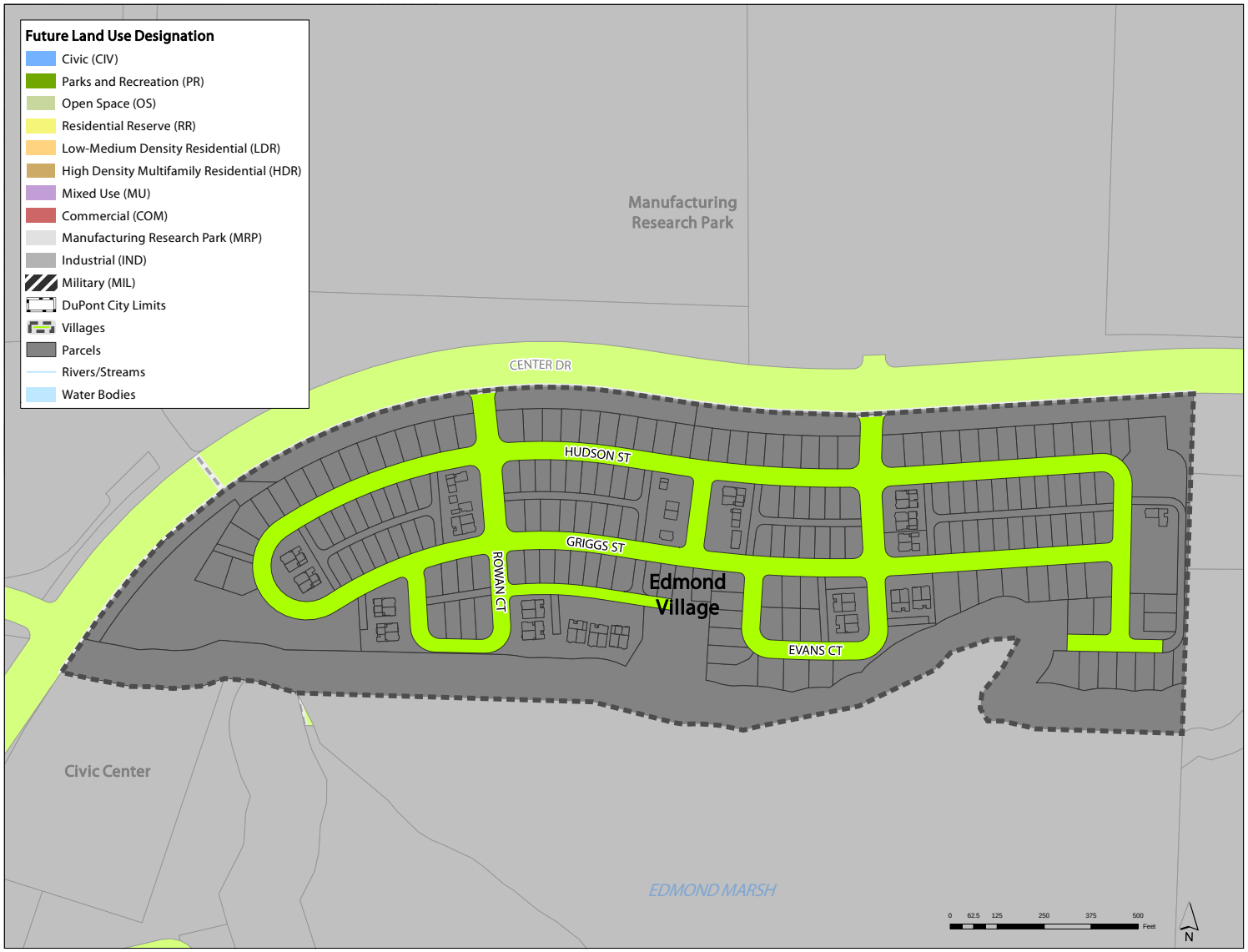


Hoffman Hill Village Future Land Use Map

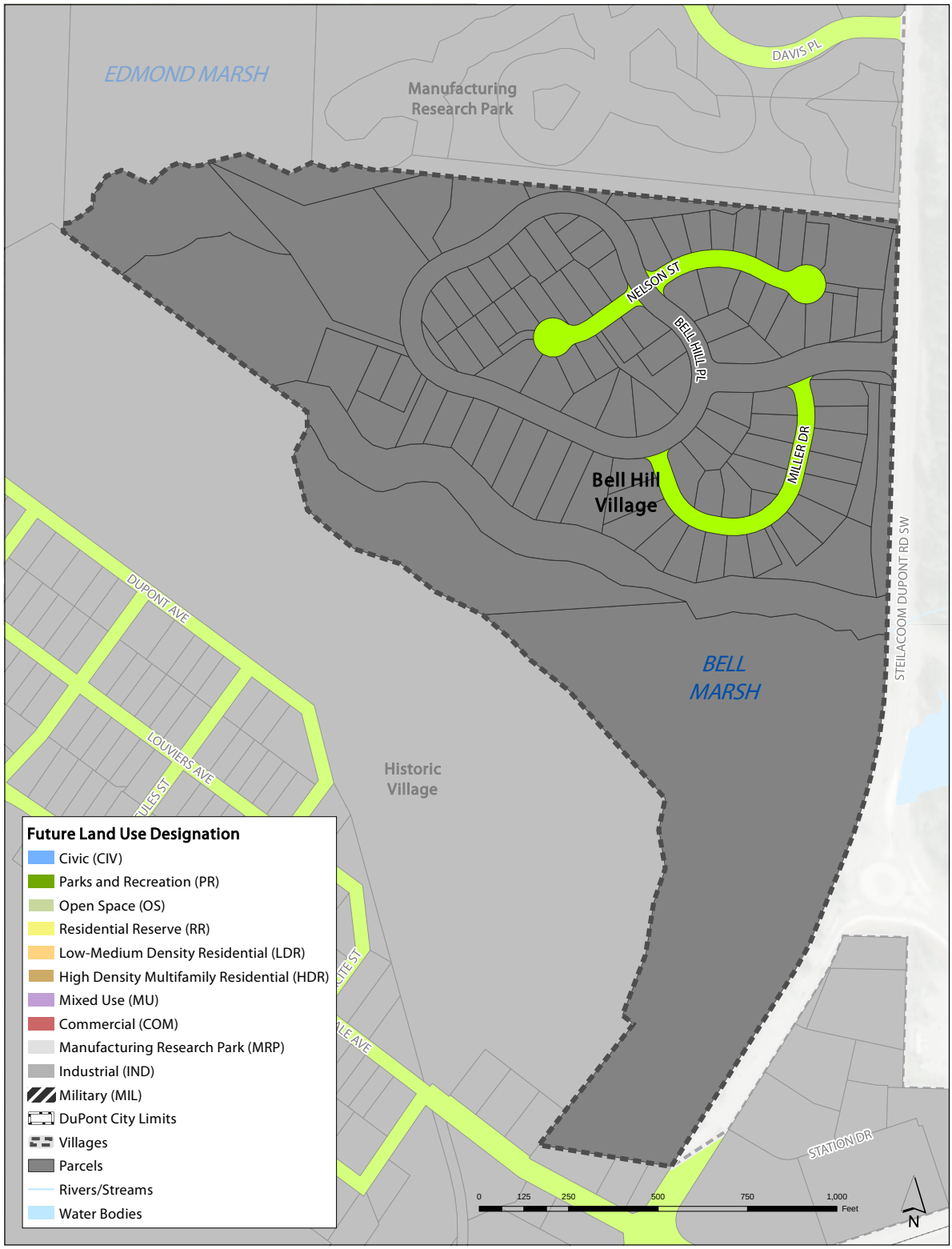


El Rancho Madrona Village Future Land Use Map

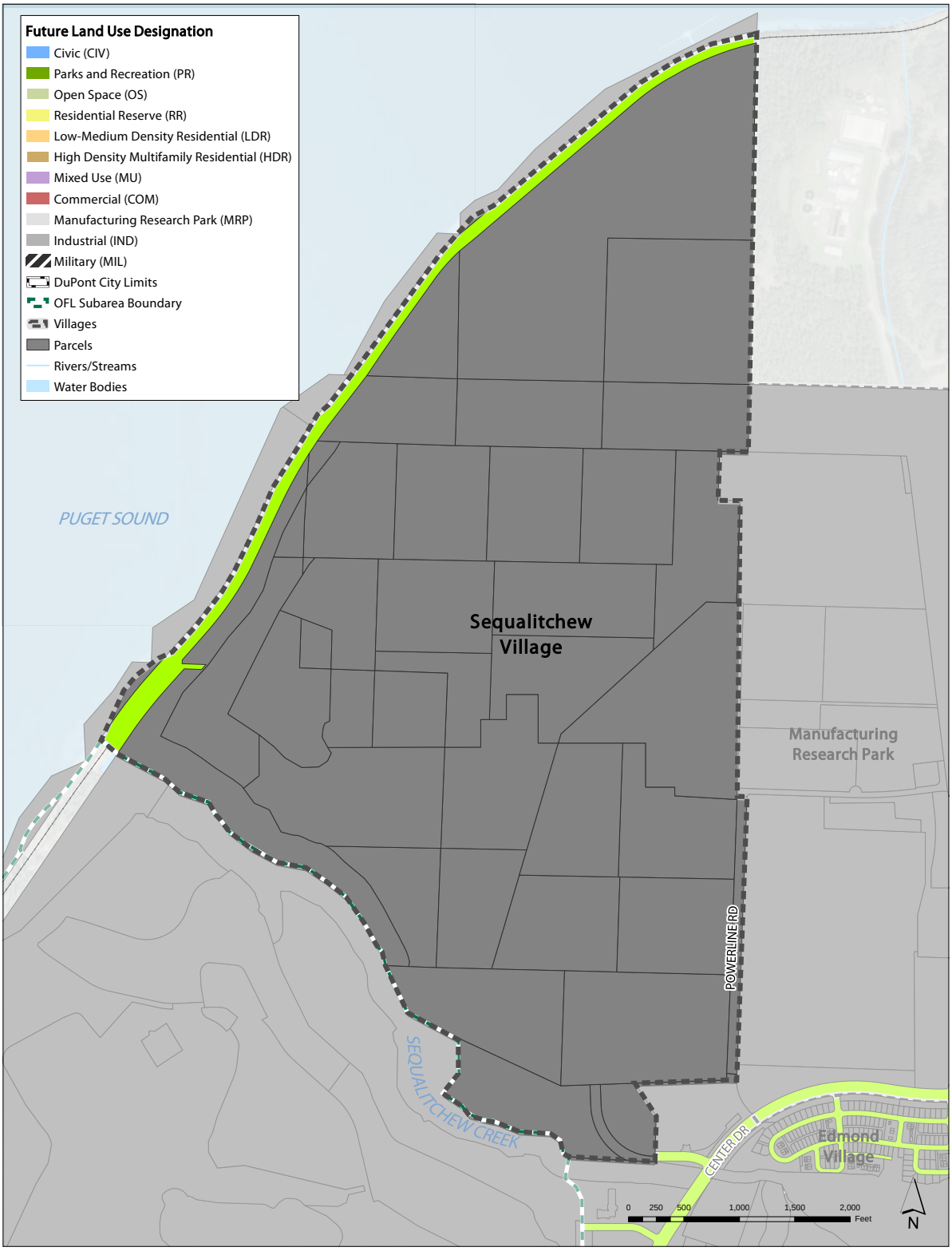
Edmond Village Future Land Use Map



Bell Hill Village Future Land Use Map



Sequalitchew Village Future Land Use Map

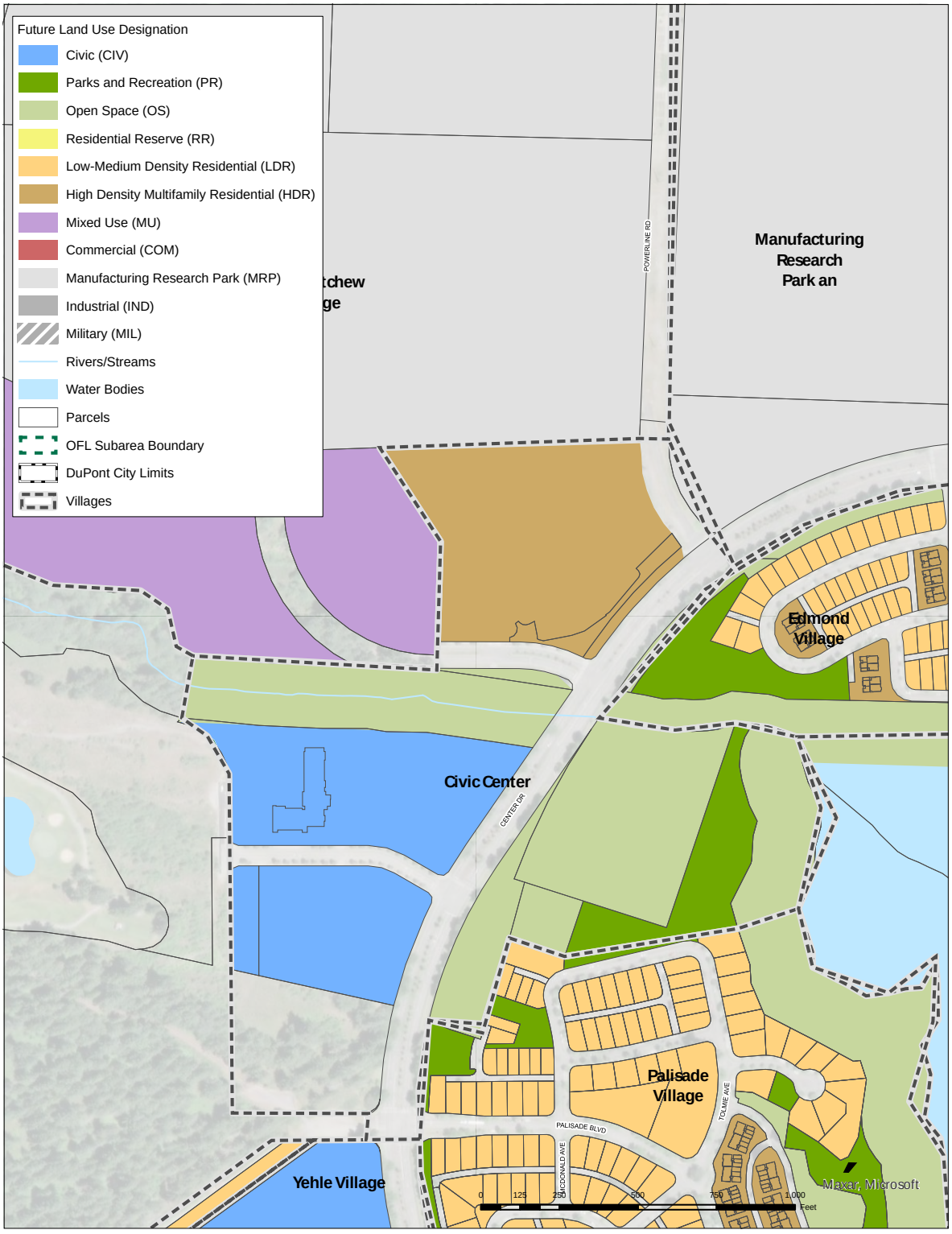


Civic Center

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 Sequalitchew 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 Sequalitchew 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 Sequalitchew 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.

Civic Center Future Land Use Map



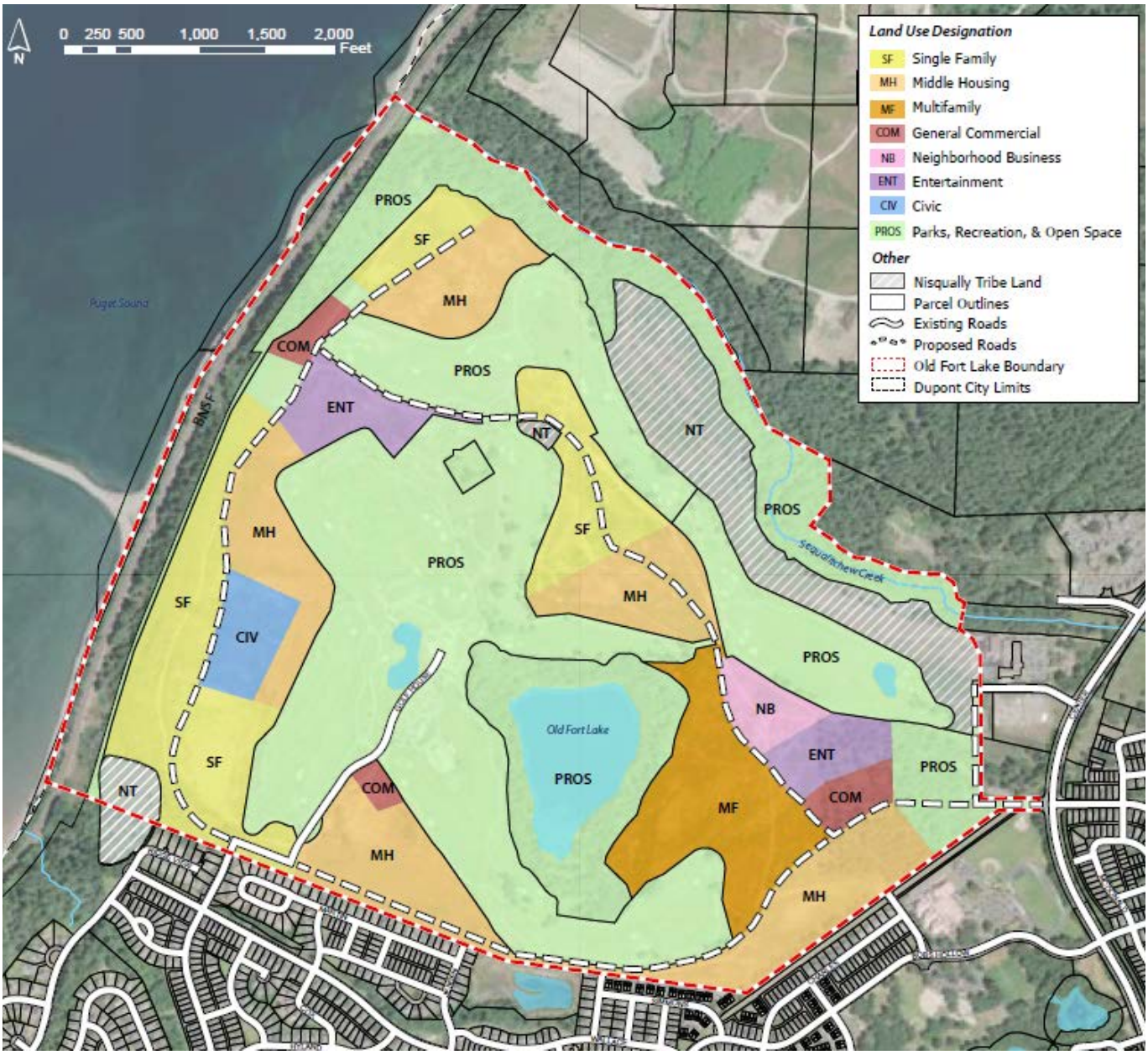
Old Fort Lake

Old Fort Lake is bounded to the north by Sequalitchew 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 (Appendix XX). 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.

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 the property that 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 near future; 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 that are in alignment with the guiding principles.

- LU 1.1 Maintain a pedestrian / walking scale that is defined by natural features, parks, open spaces, and streets.
- LU 1.2 Continue types of development that are efficient in their use of land and that allow for connectivity.

Goal LU-2 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.

- LU 2.1 Explore opportunities for design centered development controls while allowing flexibility in uses.
- LU 2.2 Promote high-quality and accessible educational, job training, and cultural opportunities, particularly for those facing unique obstacles and/or those with special needs.
- 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 and south of JBLM and between Powerline Road 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 Maintain and enhance public health, safety, and welfare through land use planning.

- 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, lighted, and mile-marked pedestrian accessible corridors to link adjacent villages.

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-3.4 Plan for future public safety needs in accordance with the Capital Facilities Plan.

Goal LU-4 Ensure the design and placement of development throughout the City enhances the neighborhood environment.

LU-4.1 Ensure that design guidelines outlined in development regulations promote a pedestrian scale.

LU-4.2 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 streetscape.

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 system that provides safe and efficient access for all modes of transportation.

LU-5.1 Development within the City should 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 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.

MINERAL RESOURCE LANDS

Goal LU-6 **Recognize the value of mineral resource extraction while protecting the integrity of the natural environment.**

LU-6.1 Require segmental reclamation and reuse of mined areas using established reclamation practices in accordance with approved reclamation plans.

LU-6.2 As mining continues into the near future, 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.

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 Promote development of sustainable, clean industries.

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

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.

HISTORIC VILLAGE

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

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.

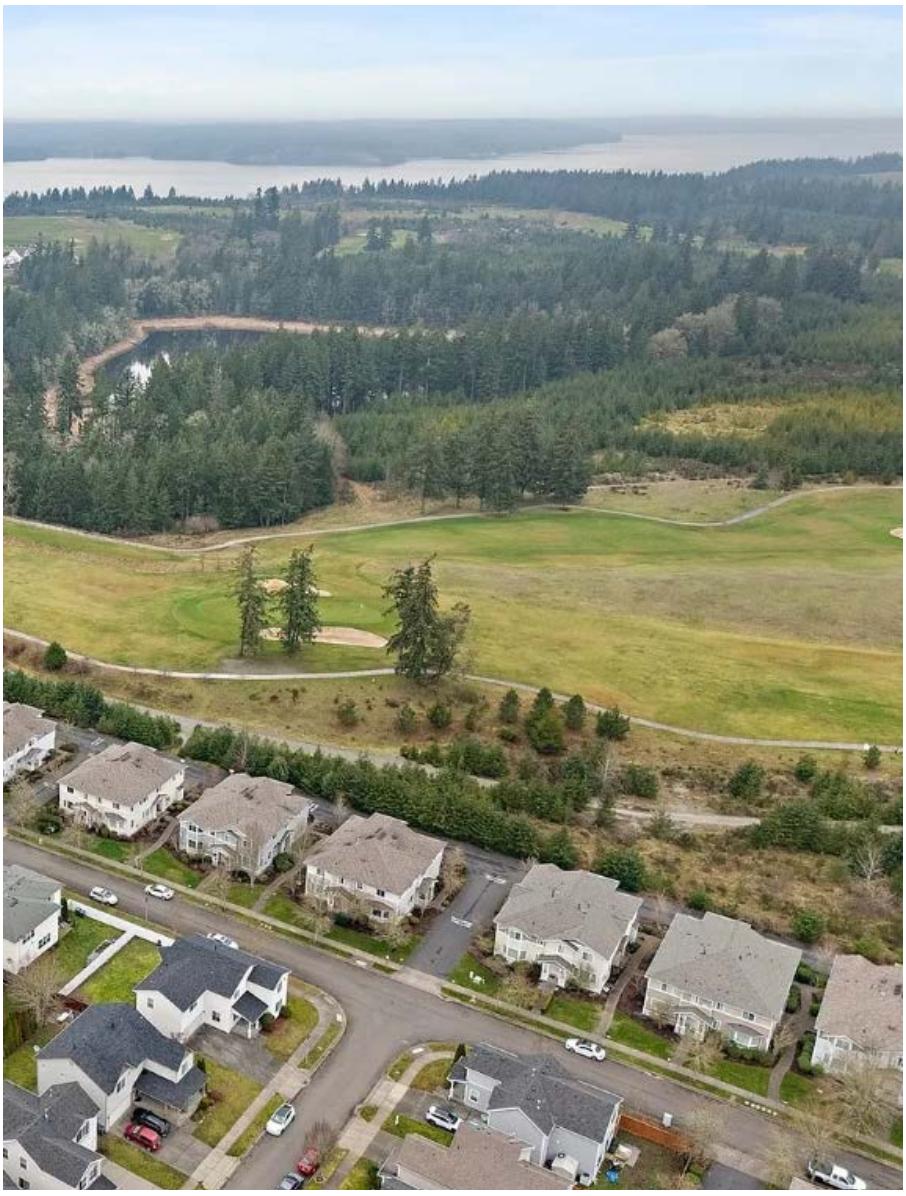
Shorelines

DuPont's shorelines include the Puget Sound and the Sequalitchew 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) (RCW 90.58), Ecology SMP Guidelines (WAC 173-26), and Shoreline Management Permit and Enforcement Procedures (WAC 173-27). The City originally adopted a 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 Sequalitchew 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.

The predominant soil types in DuPont include the *Spanaway*, *Everett*, and *Alderwood* soil series (U.S. Department of Agriculture, Soil Conservation Service, 1979). 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 Sequalitchew Creek show that gravel, silty sand, and gravelly fine to coarse sand are the predominant sediments in the marine area of the creek delta.

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.

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

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 Sequalitchew 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 (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 Hills. 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 Sequalitchew 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.

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

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 Sequalitchew 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 Sequalitchew 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 Sequalitchew Lake, flows in lover Sequalitchew 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).

Several springs that provide hydrology to Sequalitchew 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 Sequalitchew 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 Sequalitchew Creek and collects the runoff in ditches that are culverted beneath the access road to Sequalitchew 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 Sequalitchew Creek and maintain base flow during the summer months (CH2M Hill 2003a).

Between 1949 and 1954 Sequalitchew Creek was dammed and diverted by the U.S. Army at Sequalitchew 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 Sequalitchew Creek and degradation of Edmond Marsh.

On August 22, 1986 DuPont petitioned the State Department of Ecology (Ecology) to remove Sequalitchew 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 Sequalitchew Creek and its associated wetlands from the designation as a shoreline of the state (Ord. No. 439).

Sequalitchew Creek Springs

One major spring and several smaller seeps are located along the north and south banks of Sequalitchew 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 Sequalitchew 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 Sequalitchew 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 Sequalitchew 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 Sequalitchew 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.

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

Intertidal Springs

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

Groundwater

Aquifers identified as underlying portions of the City of DuPont include the Vashon Drift, Sequalitchew 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 Sequalitchew 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, WA, floodplains are primarily associated with the Sequalitchew 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 Sequalitchew 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 cats-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 development[1].

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.

[1] "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

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. (See Figure 18E.40-1 in Chapter 18E.120 PCC.)

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 this chapter. 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. [insert oak management map]

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 studies[2] 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 Sequalitchew 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.

[2] 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.

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 Sequalitchew Creek, and near the creek's mouth.

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 the Department of 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 murres, 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, 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 Act[3], 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 Sequalitchew 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.

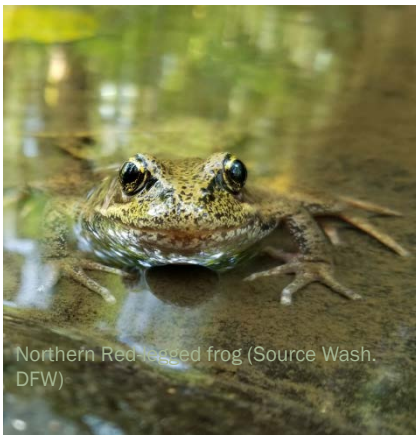
Marbled murrelets are listed as endangered species in Washington State under the Endangered Species Act[4]. Marbled murrelets occur in the Nisqually Reach from May through July and infrequently at other times. The Nisqually Reach represents foraging habitat for murrelets, which nest in old-growth forest. 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.

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.

[3] 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.

[4] The ESA has listed this species as Threatened

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.


Northern Red-legged frog (Source Wash. DFW)

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.

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, Sequalitchew 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 Sequalitchew Creek is limited because of low flow conditions in the creek. The Washington Department of Fish and Wildlife operated a release program in Sequalitchew 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 Sequalitchew Lake. Sequalitchew Creek is the only route for coho salmon smolts migrating from Sequalitchew 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 Sequalitchew 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 Sequalitchew 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.

Natural Environment Goals and Policies

The Goals and Policies of the City's Shoreline Master Program are incorporated into this Element by Reference.

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, including wetlands, streams, and critical habitats, and protect them as valuable natural and aesthetic resources to the City.

NE 1.2 Regularly update development and construction standards to incorporate best practices and emerging technologies that minimize environmental impact and reduce greenhouse gas emissions.

NE 1.3 Facilitate and promote environmental stewardship through community-led invasive plant removal and habitat restoration projects throughout the City, providing resources and education to support these efforts.

NE 1.4 Collaborate with Joint Base Lewis-McChord (JBLM), the Department of Ecology, environmental organizations, and other stakeholders to restore and improve the flow and ecological health of Sequalitchew Creek.

NE 1.5 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.

Goal NE-2 **Exercise responsible environmental stewardship by considering long range implications of city policies on the environment and directing development toward areas with fewer environmental constraints.**

NE 2.1 Limit uses within environmentally sensitive areas to those that minimize adverse impacts and promote passive recreation uses where mitigation measures are effective.

NE 2.2 Designate and maintain unique physical features and environmentally sensitive areas as passive open spaces to ensure long-term preservation and public enjoyment.

NE 2.3 Maintain the City's tree preservation ordinance to protect and retain significant trees and vegetation on public and private properties.

NE 2.4 Require landscaping in public areas and Rights of Way to consist of native, drought-tolerant, and low-maintenance plant species.

NE 2.5 Provide incentives for developers to incorporate energy-efficient building design, renewable energy systems, and low-impact development techniques.

NE 2.6 Ensure that any development adjacent to Sequalitchew Creek and the associated nature trail preserves and enhances its natural character through measures such as reduced lighting, noise control, and vegetation preservation.

NE 2.7 Align land use and transportation planning to reduce vehicle emissions and promote walkable communities.

Goal NE-3 Protect water resources for present and future generations.

NE 3.1 Adopt and enforce standards consistent with the most current Department of Ecology and Pierce County guidelines for stormwater management, grading, and erosion control.

NE 3.2 Encourage the use of stormwater management systems that prioritize aquifer recharge, protect groundwater quality, and control stormwater runoff from impervious surfaces.

NE 3.3 Partner with JBLM, Department of Ecology, and other stakeholders to restore pre-diversion flows through Sequalitchew Creek and improve watershed health.

NE 3.4 Promote public education programs on potential adverse environmental impacts of stormwater run-off to enhance community stewardship of local waters.

Goal NE-4 Minimize adverse effects of development on the environment.

NE 4.1 Ensure all development meets or exceeds applicable federal, state, regional, and local air and water quality standards.

NE 4.2 Incorporate performance standards into development regulations that encourage the use of low-emission industrial equipment, clean energy sources, and non-polluting fuels.NE 4.3 Minimize extensive grading during site preparation and establish clear guidelines to preserve significant trees and vegetation.

NE 4.4 Adopt lighting standards that minimize light pollution, reduce energy use, and protect nocturnal habitats.

Goal NE-5 **Restore historic stream flow, improve habitat conditions, and promote long term preservation efforts within the City.**

NE 5.1 Restore and enhance ecological functions of the Sequalitchew Creek Watershed, lakes, marshes, streams, wetlands, and bluffs while balancing opportunities for passive public access and recreation.

NE 5.2 Develop and implement an invasive plant species management plan with a focus on high priority areas such as Edmond Marsh, Old Fort Lake, Sequalitchew Creek, and the Puget Sound bluff.

NE 5.3 Protect wildlife habitats and maintain functional wildlife corridors connecting key natural areas, including Edmond Marsh and Sequalitchew Creek.

NE 5.4 Establish buffer zones and mitigation measures to minimize the potential for adverse impacts on the Nisqually Wildlife Refuge.

NE 5.5 Preserve and enhance the unique Oak Savannah habitat by identifying and designating high-value oak groupings as open space.

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

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. On the other hand, 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 to be ready, suggesting individual actions the City and community can take to increase its readiness and ability to identify and afford strategic investment in infrastructure and land use resources.

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 2014[1];
- A mix of residential, commercial and industrial tax base;
- Quality schools, award winning community events, miles of parks and trails, a championship golf course;

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

- Active and engaged participation with various regional economic and transportation partnerships;
- Recently adopted Old Fort Lake Subarea Plan (2024), in order to guide redevelopment.
- More than 100% growth in jobs since 2014;[2]
- 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.

[2] Source: PSRC employment data.

DuPont is located in south Pierce County in the southern end of Puget Sound in Washington State, bordered on the west by Puget Sound, Thurston and Lewis Counties to the south, 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 world[3]. 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.

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- it is at 26%. The City monitors revenues and expenditures on a monthly basis.

Tax Collections

Figure 1: Property Tax Collected within DuPont

Property Tax Collected

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

[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.

Tax Year	Total Levy Amount	Tax Collected in year of Levy	Percent of Tax Collected in Year of Levy	Total Tax Collected	Percent of Tax Collected
2024	$2,059,017	$2,053,913	99.8%	$2,053,913	99.8%
2023	$2,014,971	$2,003,666	99.4%	$2,003,666	99.44%
2022	$1,957,758	$1,952,713	99.7%	$1,957,198	99.97%
2021	$2,830,701	$2,818,718	99.6%	$2,830,641	100.00%
2020	$2,841,514	$2,794,342	98.3%	$2,841,514	100.00%
2019	$2,504,039	$2,494,150	99.6%	$2,504,039	100.00%
2018	$2,321,975	$2,312,378	99.6%	$2,321,975	100.00%
2017	$2,424,123	$2,414,999	99.6%	$2,424,123	100.00%
2016	$2,440,641	$2,435,093	99.8%	$2,440,641	100.00%

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 2, at around 20% each. In 2023, taxable retail sales totaled $167,567,521. The City of DuPont's sale and use tax totals 1.5%, which resulted in a sales and use tax collection of $2,513,512.82 in 2023.

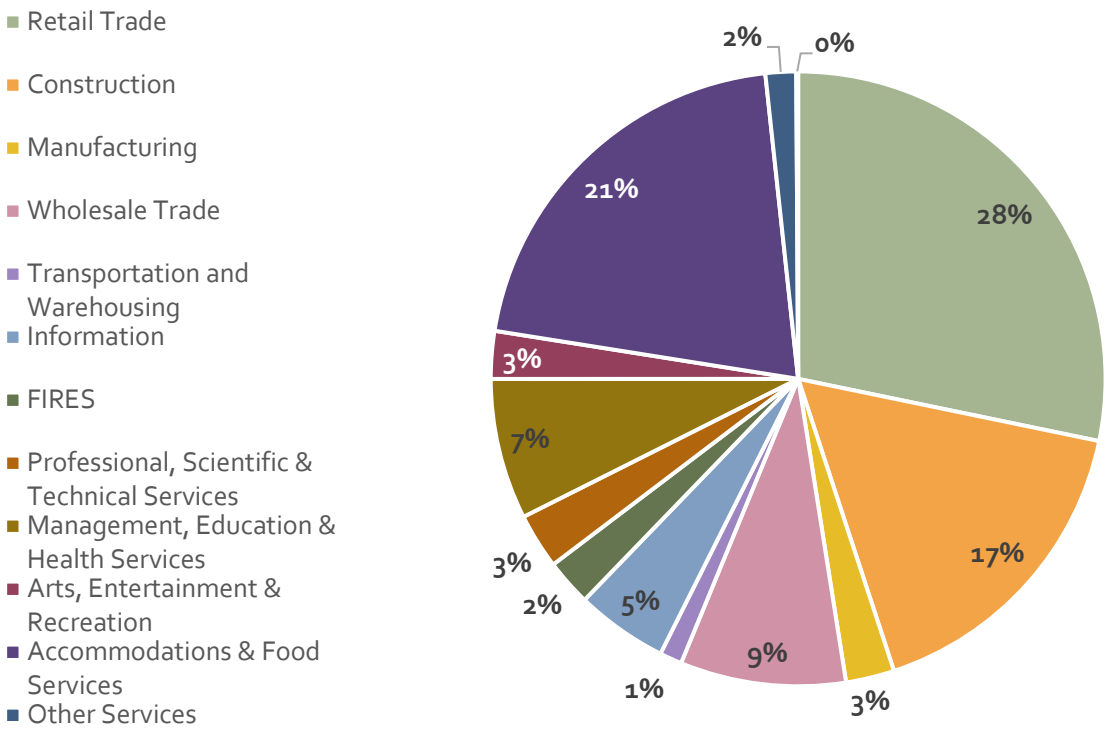


Figure 2: Retail Sales Tax by Industry, 2023

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 Figure 3 below, nearly doubling during the 14-year time period.

Figure 3: 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 Figure 4 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]

[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.

Figure 4: 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
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.

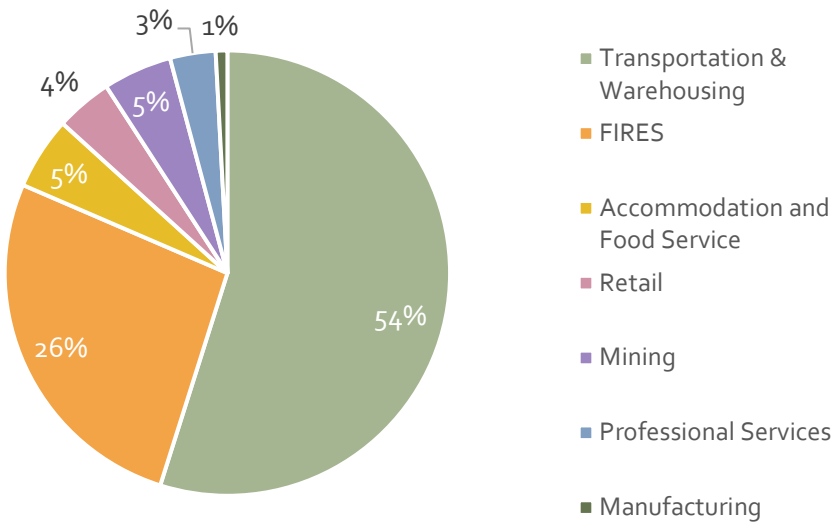


Figure 5: Top 25 Taxpayers by Industry, 2024

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 to 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 6, 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, not only does DuPont continue to evolve, but 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, medium, and home-based businesses, while supporting remote work, and the tourism economy. .

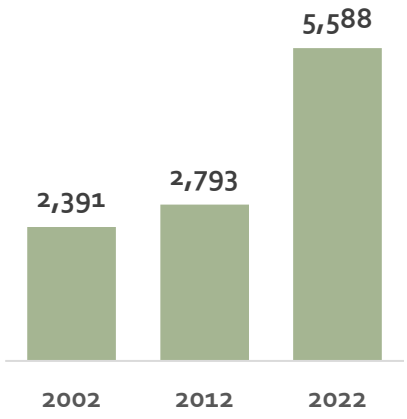


Figure 6: Jobs in DuPont, 2022
Source: OnTheMap- U.S. Census Bureau

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

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.

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 our 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 $3.25[8] 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 Figure 16 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

[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

Major Employers

The major employers, listed in descending order of jobs per employers, in DuPont are shown below; 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 Hist. School District and the presence of Glacier Northwest (CalPortland), which continues to be very active in DuPont- one of the last industrial employers. For some employers, the number is representing multiple workplaces operating under the same umbrella company.

Figure 7: 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

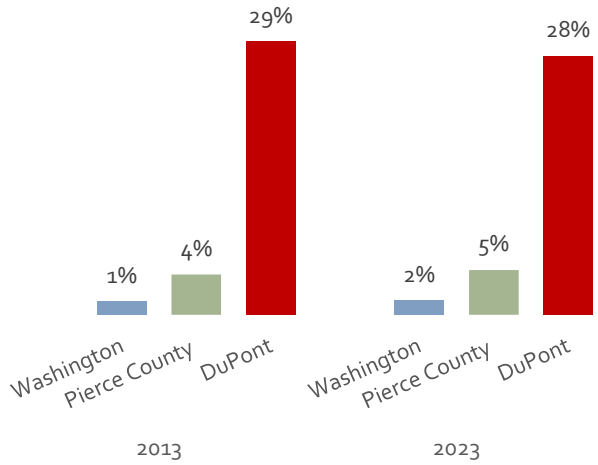


Figure 8: Share of Armed Forces in Total Labor Force

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

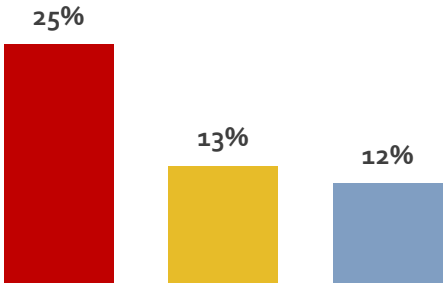


Figure 8: Share of Veterans in the Population, 2023

Source: U.S. Census Bureau, Table S2101

[9] U.S. Army: https://home.army.mil/lewis-mcchord/about#:~:text=The%20joint%20base%20is%20647,15%2C000%20civilian%20and%20contract%20employees.

[10] https://www.ssmcp.org/wp-content/uploads/2022/10/SSMCP-REI-Final-Report-30-JUNE-2020-002.pdf

prosperity and the business attraction, retention, and expansion strategies related to the region's defense contracting industry are worthy of consideration by the City of DuPont. Additionally, DuPont continues to maintain a larger percentage of its workforce in the armed forces than both the state and Pierce County, as seen in Figure 8. Although the percentage has decreased slightly since 2013, as of 2023 it stands at approximately 28%. This corresponds to a higher percentage of veterans in the population as well, some of whom return to DuPont after retirement, described in Figure 9.

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.com 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 and occupies 1.4 million square feet and employs nearly 900 people full time. That facility consists of two warehouse buildings on an approximately 353-acre industrial development adjacent to JBLM, known as the DuPont Corporate Center. We can see from employment data in Figure 16 below 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% of the Assessed Valuation in the city.[12]

[11] https://www.psrc.org/our-work/covered-employment-estimates

[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 2024 and is included in Appendix A 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 commercial development. It has been rezoned from Office to MUV-X to accommodate both housing and commercial uses.

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

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 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 in scheduled to open in 2045.

In preparation for the eventual expansion, Sound Transit is partnering with Washington State Department of Transportation (WSDOT) on a grade-separation project near DuPont[14]. 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 Sequalitchew Creek Trail and beach access to the Puget Sound, the city of DuPont hosts many local and regional events, many of which are family friendly. Additionally, the summer farmer's market was nominated for the best in Pierce County.

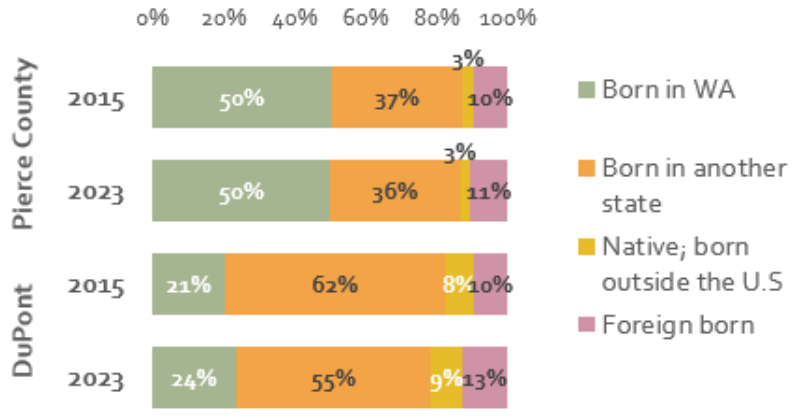
Event	2023 Attendees
Cherry Blossom Tea	200
Princess Tea	200
Annual Egg Hunt	3,000
Annual Bunny Breakfast	150
Home of Wear Blue, Run to Remember	3,000
Summer Farmers Market	5,000
Summer Concert in the Park series	4,000

[14] https://www.theurbanist.org/2023/04/20/highway-expansions-to-benefit-sound-transit-near-joint-base-lewis-mcchord/

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

Workforce

DuPont has a highly educated workforce, as we can see 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.



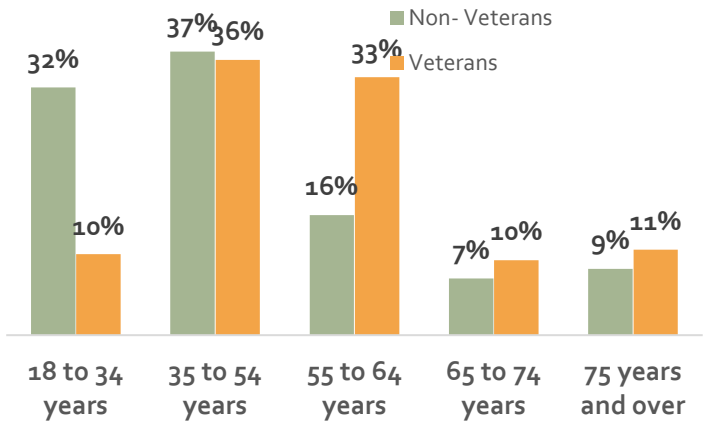
DuPont also maintains a much higher percentage of residents that were born outside of the state, as evidenced by Figure 10, likely due to the presence of JBLM as a destination of service men and women from all over the country.

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 Figures 11 and 12.

Figure 10: Place of Birth of DuPont Residents, 2023
Source: U.S. Census Bureau- ACS 5-Year Estimates, Table B06001

Figure 11: Share of Veterans in Total Population 2023
Source U.S. Census Bureau-ACS 5-Year Estimates, Table S2101

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% versus 68% 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% of residents employed outside the City. Similarly, those working in DuPont are also commuting from outside the City- roughly 96% do not live 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%), and they have an average commute time of 24.7 minutes.

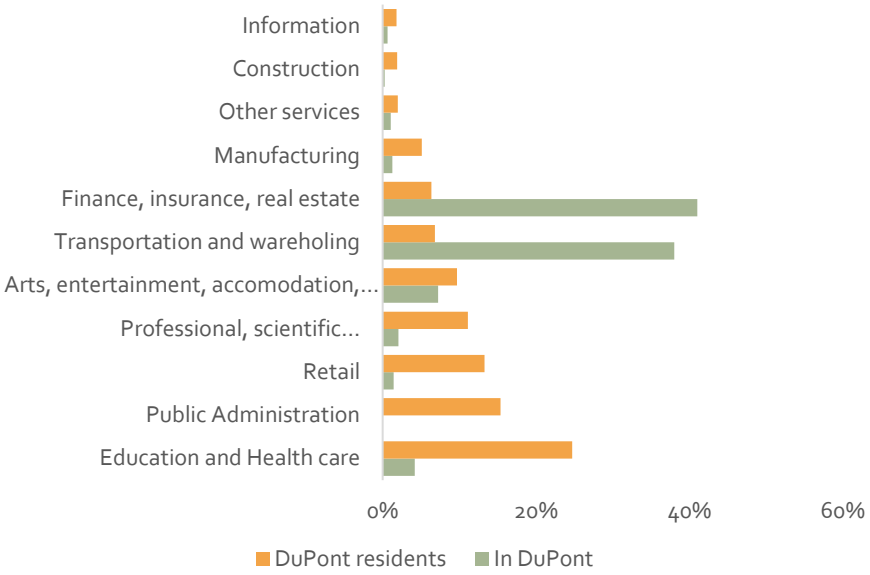


Figure 13: Dispersal of Jobs, 2022

Source: OnTheMap- U.S. Census Bureau

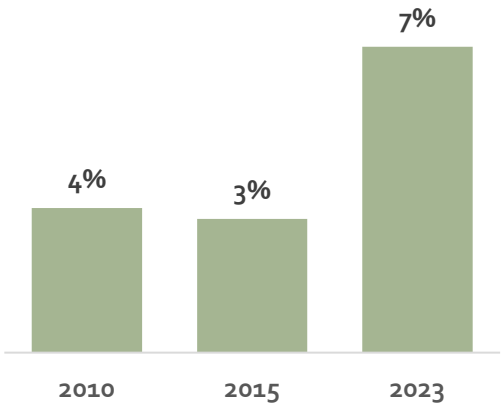


Figure 14: Share of Work from Home

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

[16] Source: USCB OntheMap tool: https://onthemap.ces.census.gov/

Remote work is becoming more prevalent, as shown in Figure 14, although the share of those working from home in DuPont remains below the share of Pierce County overall at approximately 12%.

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 1,960 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 and implementation actions 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 1,960 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 XX.

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 ahead.

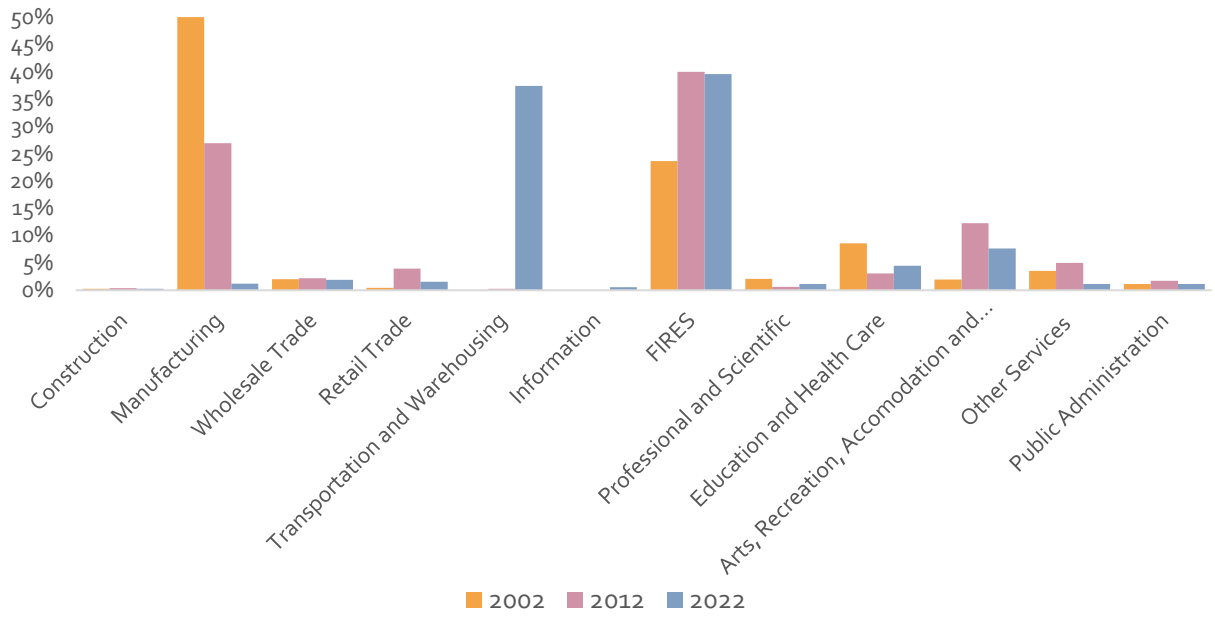


Figure 9: DuPont Industries: Growth, Concentration and Size

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 jobs in DuPont by reviewing zoning districts to ensure a range of 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.

Goal ED-2 **Ensure the public interest is being served by balancing financial growth with less tangible quality of life elements such as public 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 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 policies and activities that foster a business climate that amplifies the efforts of local women- and minority- owned small businesses.

ED 3.4 Provide 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 3.5 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 making working to streamline the permit process whenever possible.

ED 3.6 Encourage Master Planning, when applicable to expedite permit approvals for desired land uses.

ED 3.7 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 3.8 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 Coordinate with regional transportation agencies: to improve regional public transportation access.

ED 4.2 Pursue transportation infrastructure investments by actively seeking federal, state, and regional grants, and establish a savings for any matching funding requirements.

ED 4.3 .

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.
- Identify barriers for economically disconnected communities.

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 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 interreacted with the environment and neighbors around them. Preserving and enhancing DuPont's historic and cultural resources offers and 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 1833 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 on privately owned land)
- The site of the Methodist / Episcopal Mission (the site is on privately owned land)
- 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)

The Nisqually Tribe has lived in the area for thousands of years. 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 Sequalitchew Creek.

Salmon was the mainstay of their diet and foundation of their culture. . In addition to the 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.

In 1833 the Hudson's Bay Company (HBC) 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, the fort was moved one mile inland in 1843, relocating it to the south bank of Sequalitchew Creek and west of Edmond Marsh.

With the passage of the Donation Land Claim and the Oregon Territory White Settlers Free Land Act, settlers streamed into the Puget Sound area. In 1846 the Oregon Treaty was signed which placed the boundary between Canada and the United States at the 49th Parallel. By 1854, the Nisqually Tribe was placed on a 1280-acre rocky reservation away from the Nisqually river and Puget Sound. The Treaty War was fought in 1855 and the Tribe was relocated on a 4,400-acre reservation. The U.S. government bought out the HBC in 1869 and closed Fort Nisqually in 1870.

In 1906 the E.I. du Pont de Nemours Company (DuPont Company) purchased approximately 3,600 acres from Edward Huggins land holdings (the last manager of Fort Nisqually) and other small farmers and opened a plant in 1909 which made 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 started selling the houses to the employees and the City of DuPont was incorporated in 1951. The area comprised of the original company town is referred to today as the "Historic Village" and is listed on the National Register of Historic Places.

The DuPont Company black powder plant was closed in 1945 with the dynamite plant operating until 1976 when they sold their property to the Weyerhaeuser Company.

The land sold from the DuPont Company to Weyerhaeuser was originally intended for use as a lumber mill and shipping facility. Instead, the land was transferred to the Weyerhaeuser Real Estate Company and then to a company named Quadrant (which was a subsidiary of the Weyerhaeuser Corporation) that planned to develop a residential community. This planned community, comprised of 3,000-acres, is the present day Northwest Landing.

In addition to the Historic Village and Northwest Landing, the Nisqually Tribe owns land in the City and has an interest in maintaining its cultural and historical footprint in DuPont. The Cowlitz Indian Tribe recently purchased property to use for a future health and human services clinic.

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 buildings are designed to a variety of styles from the 1900's era.
- Commercial areas are diverse and lively, and include public spaces and retail, office, and residential uses.
- The civic center provides a facility for a diverse mix of uses that draw local residents and tourists for educational, cultural and recreational events and programs.
- Environmentally sensitive areas may also be considered historic and cultural assets to be 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.

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 Partner with federal and state agencies, including, but not limited to JBLM, Tribal Nations, and non-profit organizations to utilize historic preservation planning and funding resources.

CR 1.2 Partner with the State, County, Tribal Nations, and non-profit organizations to promote the preservation of archeologically and historically significant sites.

CR-1.3 Protect and preserve and preservation of cultural resources as well as efforts to promote awareness of the community's natural and historic assets, through methods such as providing interpretive and educational materials.

CR-1.4 Develop an active historic and cultural resource preservation program that emphasizes community engagement and partnerships.

CR-1.5 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-1.6 Employ all available funding sources to promote, protect, and maintain and the City's cultural and historic resources.

CR-1.7 Seek ways to capitalize on DuPont's unique cultural and historic resources to enhance tourism and local education opportunities.

CR-1.9 Identify and create an inventory of historical and cultural assets to enable rehabilitation and preservation of these assets.

CR-1.10 Consider DuPont's cultural heritage in all recreation master planning, including park design concepts, park and facility names, and facility development.

CR-1.11 Maximize historical and cultural interpretation within DuPont's park system and recreation programs.

CR-1.12 Locate trails and viewpoints to facilitate access to cultural and historical resources.

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 Continue to implement the interpretive sign program. Work with partners to identify potential interpretive sign program management and coordination improvements.

CRA-3 Develop a natural 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 Historic 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 Evaluate the potential for restoring the historic narrow gauge train and tracks located in the Historic District.

CRA-7 Complete the following proposed improvements identified in the Old Fort Lake Subarea plan to honor and protect DuPont's rich historical and cultural heritage:

- Incorporation of historic and cultural storytelling along the future Puget Sound bluff trail.
- Inclusion of interpretive signage on city-owned property.
- Expansion of the Wilkes Observatory and 1833 Fort Nisqually sites to include accessible parking and access.
- Identify dedicated funding streams and sources for historical and cultural preservation.
- Explore the potential for becoming a Certified Local Government for historic and cultural preservation.

References:

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

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 XX 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 XX) 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).

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

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

P-1.2 Playgrounds should be conveniently located and accessible to residents.

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

P-2.1 Regularly seek public input on types of indoor recreational activities desired by the community.

P-2.2 Collaborate with the Steilacoom Historic School District to share indoor recreational spaces where appropriate.

P-2.3 Seek grants and other funding sources to expand, improve, and maintain parks and recreational facilities and programs.

P-2.4 Allocate funds for parks and recreation and prioritize all-weather recreational activities.

Goal 3 Enhance and improve trails access and connectivity.

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

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

P-4.1 Update the parks Capital Improvement Plan (CIP) bi-annually as part of the final budget process.

P-4.3 Update facility rental or use fees on periodic basis to reflect market rates.

P-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.

P-4.5 Allocate funds for playground equipment replacement in the budget.

P-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 5 Maintain, protect, and enhance the City's Tree Canopy

P-5.1 Promote streetscape and public space improvement projects to incorporate tree canopy and vegetation requirements.

P-5.2 Aspire to conduct tree canopy assessments on a regular schedule and to maintain up to date tree inventories.

P-5.2 Engage public through educational materials and tree planting events to care for existing and plan for new tree plantings in priority areas.

P-5.3 Require new development to provide a tree canopy assessment with tree percentages before and after development.

CHAPTER 9

City of DuPont Transportation Element

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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:

Chapter 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.

Chapter 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.

Chapter 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.

Chapter 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 though the tangible projects and defined steps to improve systems, develop capital projects, assign tasks, and set priorities included in Chapter 5: The Recommended Plan.

Chapter 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.

Chapter 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.

Chapter 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 Sequalitchew 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 1-1**. 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 1-1. 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.

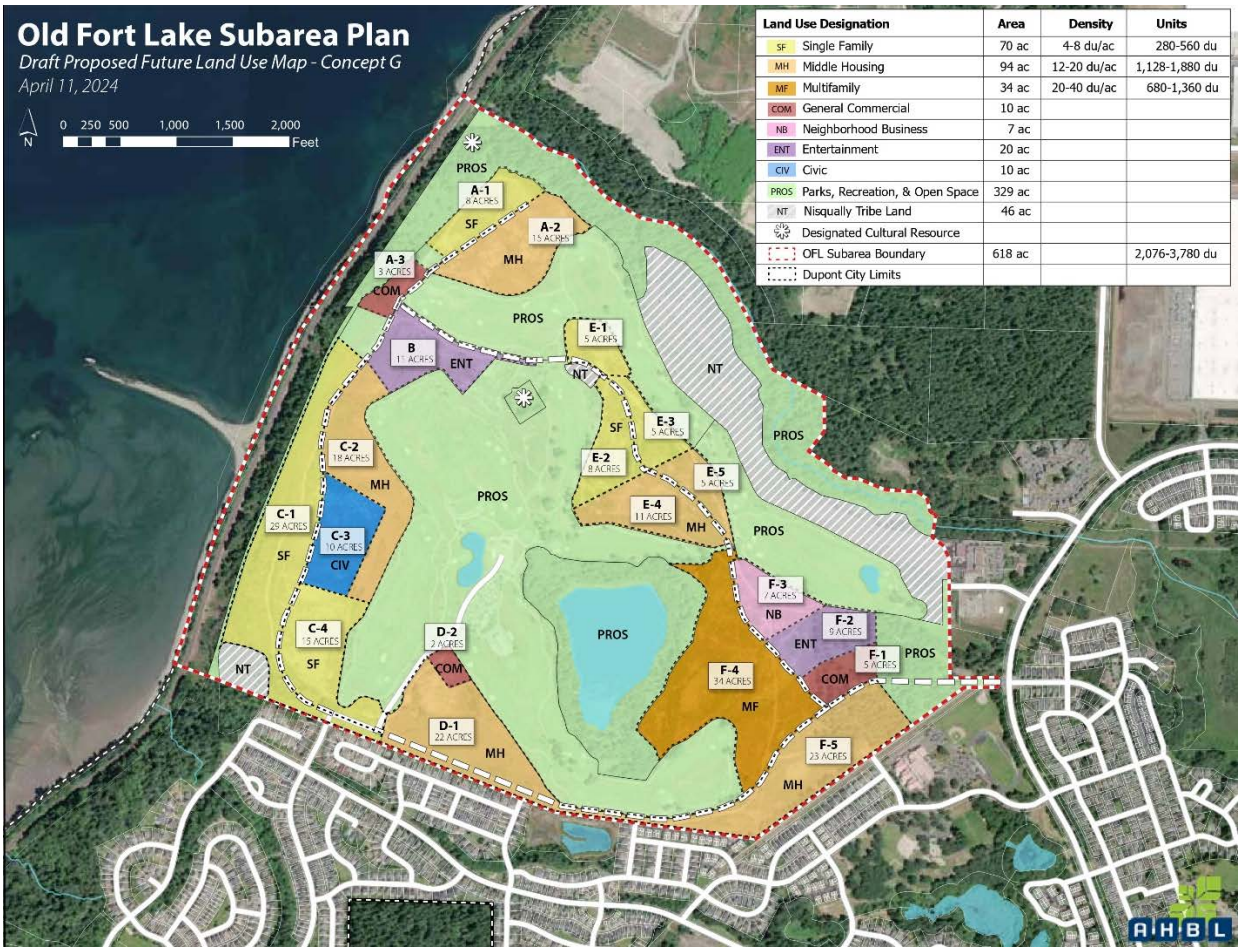
DuPont Old Fort Lake Subarea Plan (2025)

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 1-2**), in addition to the overall layout of the Subarea, discussed in the "Projects in the Pipeline" section.

Figure 1-2. 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:

- Sequalichew Creek Pedestrian Crossing onto Center Drive – Study the type and feasibility of a pedestrian crossing on Center Drive at the Sequalichew 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 in forecasting future traffic conditions though 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 1-3**). 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 1-3. I-5 JBLM Access Congestion South Study Area

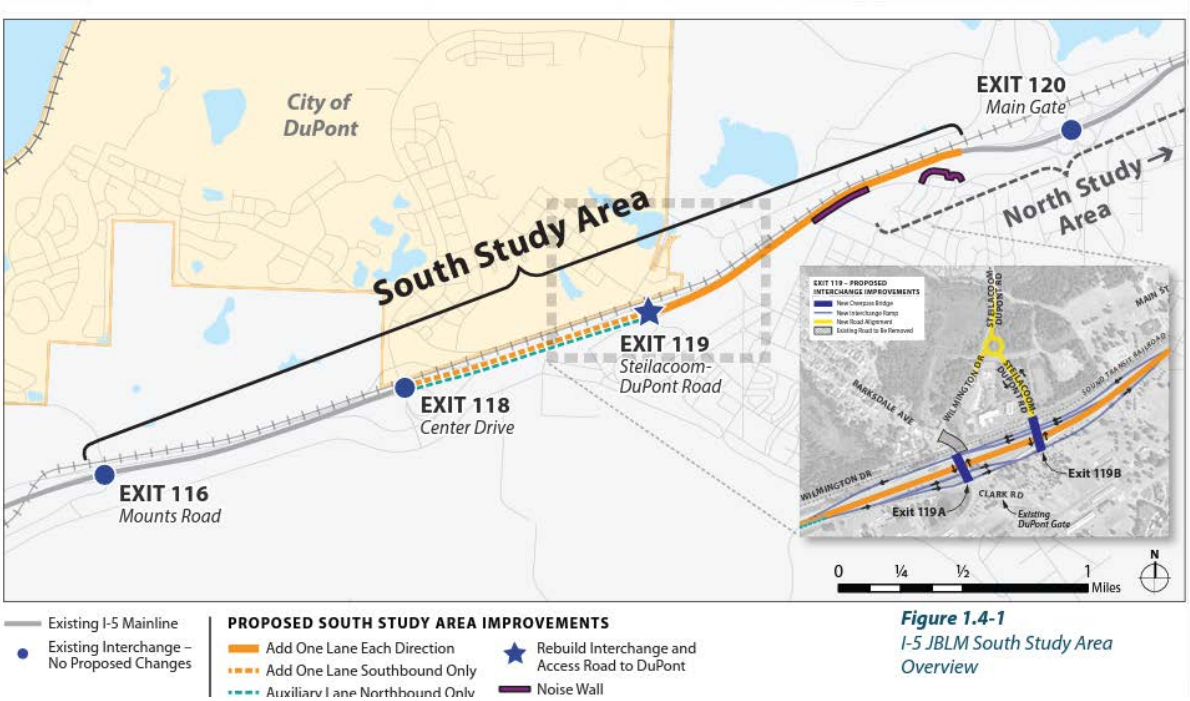


Figure 1.4-1
I-5 JBLM South Study Area Overview

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.

Chapter 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 1-4** 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 1-1.**

Table 1-1. Street Classification Descriptions

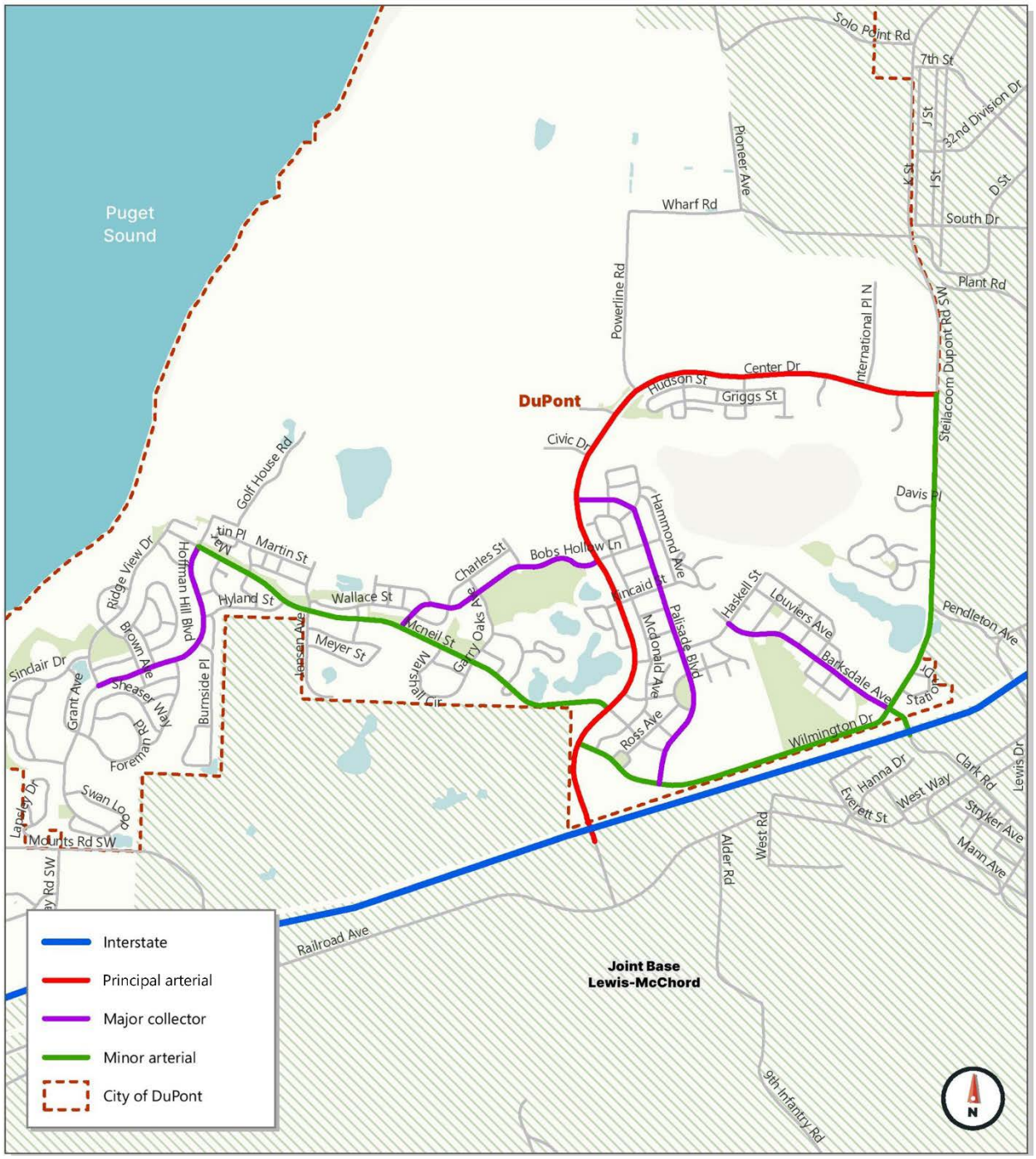
Street Classification	Description
Interstate	Interstates/other freeways and expressways can hold the largest volume of vehicles compared to other classifications. These roadways connect jurisdictions and populated areas.
Principal Arterial	Principal arterials are designed to provide unimpeded traffic 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 1-5 summarizes the posted speed limit on each collector/arterial roadway in the City.

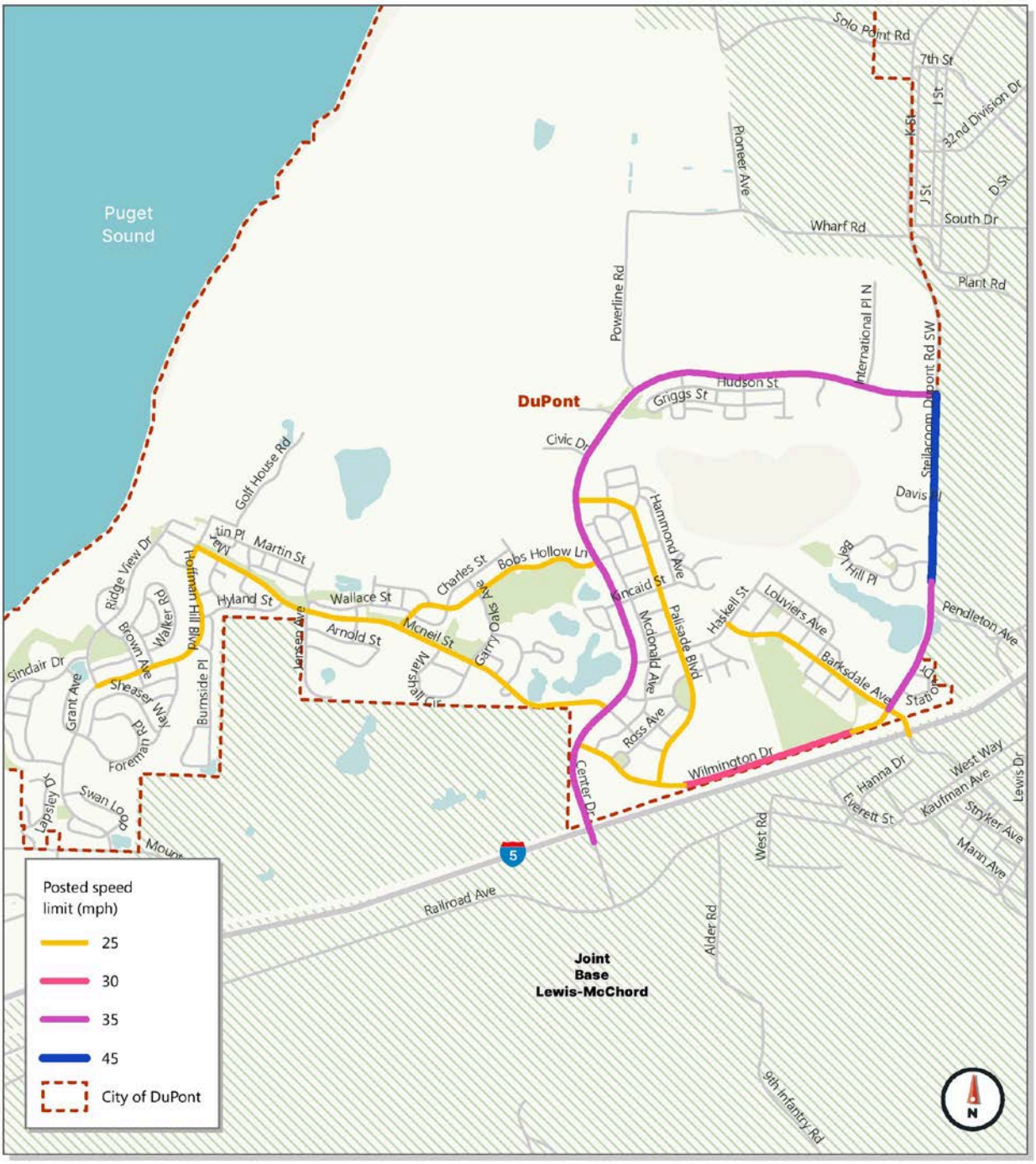
Figure 1-6 shows the intersection control type for all intersections along collectors or arterials in DuPont. There are currently 11 signalized intersections, 10 of which are located along Center Drive and the other located at the intersection of DuPont-Steilacoom Road and Barksdale Avenue. Most other 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 1-4. Functional Classification in the City of DuPont



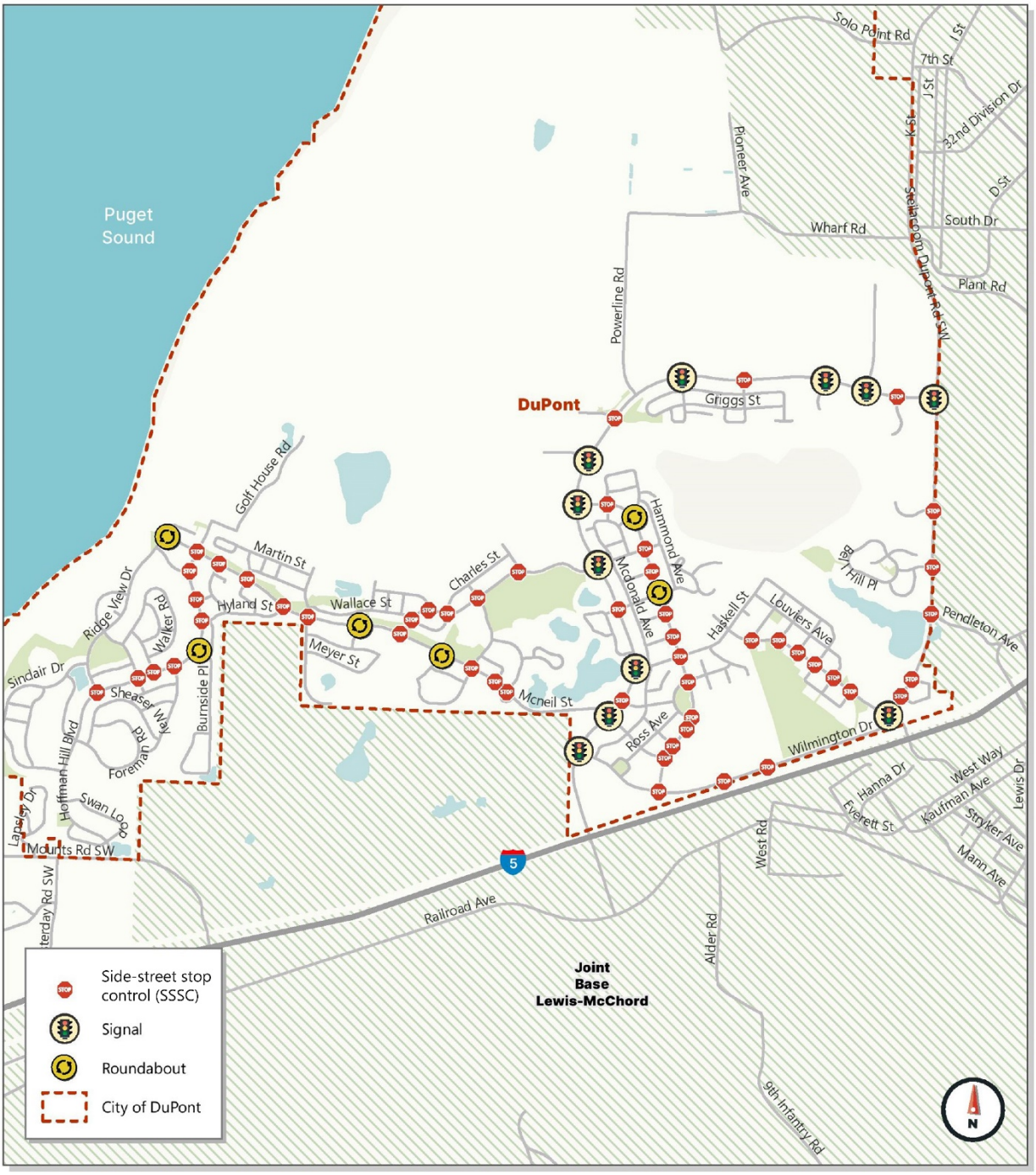
Source: Fehr and Peers, 2024.

Figure 1-5. Posted Speed Limits on Collectors and Arterials in DuPont



Source: Fehr and Peers, 2024.

Figure 1-6. 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 1-7**.

Table 1-2 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 1-7. Different Levels of Service and Perceived Congestion

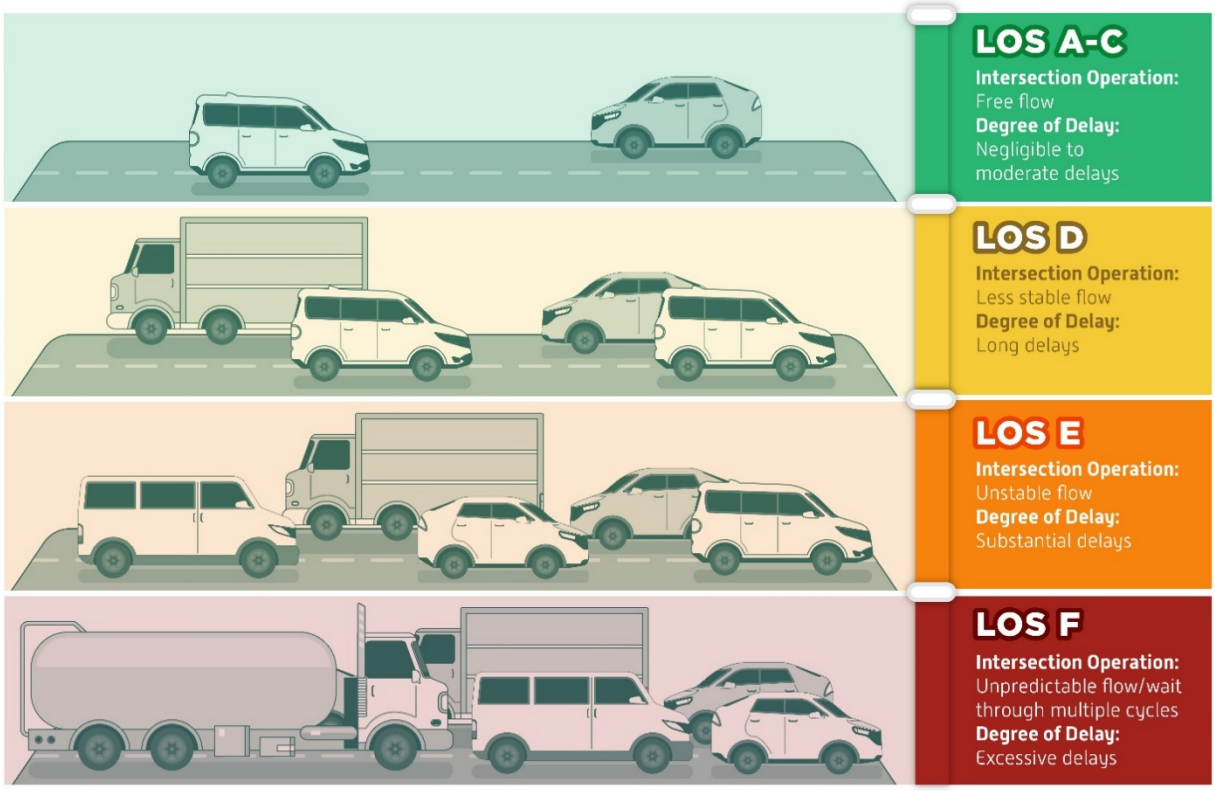


Table 1-2. Level of Service Descriptions

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

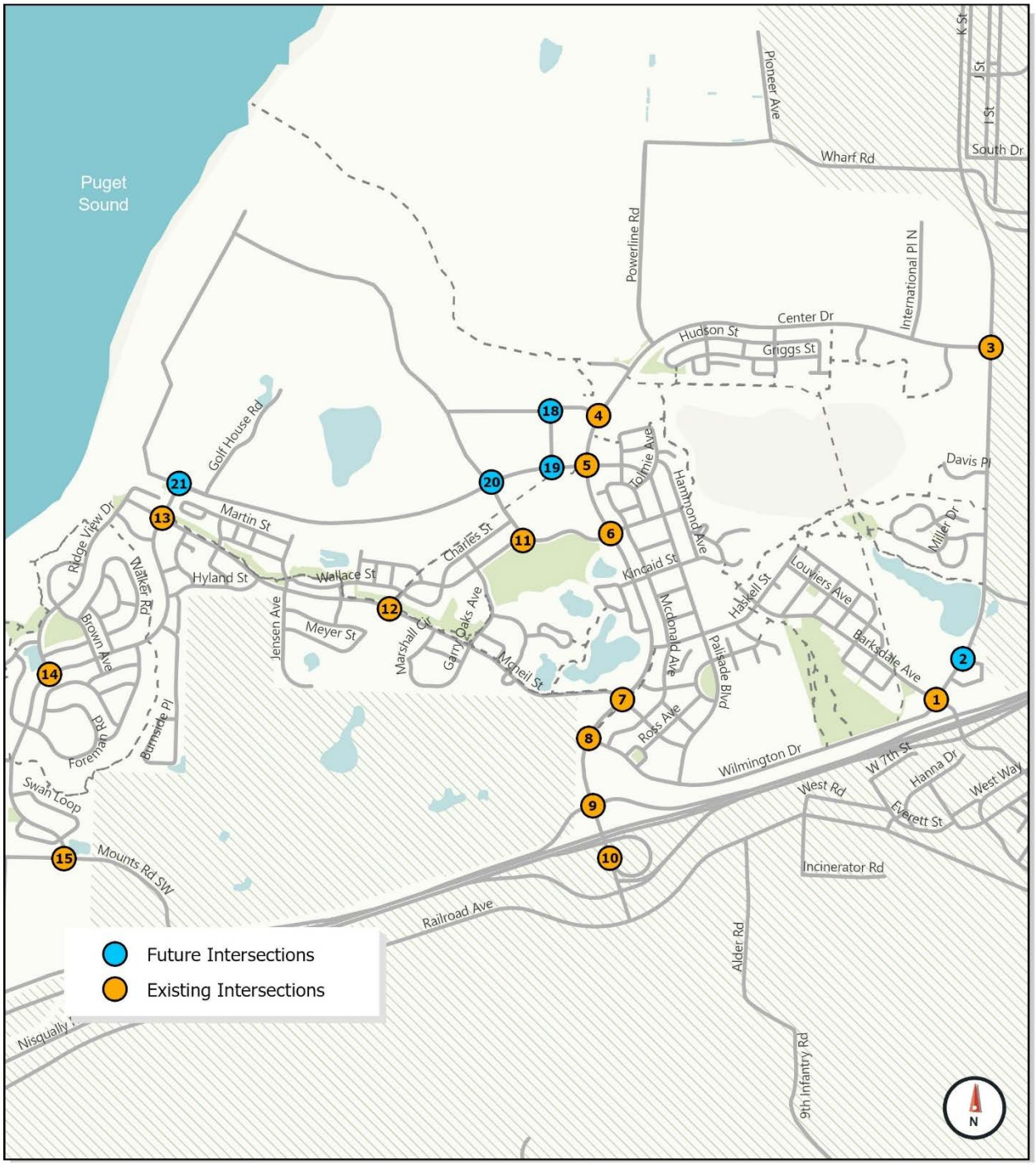
Intersection Operations

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 1-8**, 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 1-3 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. Detailed LOS results for each study intersection are provided in **Appendix A**.

Figure 1-8. Intersections Selected For Study of Traffic Operations



Source: Fehr and Peers, 2024.

Table 1-3. 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 1-9**. This routing is consistent with the Old Fort Lake Subarea Plan adopted in 2025.

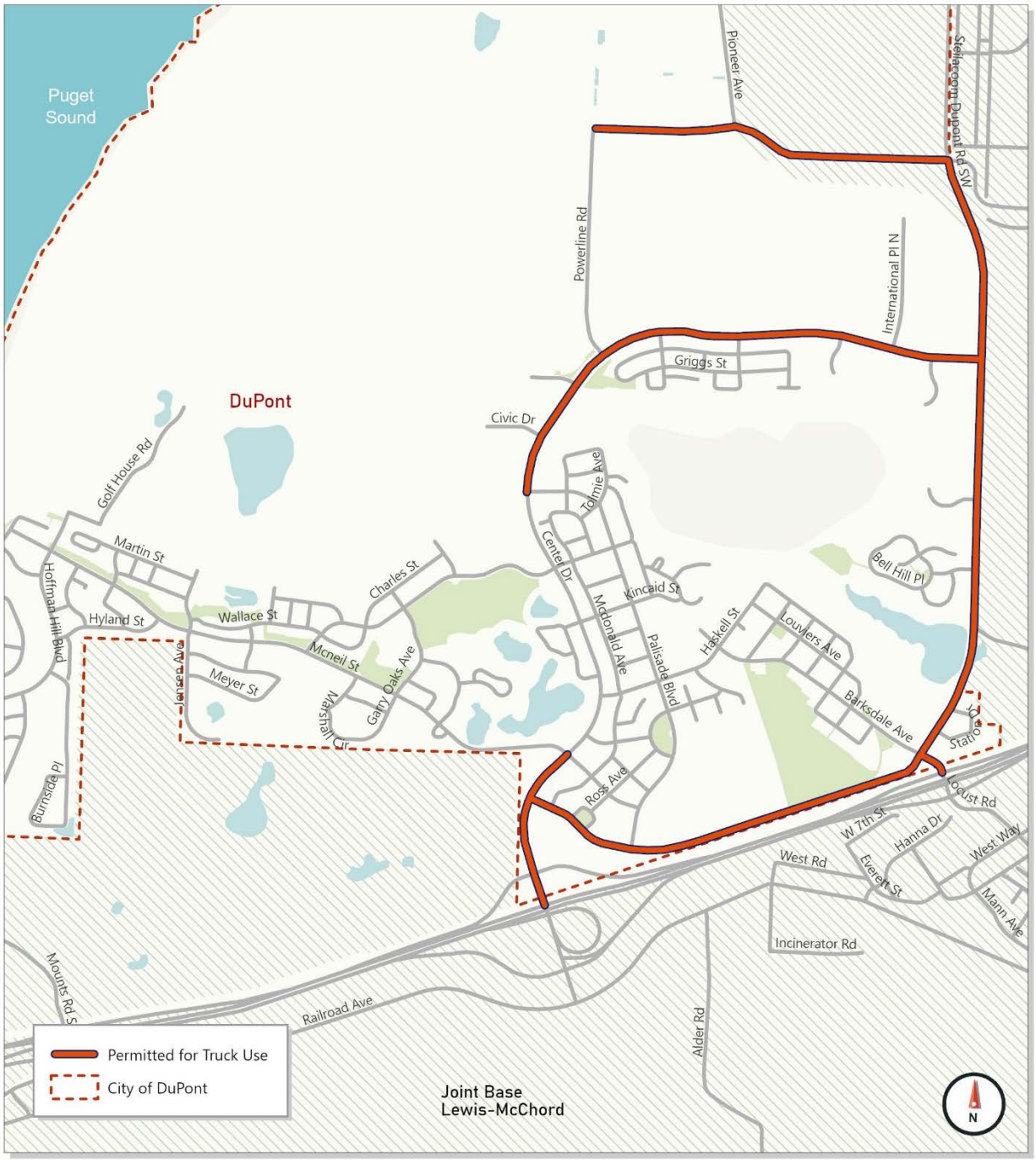
Dupont-Steilacoom Road from I-5 to Wharf Road and onwards, is additionally categorized as a T-2 route under WSDOT's Freight and Goods Transportation System (FGTS). This is a Washington-specific designation system that classifies freight corridors based on annual freight tonnage moved through truck, rail 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 1-4**.

Table 1-4. 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 1-9. Freight Corridors Permitted for Truck Use



Source: Fehr and Peers, 2024.

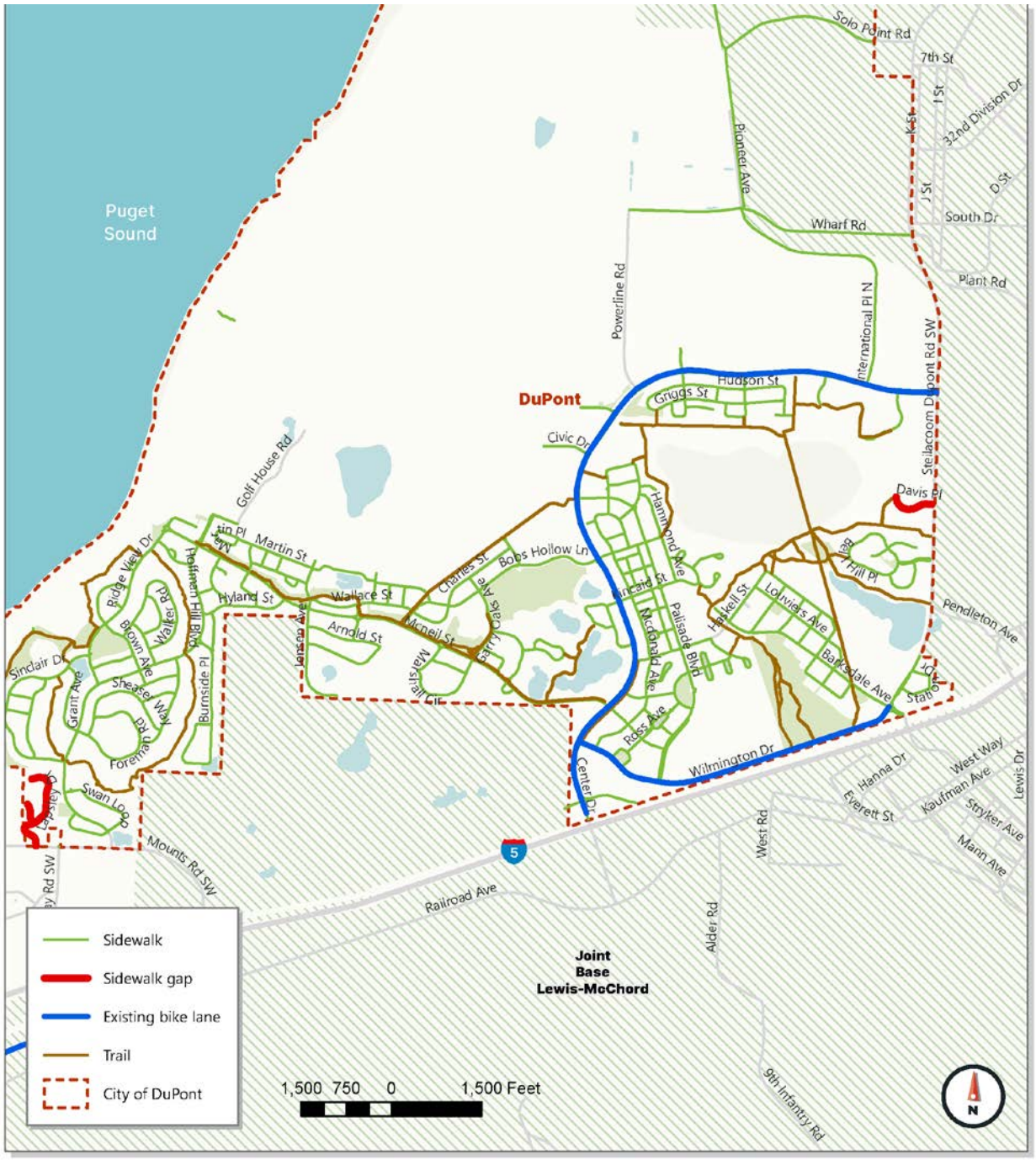
Active Transportation Network

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 1-10**.

Figure 1-10. Active Transportation Facilities within City of DuPont



Source: Fehr and Peers, 2024.

Pedestrian Level of Service Standards

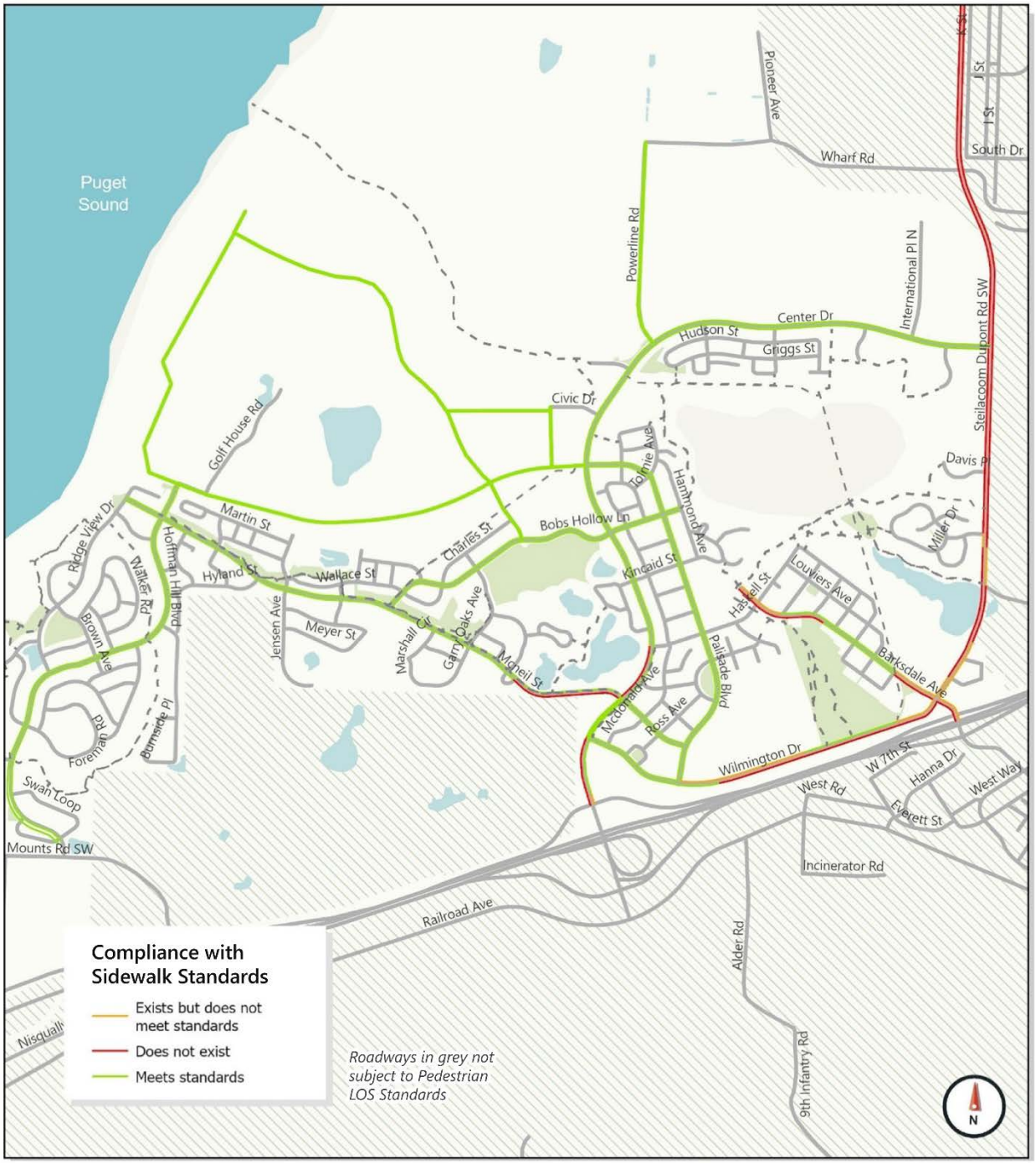
Consistent with DuPont's design standards, the City has adopted a design-based LOS standard to evaluate the quality and effectiveness of the citywide pedestrian network. This standard varies based on whether the facility is within or outside of the Old Fort Lake Subarea and focuses on sidewalks along collectors or arterials. The standard is summarized in **Table 1-5**. **Figure 1-11** shows pedestrian facilities that do not meet this standard under existing conditions.

Table 1-5. 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 1-11. Pedestrian Facilities Not Meeting Design-based LOS Standards



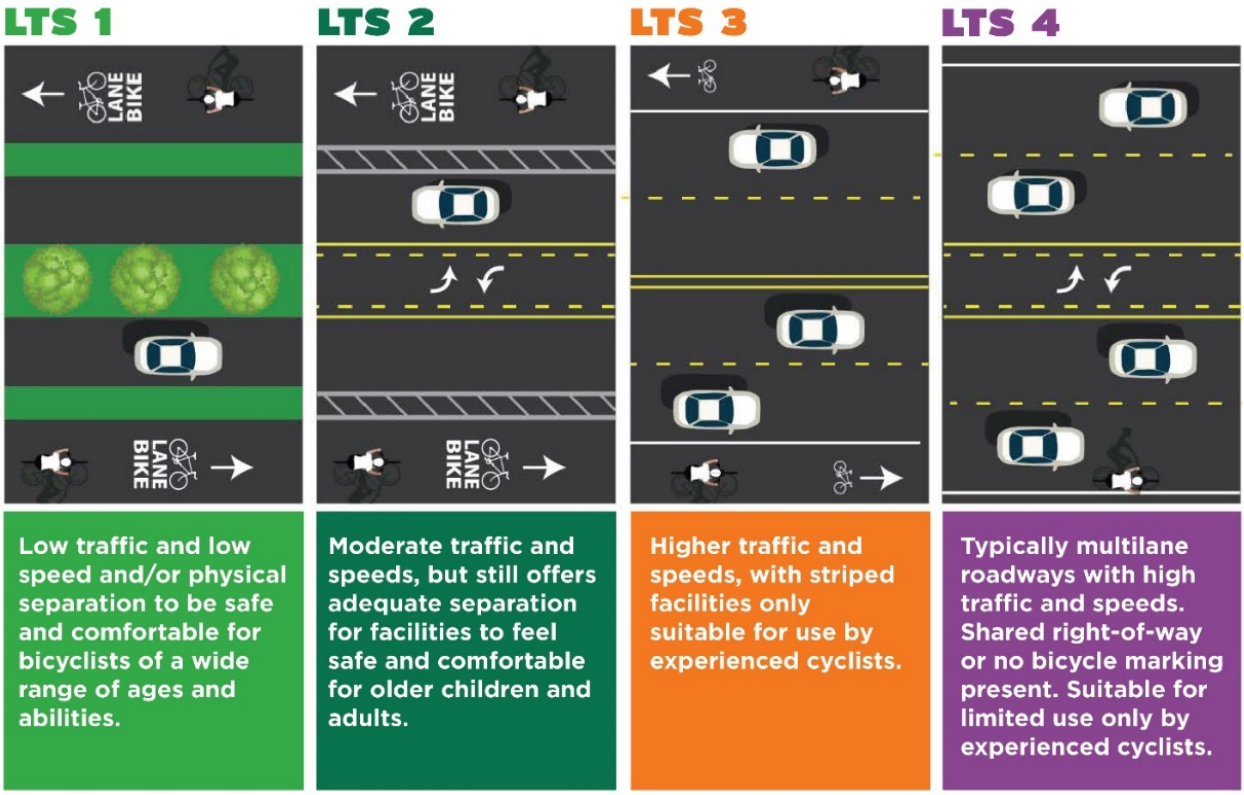
Source: Fehr and Peers, 2025.

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 1-12**. 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 1-6**. 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 1-13** shows the LTS currently experienced on the City's network.

Figure 1-12. Bicycle Level of Traffic Stress Definitions



Source: Pierce County, 2024.

Table 1-6. 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 1-13. 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

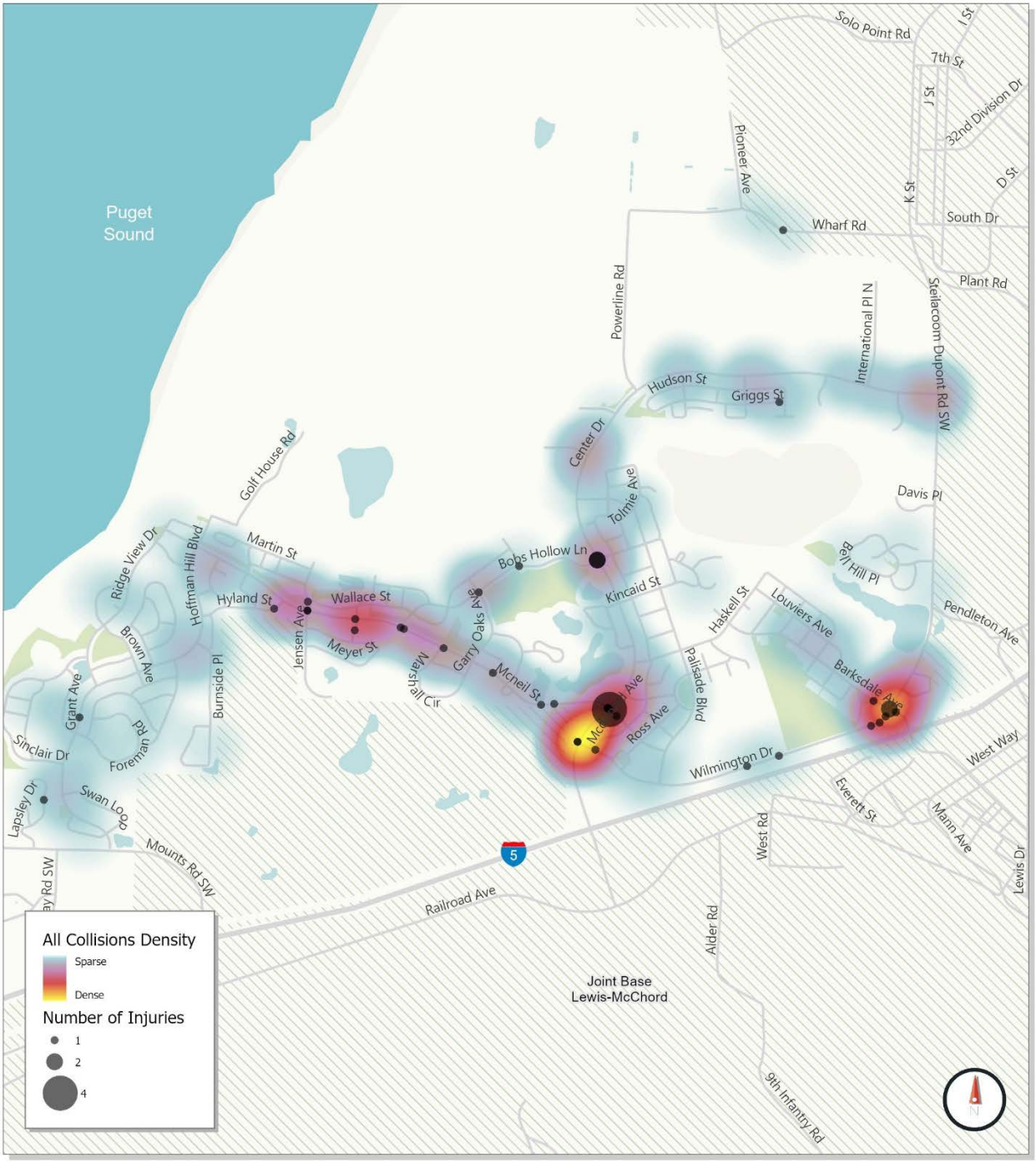
The DuPont Local Road Safety Plan (LRSP), completed in March 2022, analyzed safety trends citywide based on WSDOT collision data between 2017 and 2021. Of the crashes that occurred on DuPont streets during that period, one percent of crashes had a serious injury (2 out of 209 total), which is similar 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 1-14 shows a heat map of all crashes in the City of DuPont, overlayed 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 1-14. Heatmap of All Collisions within the City of DuPont



Source: Fehr and Peers, 2023.

Chapter 3 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 [Placeholder for results of Public Outreach]]

Chapter 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 proposed to advance those goals.

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

1.1	Collaborate with regional partners, including Pierce County, PSRC, WSDOT, JBLM, and the Department of Defense to improve and enhance access to JBLM.
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.
1.3	Work with 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.
1.4	Work with the Washington State Department of Transportation to consider technology that will reduce noise from I-5.
1.5	Ensure all future investments in the transportation network are considerate of residential quality of life.

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

2.1	Establish a sidewalk maintenance program to monitor long term upkeep, and to maintain safe conditions on existing sidewalks.
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.
2.3	Add pedestrian and bicycle connectivity so that residents and workers have options in how they travel through DuPont.
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.
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.
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 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.

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.
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.
3.3	Adapt to changes in transportation technologies such as high-speed rail, autonomous vehicles 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. Consider the impact of autonomous transit opportunities.
3.4	Establish an equitable 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. Consider transit connections where appropriate within the City including first/last mile connections to the Old Fort Lake Subarea,
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.

3.6	Support and encourage programs to educate citizens 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 4 –Support the land use strategy by investing in efficient and complementary transportation networks.

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.
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.
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.
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 street speeds at safe levels.
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.
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.
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 cuts in the curb to a minimum.

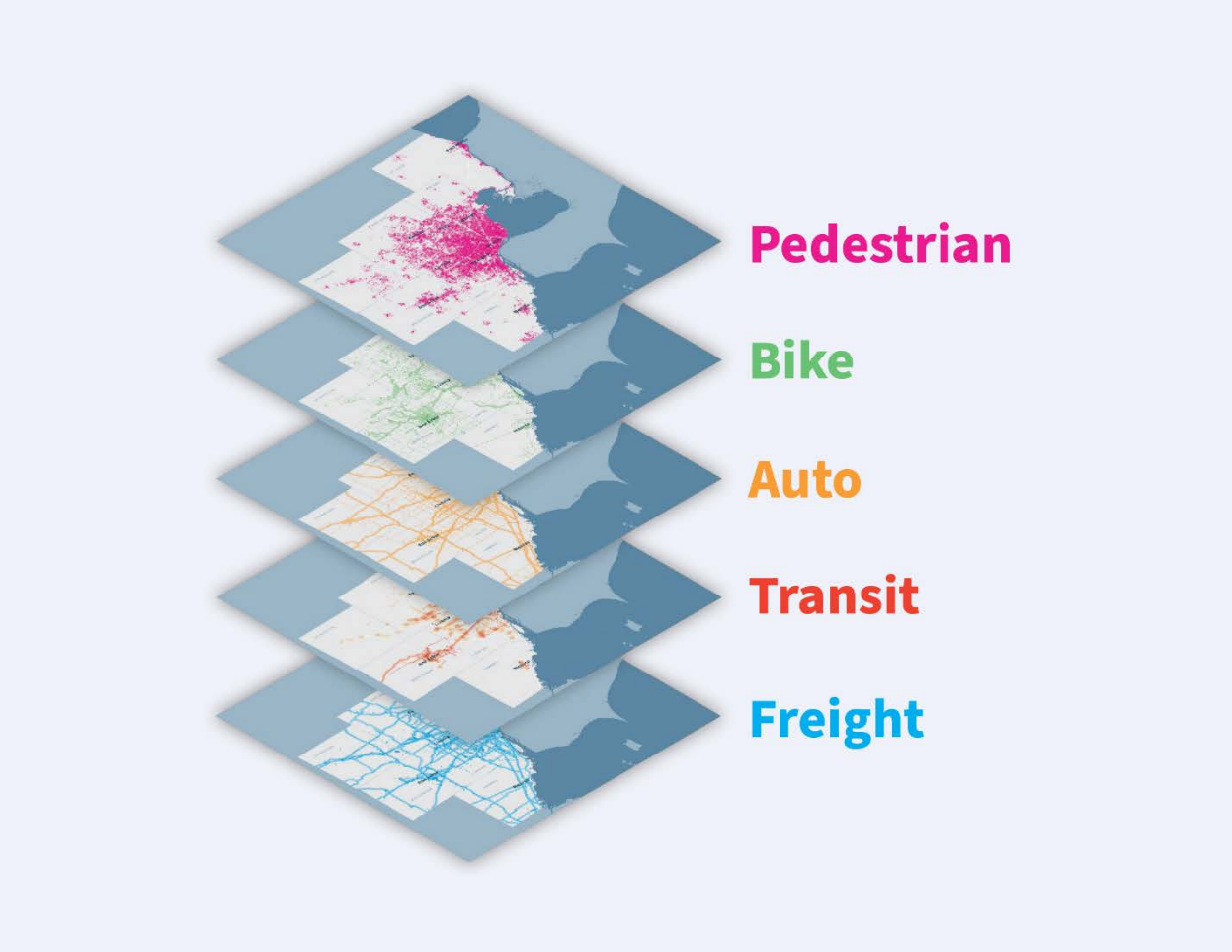
4.8 Support mixed-use development around the DuPont Station area to promote compact growth and achieve regional goals making transit connectivity more attractive.

Chapter 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 1-15**). 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 1-15. 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 1-7**. 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 B.**

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 1-7. Assumed Residential and Employment Growth Targets

	PSRC / Pierce County Growth Targets	Transportation Element (High Growth Scenario)
Residential (Households)	1,960	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 1-8**. 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 1-8. 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	D/32 (SB)	**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	C/17 (NBL)	**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 1-9,** 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 1-10** and **Figure 1-16**. With the mitigations in place, all intersections perform within the City's established LOS standards.

Table 1-9. 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

ID	Project Name	Description	Cost
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
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

ID	Project Name	Description	Cost
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
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**

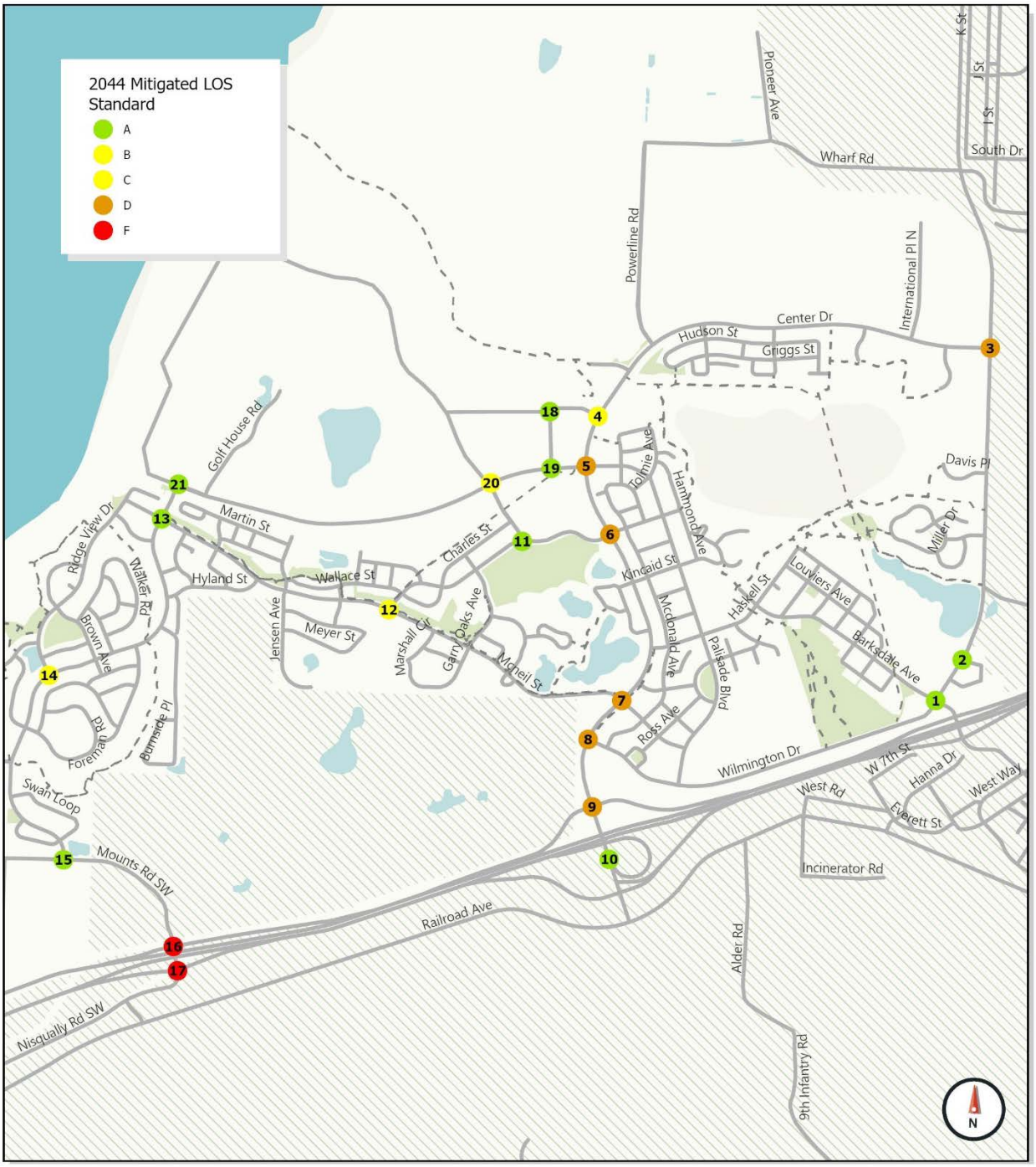
Table 1-10. Projected LOS Results For Mitigated Study Intersections In 2044, Transportation Element (High Growth Scenario)

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	*Center Drive & DuPont-Steilacoom Road*	Signal	D/52	D/46
4	*Center Drive & Civic Drive*	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	*Center Drive & McNeil Street*	Signal	C/23	D/38
8	Center Drive & Wilmington Drive	Signal	B/16	D/36
9	*Center Drive & I-5 SB Ramps*	SSSC	A/5	D/32
10	Center Drive & I-5 NB Ramps	SSSC	-	-
11	*Wren Road & Bobs Hollow Lane*	Roundabout	A/8	A/10
12	*Bobs Hollow Lane & McNeil Street*	Roundabout	B/14	B/14
13	*McNeil Street & Hoffman Hill Boulevard*	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	*OFL Civic Drive Connection & Civic Drive*	SSSC	A/9 (SB)	A/9 (SB)
19	*OFL East-West Road & OFL Civic Drive Connection*	Signal	A/6	A/5
20	*OFL East-West Road & OFL North-South Road*	Signal	A/9	B/14
21	*Hoffman Hill Boulevard & OFL East-West Road*	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 1-16. LOS for Mitigated Study Intersections in the PM Peak Hour 2044



Source: Fehr and Peers, 2025.

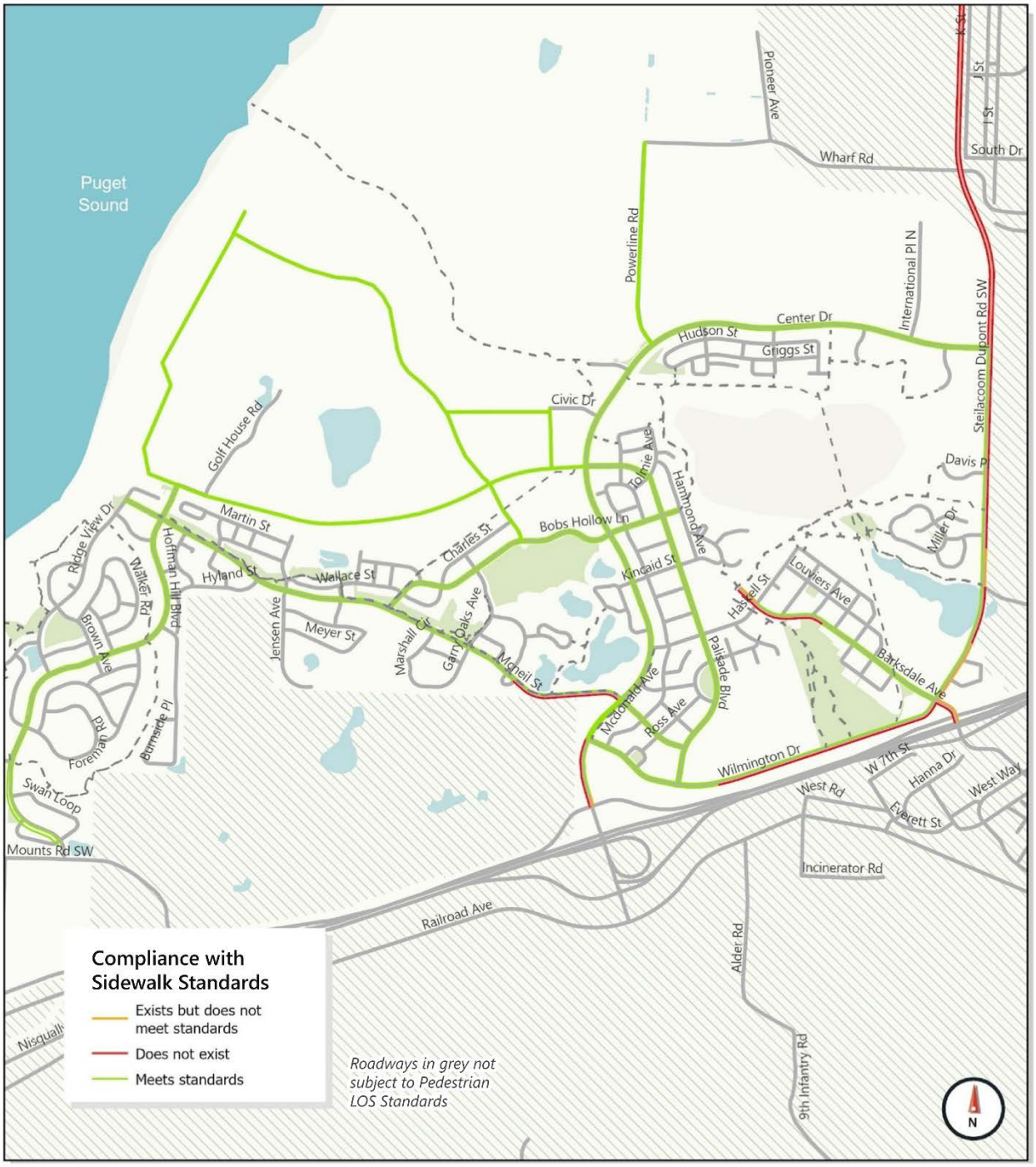
Future Active Transportation Network

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 1-11**) 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 1-17**.

Figure 1-17. 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 1-11**.

Table 1-11. 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 1-13** shows the current facilities not meeting the City LTS standards while **Figure 1-18** shows the facilities not meeting LTS 2 standards under 2044 traffic conditions.

Figure 1-18. 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 1-12. 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 1-14.**

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 1-13** and **Figure 1-19** showcase these projects.

Table 1-13.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 **Figure 1-19.** 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 1-14**.

Table 1-14. 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

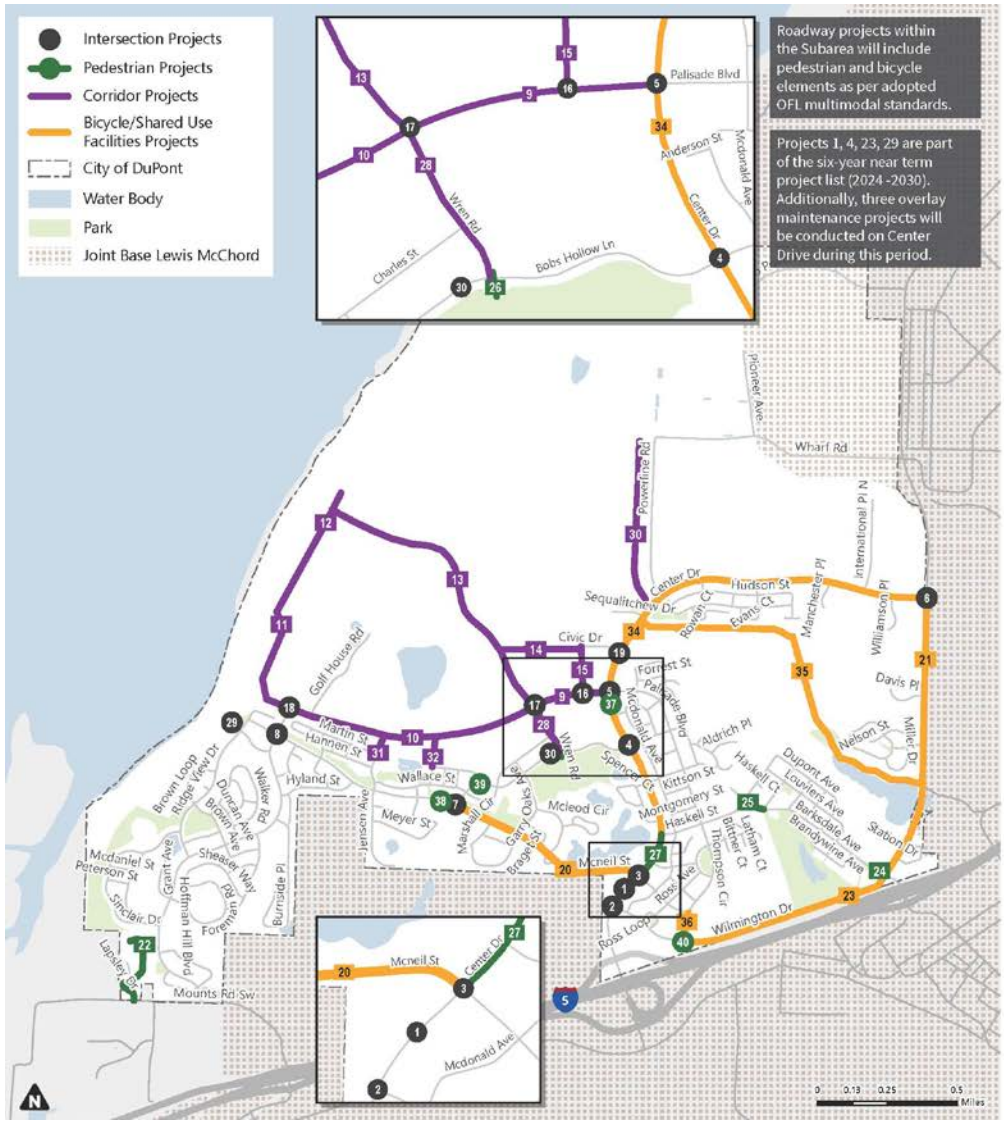
ID	Project Name	Description	Mode	Cost
7	McNeil Street & Bobs Hollow Lane Improvements	Change intersection from side street stop control (SSSC) to a single-lane roundabout.	Vehicle	$ 2,988,000
8	McNeil Street & Hoffman Hill Boulevard Improvements	Implement a single lane roundabout to accommodate future 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: -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	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.	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 Sounder South Line extension.	Pedestrian	$ 126,000
Total 20-year project list cost				**$84,808,000**

Figure 1-19. 20-Year Project List Map



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 1-15**.

Table 1-15. 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**

Chapter 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 1-16**.[1]

Overview of Revenues

Table 1-16 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 1-16. 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
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 $200,000[3].

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% of the City's assessed value of taxable properties; the Washington State Legislature has statutorily limited the debt carrying capacity further to 2.5% 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.

Appendix A: Technical Analysis

Appendix B: PSRC Alternative Analysis

Chapter 8 Housing

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

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

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

Purpose 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 makes 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 XX: 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 XX 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 XX: 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. The figure below demonstrates an increase of the percentages of units with no bedroom (studios) or two bedrooms and a decrease of the percentages of units containing three or more bedrooms.

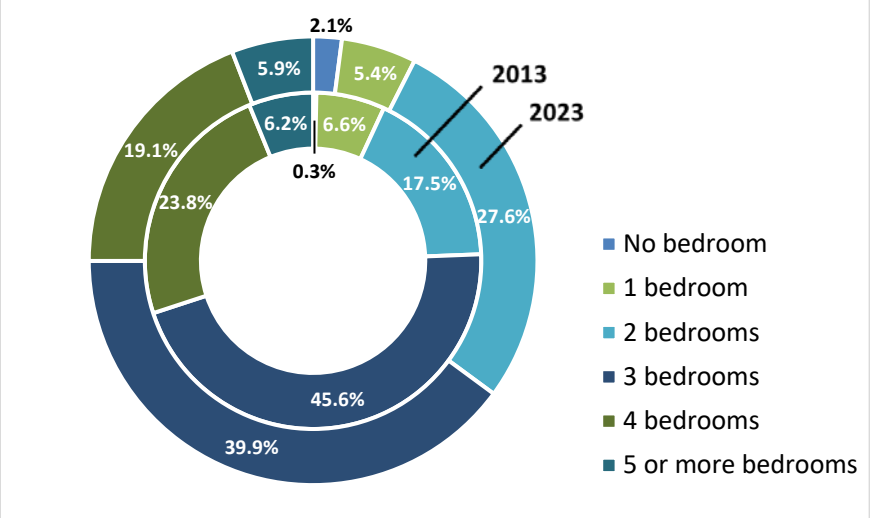


Figure XX: Housing Units by Number of Bedrooms in DuPont, 2013 and 2023
Sources: OFM Intercensal Estimates (2013) and OFM Postcensal Estimates (2023)

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 XX). 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.

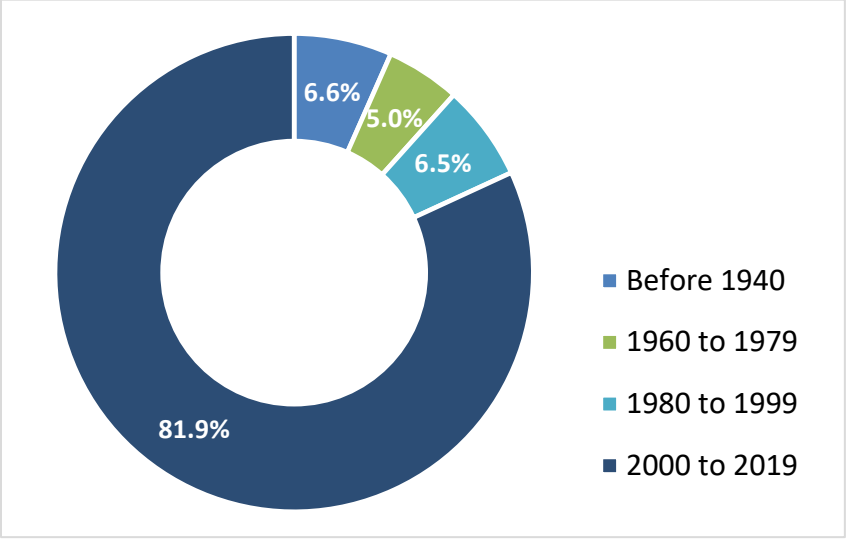


Figure XX: Estimated Age of Housing Units by Decade in DuPont, 2023[1]

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 XX 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 XX: 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 XX).

Table XX: 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%
Owner-occupied	*2,350*	*58.5%*
Renter-occupied	*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 XX).

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.

Table XX: 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%
Cost-Burdened (30-50%)	*295*	*14.3%*
Severely Cost-Burdened (>50%)	*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%

Cost-Burdened (30-50%)	*520*	*28.9%*
Severely Cost-Burdened (>50%)	*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%
Cost-Burdened (30-50%)	*815*	*21.3%*
Severely Cost-Burdened (>50%)	*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

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 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 figure below illustrates those housing projections and includes examples of the housing types that will likely be needed in order to meet anticipated growth. Subsidies or other market interventions are assumed to be necessary to meet the housing needs for households in the lowest income bands. In addition, Pierce County allocated 128 emergency beds to DuPont over the next 20 years, which represents about 1.9 percent of the countywide total of 6,826 (and there is currently no supply).

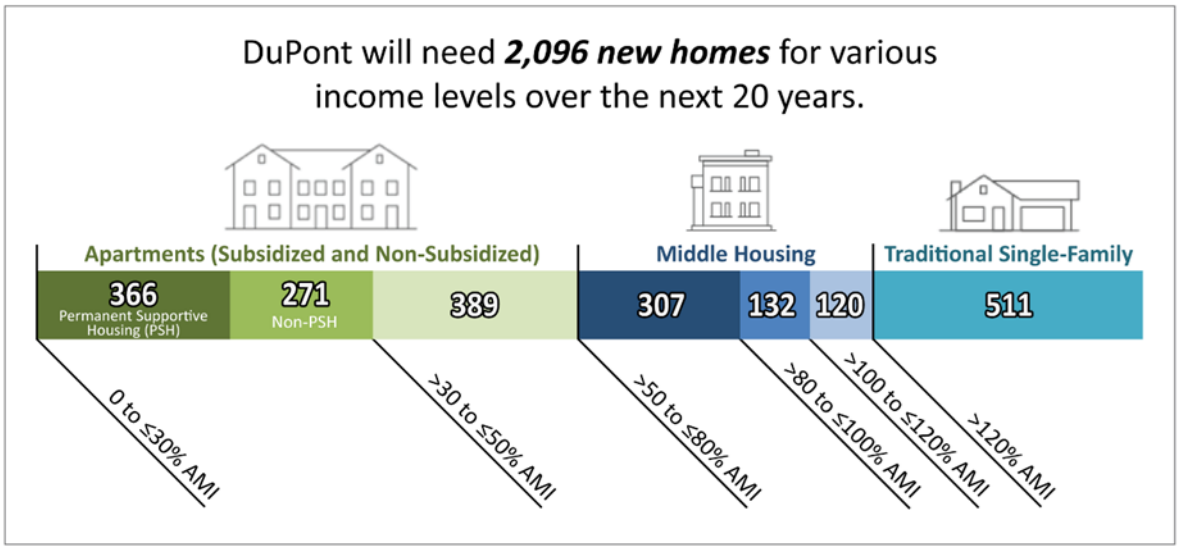


Figure XX: New housing unit needs by area median income (AMI) groups and examples of the spectrum of housing types needed

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 ST 3 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 six-units per lot): 93 acres with a projected range of 1,128-1,880 units.
- Multifamily Residential Use: 34 acres with a projected range of 680-1,360 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 **Promote a variety of housing opportunities, options and densities, consistent with existing neighborhood character.**

H-1.1 Ensure standards allow for a mix of lot sizes and various housing types and styles.

H-1.2 [New Policy] Encourage the development of middle housing such as duplexes, triplexes, fourplexes, and townhouses through zoning, to increase housing variety and affordability.

H-1.3 Encourage developers to use a mix of compatible styles, materials, and configurations when developing residential neighborhoods for aesthetic interest.

H-1.4 Promote sustainable and energy efficient building design, including the use of green building materials and technologies to enhance environmental sustainability.

H-1.X [New Policy] In consideration of the Sound Transit project ensure that proper zoning is available near the facility for compact housing near the station.

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 Plan for higher density housing locations in proximity to employment locations and current or planned transit.

H-2.2 Provide incentives, and work in partnerships to ensure the development of housing for extremely low, very low, low, and moderate incomes. Incentives with proportionate public benefit could include, but are not limited to:

- Setting affordability unit quotas within larger developments
- Encouraging Multi-Family Tax Exemptions
- Providing density or site incentives based on affordability quotas
- Encouraging accessory dwelling units and middle housing

H-2.3 Foster aging in place by allowing multigenerational housing options, senior housing, and long-term care facilities throughout the community.

H-2.4 [New Policy] Support private sector efforts to fund, plan and develop housing for the elderly and other citizens with special needs.

H-2.5 Support access to quality and affordable housing for all DuPont's residents, ensuring that zoning and housing policies foster inclusivity and equity.

H-2.6 Pursue the use of development agreements to increase/provide for affordable units in a project.

H-2.7 [New Policy] Encourage and clearly regulate the construction of accessory dwelling units as a viable option to meet housing needs.

H-2.8 [New Policy] Promote development regulations that are non-exclusionary, and which avoid racially disparate impacts or disinvestment.

H-2.9 [New Policy] Where possible, take into account the potential risks of physical, economic, and cultural displacement that low-income and marginalized communities may face due to planning decisions, public investments, and private development.,

H-2.10 [New Policy] 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 [New Policy] 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 [New Policy] 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 [New Policy] Encourage the preservation of the existing housing stock where appropriate, and development standards that minimize housing cost.

H-3.2 [New Policy] 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 [New Policy] Encourage the use of technology in permit review systems and processes to increase permitting efficiency and reduce permitting costs.

H-3.3 [New Policy] 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 [New Policy] Preserve existing housing by supporting rehabilitation initiatives and maintaining the character and stability of neighborhoods.

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.

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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
Historic Museum	264 sq ft per 1,000 population
Parks, Recreation, and Trails, Open Space	See Appendix XX
Transportation: Streets (Local) Pedestrian/Bicycle Facilities	LOS "D" for City streets(1) 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 our 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.

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Public Facility and Service Providers

Capital facilities in DuPont are provided by the City and by other entities, as shown in Tables 1. and 2. 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 1: 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 2: 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 includes 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 0.15 0.10 percent on all business activities occurring

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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 one-time quarterly or annual revenues, a portion of which for general operations.

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;

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- 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:

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

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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 Adminstrative 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

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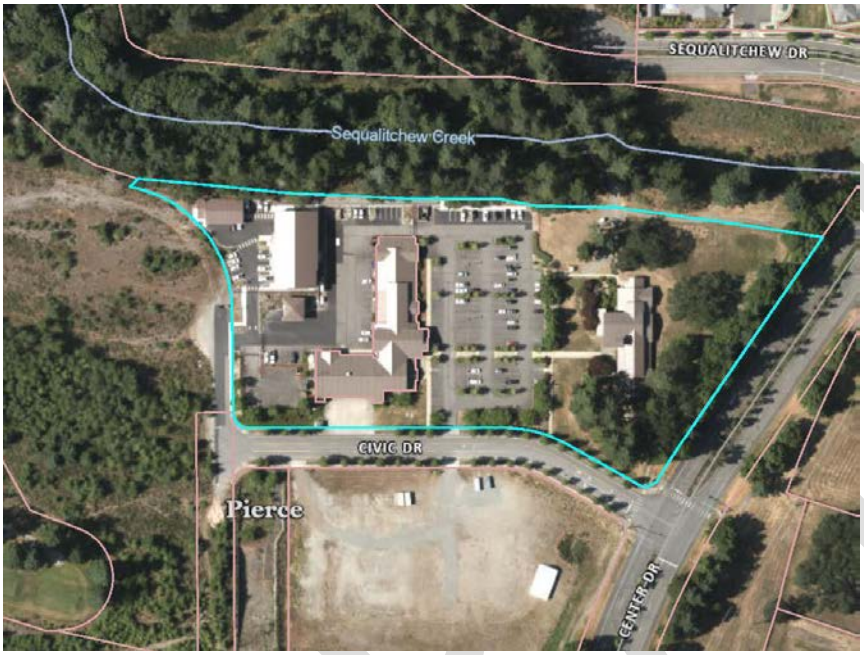
Public Services Department was constructed in 2023 which includes administrative offices and public works staff offices and maintenance bays.

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 nonprofit6 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.

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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 nonprofit6 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 30,025 square feet in size.

The DuPont Police Department (DPD) is a modern, full-service, values-based police agency. It's 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 TasThe 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 30,025 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 Subara 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.

6-year CIP for City Adminstrative Offices 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 XX.

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 XX. 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.

6-year CIP for Water (2026-2031)*

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
Hoffman Hill Well 2 Pump House Structure Replacement	2031	$750,000
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

Based on 2025 costs

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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 XX). 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 XX).

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 XX.

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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.

6-year CIP for Stormwater 2026-2031*

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
Stormwater Inspector Tablets (4) and Internet Connection	2026	$8,000
WA Conservation Corps (WCC) Fac. Maintenance 2026	2026	$15,000
Historic Village Catchbasin and Infiltration Trench Cleaning 2027	2027	$50,000
Outfall Improvements 2026	2027	$50,000
PW Decant and Washrack Facility 2027 Phase	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
Concrete Deck for Louviers / Forcite Yard	2028	$500,000
Historic Village Urban Flooding Improvements 2028 Phase	2028	$160,000
Louviers / Forcite PW Yard Canopies for Spoils Piles and Motorized Equipment	2028	$250,000
PW Decant and Washrack Facility 2028 Phase	2028	$1,500,000
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	2029	$50,000
Historic Village Urban Flooding Improvements 2029 Phase	2029	$160,000
Outfall Improvements 2028	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	2031	$50,000
Historic Village Urban Flooding Improvements 2031 Phase	2031	$160,000
Outfall Improvements 2030	2031	$50,000
Regional Permit Fee 2031	2031	$7,000
WA Conservation Corps (WCC) Fac. Maintenance 2031	2031	$15,000

Based on 2025 costs

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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 XX) 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

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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 on 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

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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,

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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.

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Capital Facilities Goals and Policies

Goal CF-1 **Ensure that public facilities and services necessary to support new development are adequate and available so that adopted levels of service are not negatively impacted.**

CF-1.1 Every development application, both public and private, shall be evaluated for concurrency for the provision of transportation, water, law enforcement, administrative services, fire protection, emergency services, and parks, recreation, trails, and open space pursuant to this Comprehensive Plan and subsequent amendments.

CF-1.2 The City shall maintain an annual concurrency management system for all city owned and operated capital facilities.

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CF-1.3 The city will place substantive reliance on functional plans for water, stormwater, streets, sewerage, fire, emergency services, law enforcement, and capital facilities when reviewing development proposals or undertaking public improvements and to determine concurrency.

CF-1.4 Coordinate with non-city providers for consistency with the Pierce County Countywide Planning Policies with respect to the provision of public services.

CF-1.5 Require that developers contribute their fair share of costs for capital facility improvements that are needed due to their development.

Goal CF-2 **Provide adequate public facilities that achieve and maintain City level of service standards for existing and future population.**

CF-2.1 Continue to evaluate and enforce level of service standards for all city provided facilities and services as minimum thresholds necessary to adequately serve the community.

CF-2.2 Finance the six-year Capital Facilities Plan within the City's financial capacity. If 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-2.3 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.

CF-2.4 Base the financing plan for capital facilities on realistic estimates of current

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local revenues and external revenues that are reasonably anticipated to be received by the City.

CF-2.5 Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.

Goal CF-3 Ensure that needed public facilities and improvements will be provided in a manner that is proportional with the development of the city and the region.

CF-3.1 Work with the school district and developers to coordinate the development of new schools to coincide with the growth of the City's population.

CF-3.2 Work with the school district to identify appropriate sites for construction of schools to meet the needs of the community.

CF-3.3 Coordinate with non-city service providers and adjacent municipalities to ensure consistency in providing public services consistently within the region.

Goal CF-4 Provide a variety of responses to the demands of growth on capital facilities.

CF-4.1 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;
- Exploring potential for co-usage agreements;
- Other methods of improved efficiency, such as technological advances

CF-4.2 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-4.4 Encourage development where adequate public facilities and services exist or can be provided in an efficient manner.

CF-4.5 Match revenue sources to capital projects on the basis of sound fiscal policies.

Goal CF-5 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-5.1 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

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distribution of the facility; and site design.

CF-5.2 Provide early public notice and opportunity for public review of proposed location of essential regional public facilities.

Goal CF-6 **Engage in investments that serve as direct catalysts for beneficial development that strategically invest in capital improvements for economic development that enhances the livability for DuPont residents.**

CF-6.1 Continue to plan for the development of a civic center area to include public amenities such as a community center, library, and museum.

CF-6.2 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-6.3 Develop revenue sources that will ensure continued maintenance of the community's landscaped streets and trails.

CF-6.4 Preserve existing significant natural vegetation and features in the development of public facilities.

Goal CF-7 **Design and locate capital facilities with features and characteristics that support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness and sustainability.**

CF-7.1 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-7.2 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-7.3 Implement and encourage environmentally sensitive building techniques and low impact surface water management methods.

CF-7.4 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-7.5 Practice efficient and environmentally responsible maintenance and operating procedures.

CF 7.6 Incorporate the consideration of physical health and well-being into decisions regarding the location, design and operation of capital facilities.

Goal CF-8 **Ensure that all public facilities and utilities are sited and provided in an equitable and sustainable manner.**

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CF 8.1 Promote affordable and equitable access to public services, including drinking water and telecommunication infrastructure, to provide access to all communities, especially underserved communities.

CF 8.2 Work with utility providers to ensure that their facilities support the environment, energy efficiency, aesthetics, technological innovation, cost-effectiveness and sustainability.

CF 8.3 Elevate the protection of natural areas when locating public facilities and utilities.

Goal CF-9 Employ Asset Management program for City's Capital Facilities and Utilities.

CF-1.6 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.

CF-2.1 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-5.3 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.

Utilities Goals and Policies

Goal U-1 Plan for the provision and development of Utilities that are adequate to meet the needs of the City.

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 Provide an efficient and adequate water supply to the residents and businesses of the City.

U-1.3 Ensure that additional water rights needed to provide adequate water for growth is attained concurrent with or in advance of new development.

U-1.4 Continue to use best available science (BAS) to protect the aquifer, including promoting water conservation, education, and landscape standards.

U-1.5 Require wastewater system extensions to continue to connect to the County's treatment facility to accommodate all new development.

U-1.6 Water, wastewater and storm drainage lines shall be developed within public rights-of-way.

U-1.8 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.

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U-1.9 Regularly assess system development charges to ensure new or increased user demand pays it fair share for impacts to the water and stormwater systems.

U-1.10 Promote conservation of energy, water and other natural resources in the location and design of public facilities.

U-1.11 Continue to use and adopt updated Washington DOE standards and best management practices to manage 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.

Goal U-2 Ensure that public utilities 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 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 Ensure that needed public 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 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.

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.

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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 Ensure that development be designed so that peak storm water discharge is no greater than the discharge was prior to any previous development.

U-3.9 Ensure that utilities are designed and constructed to meet anticipated land use intensity, projected population and employment growth.

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