Appendix C: Browns Point - Dash Point Community Plan

The Browns Point - Dash Point Community Plan’s narrative text and policies are in addition to the Countywide Comprehensive Plan narrative text and policies and are only applicable within the Browns Point - Dash Point Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2008-50s, Effective 10/1/2008).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Plan Area

The Browns Point/Dash Point area is located in northeastern Pierce County and surrounded by Puget Sound marine waters on almost three sides. The City of Tacoma is located to the south and the City of Federal Way (and King County) is located to the east. Commencement Bay and Port of Tacoma are located to the southwest. Vashon and Maury Islands are located across Puget Sound to the north.

The plan area is approximately 615 acres and is designated for urban land uses under the Pierce County Comprehensive Plan. The community plan does not contain a rural area as defined by the Washington State Growth Management Act (GMA). While the two communities of Browns Point and Dash Point are somewhat distinct geographically, there is a strong combined community identity in the area.

The Browns Point/Dash Point area is characterized by a variety of residential uses on small to medium sized lots. Residential homes dominate the landscape, with a significant commercial center in the heart of Browns Point. Dash Point State Park is located to the east, straddling the Pierce/King County line. The area’s dominant marine views and active recreational shoreline contribute to the community identity. State Route 509 (SR 509) crosses both communities, providing a connection to the City of Tacoma and the City of Federal Way.

The plan area encompasses portions of Township 21 North, Range 3E, Sections 9, 10, 15, 16, 17, 20, and 21, and is in Pierce County Council District #2. The entire area is located in Census Tract 708, as defined in the year 2000 census.

The total population in year 2000 was 2,086 people. From US Census data, residents of Browns Point/Dash Point have a median household income of about $68,315. That income is 151.1% of the Pierce County median household income of $45,204 with 73% of the population employed. The communities are dependent on commuting to Tacoma, Federal Way, and other parts of King and Pierce Counties for employment.

The Environment

The Browns Point/Dash Point Community Plan area is an urban area with a strong connection to its shoreline. Views of Puget Sound throughout the area attract people to visit and live in the area. Public shoreline access through the existing waterfront parks is highly utilized and protected by the community. Water access is cherished, and includes many activities, such as windsurfing, kite boarding, jet skiing, and boating. Shoreline activities draw large numbers of
people to the points, with barely enough room to cast a line along the shoreline when the salmon are running. There are pockets of natural areas associated with steep slopes and other critical areas. Dash Point State Park is the largest forested area in the near vicinity. Developed areas predominantly fall into the medium to low density residential uses.

EARLY HISTORY OF BROWNS POINT/DASH POINT AREA

The following synopsis of Browns Point/Dash Point history is liberally borrowed, summarized, and rewritten from the Points Northeast Historical Society and its website at www.pointsnortheast.org. The paragraphs and highlights are much less colorful than the well written account by Mavis Stears in Two Points of View, the text that is used to provide content on the website. As the account reveals, the geographic prominence of the two points has resulted in an interesting history that is carefully recorded by these communities.

THE 18TH AND 19TH CENTURIES

The two main tribes which lived in the area around Commencement Bay were the Puyallup Tribe and the Nisqually Tribe. They were friendly tribes and shared each other’s berry picking and hunting grounds during the summer and fished together in the Nisqually and Puyallup Rivers in the winter.

In the spring of 1792, Captain George Vancouver and his men, who were exploring in the name of King George III of England, became the first white men to view the twin points. On May 8, 1792, Capt. Vancouver sighted the huge mountain which he named Mount Rainier for Rear Admiral Peter Rainier, an old friend. While exploring south Puget Sound on May 20th, 1792, Capt. Vancouver and his men rowed around the point into “an extensive, circular, compact bay,” Commencement Bay. He had been hoping that this would be the easterly waterway that would link the west to the east.

The area was surveyed by both U.S. Naval ships and British Navy frigates and brigs and both points received their names between 1841 and 1877. Browns Point was known as Point Brown until about the 1920s. During the 19th century Dash Point was used as a geodetic survey point. On December 12, 1887 a fixed white light lens lantern was placed on a white post on Point Brown.

In 1854, Issac I. Stevens, Governor and Superintendent of Indian Affairs of Washington Territory and the chiefs and delegates of the Nisqually, Puyallup, Steilacoom, and other tribes of the lower Puget Sound region, signed the Medicine Creek Treaty. The President issued an Executive Order in January 1857 creating specific Indian reservations, including the Puyallup Indian Reservation.

The Browns Point and Dash Point areas were a part of the Puyallup Reservation. Disputes over the surveys of boundaries and tidelands were common between the government and the
tribes. A survey of the Puyallup reservation was made in 1872 assigning plots of land to individual tribal members and 167 patent deeds were signed by President Grover Cleveland and issued to the individual Puyallup tribe members in March 1886, with each given approximately 160 acres of land. Ten Puyallup tribe members were patent deeded property on Browns Point and Dash Point.

**The 1900s**

In 1901 the first lighthouse at Browns Point and a house for the lighthouse keeper were built. The lighthouse was a wood frame structure on wood pilings off shore. The first lighthouse keepers were Oscar Brown and his wife Annie, who arrived by government boat in October of 1903. For the next 30 years Oscar Brown tended the battery operated lighthouse.

In 1898, Captain Mathew McDowell, a Scotsman born in the mid 1800s in Northern Ireland, began the McDowell Transportation Company. McDowell carried passengers and hauled freight on his seven steamers. The fleet was originally based in Tacoma near the smelter. In 1905 he purchased 80 acres on Browns Point from the original tribal owners and heirs.

McDowell built a house and dock in the cove not very far from the lighthouse and called his new home Caledonia. His daily runs serviced areas such as Dumas Bay, Lakota, Adelaide, Redondo, Des Moines, Zenith, Maury, Portage, Chautaugua, Vashon, Tacoma, and Seattle. As the permanent population and summer vacationers increased, his business thrived. His clientele increased even more when he built a dance hall next to his dock and his D-fleet brought fun-loving dancers from across the bay.

**Hyada Park Is Platted**

Between 1901 and 1907 Jerry Meeker and his business partners George Taylor, J.M. Campbell, Fremont Campbell, and Frank Ross acquired and platted most of the property west of today’s Eastside Drive which they called Hyada Park. Mr. Meeker chose tribal names for the streets including La-Hal-Da, his own tribal name. In 1906 he built his home on Browns Point. Next to it he built Browns Point Dock in 1907, for $5,500. By 1941 it was deemed unsafe and was torn down by the Works Progress Administration.

As far back as 1912 Jerry Meeker’s clambakes were enjoyed by his friends and neighbors. They were held on the beach, but later were held next to the schoolhouse on Tok-A-Lou. By 1918 there were enough children on Browns Point to warrant a school. It was built on the east side of Tok-A-Lou and the first year had about 12 students.
Dash Point Grows

Dash Point began its gradual growth as a community not long after the turn of the century. Over the first couple of decades land was purchased from the tribes by settlers who then developed their respective areas of land into a small community that grew over the century. Most of the activity of the first decade on Dash Point involved the amusement and sports of picnickers from Tacoma.

There were no roads to Dash Point unless one traveled across country on foot or by horse to the dirt roads that went through Julia’s Gulch to the top of Dash Point hill. This is most likely the road now known as Browns Point Boulevard. It was, however, a dirt road and dirt roads in the Pacific Northwest at that time were usually impassable especially in the fall and winter months.

After many years of rowing boats to catch launches going in and out of Dash Point, the community club contracted Pete Manson, who owned the best pile driving company in the area, to build a new dock for $7,777. The community furnished the labor and on a cold and very rainy December night in 1917, with the lowest tide of the year, the community poured the concrete pilings. In about 1918 the bulk of the property, which is now the part adjoining the dock, was donated for the purpose of a park, by R.P. Milne and Louis Eberhardt. Also in 1918 Harry Johnston deeded to the County the property in front of the present Lobster Shop and tennis court, for the park. Due to the generosity of Milne, Eberhardt, and Johnston, Dash Point had property for a park. On April 10, 1923 residents voted to put the property under the jurisdiction of the Metropolitan Park District.

Eastside Drive/Marine View Drive

From the beginning of building on the two points, the developers had promised their clients a road into the area. Browns Pointers could come up Julia’s Gulch to what is now Browns Point Boulevard to today’s Slayden Road. Dash Pointers came the same way through Northeast Tacoma but just to the top of Dash Point hill. All of these roads were narrow dirt roads, usually impassable in rainy weather.

Finally, in about 1918 three men formed the Pacific Boulevard Association and obtained the release of properties necessary for a scenic road called Marine View Drive (Eastside Drive) between Tacoma and Dash Point via Hyada Park. With the road came bus service to Tacoma provided by Joe Lyon from 1925-1937. Roy Harrison took over the bus service from 1937-1942. He made four round trips to Tacoma every day, plus a run just for the school children.

The population of Dash Point and Browns Point grew at a steady rate well into the war years. On Dash Point houses were spread fairly evenly on the north-facing hillside. On Browns Point most of the homes were located close to the beach, with very few on the hill. During 1941 to
1943 the two communities cooperated in operating the Crestview Observation Post located on the highest point above the two points. Fifty to 75 people were listed and allotted periods for plane watching. They reported any sightings and the descriptions of the aircraft to the Civil Defense headquarters. The tower was manned 24 hours a day. The code name for Crestview was “Charlie Nine One.” The beginning of World War II brought some physical changes to the points. Ship building and an all out war effort became paramount in the industrial tidelands. With the buildup came workers and their families. The need for housing was answered on the points with both developers and individuals building homes for workers.

A new clubhouse at Browns Point was completed and dedicated on February 20, 1955. The majority of the Browns Point/Dash Point Community Plan meetings were held in this clubhouse.

By 1959 the majority of Browns Point and Dash Point Hills was annexed to Tacoma. These areas automatically qualified for all the Tacoma utilities and services. The lower parts of Browns Point and Dash Point; however, remained under the jurisdiction of Pierce County.

The “Hotfooters” of Browns Point and Dash Point began their fire protection duties in 1967 under the tutelage of Fire Chief Howard K. Jones. The “Hotfooters” were 18 ladies who were dedicated volunteers for Fire District No. 13. They were ready and on call during the day when their male counterparts were at their daily jobs.

In 1967 SW 320th Street was built from Pacific Highway to Hoyt Road in Federal Way, which opened the points to King County. Through the 1970s more and more people who worked in King County began moving to the points.

Commercials

In 1977, Ron and Gary Hall purchased the shopping center property from Gordon Dowling. At that time the store fronts received a new rustic wooden facade and a new name was chosen, North Bay Village. It served the three communities of Browns Point, Dash Point, and Northeast Tacoma which bordered the north shore of Commencement Bay.

In 1986, the new owner completed an upgrade to the shopping center when a new multi-shop complex housed Sav-On Drugs, Art’s Grocery, North Bay Dry Cleaners, Marvelous Movies, a barber shop, an art gallery, an auto parts store, and a few years later, Archie’s Diner. The professional center adjacent to the site also was constructed at this time.

The Lobster Shop started as a grocery/café. It was originally built on stilts which kept it high above the high tide level, but as time passed the land was filled in. It also had a porch on two sides which was enclosed to become part of the main store. When Denny Driscoll purchased the building, he opened it as a restaurant in June of 1977.

Though just south of the County line, the Cliff House has been a popular landmark restaurant for Tacoma and the surrounding areas. It was remodeled in 1977, and presents an interesting view of Commencement Bay, the Tacoma skyline, and the tideflats with the Puyallup River flowing into the bay.
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1907</td>
<td>The Dash Point Social and Improvement Club was organized and registered on Sept. 4. The first meeting was held in Churchill's store.</td>
</tr>
<tr>
<td>1914</td>
<td>Dash Point School founded in a house directly south of the present dock.</td>
</tr>
<tr>
<td>1919</td>
<td>The Browns Point Improvement Club's begins.</td>
</tr>
<tr>
<td>1923</td>
<td>There were approximately 110 permanent families on the two points.</td>
</tr>
<tr>
<td>1925</td>
<td>Mr. Shuett built Browns Point’s first grocery store.</td>
</tr>
<tr>
<td>1933</td>
<td>The wooden lighthouse was replaced by a white concrete tower.</td>
</tr>
<tr>
<td>1952</td>
<td>Browns Point Elementary School opened on 51st Street NE.</td>
</tr>
<tr>
<td>1955</td>
<td>A new clubhouse was dedicated at Browns Point Feb. 20, 1955.</td>
</tr>
<tr>
<td>1958</td>
<td>Meeker Middle School, adjacent to the elementary opened.</td>
</tr>
<tr>
<td>1958</td>
<td>Dash Point constructed a five-room addition to its school plus a multipurpose room, library and office. Northeast Tacoma had a new school built in 1959 due to population growth.</td>
</tr>
<tr>
<td>1959</td>
<td>Majority of Browns Point and Dash Point Hills annexed to Tacoma.</td>
</tr>
<tr>
<td>1962</td>
<td>Dash Point State Park, dedicated June 1962, included 272 acres and 3,100 feet of sandy beach.</td>
</tr>
<tr>
<td>1967</td>
<td>The “Hotfooters” of Browns Point and Dash Point, a group of 18 ladies, began their volunteer duties for Fire District No. 13.</td>
</tr>
<tr>
<td>1967</td>
<td>SW 320th Street was built from Pacific Highway to Hoyt Road in Federal Way, opening the points to King County.</td>
</tr>
</tbody>
</table>

### Planning History

#### County Planning

**1962 Pierce County Comprehensive Plan and Zoning**

The first Pierce County Comprehensive Land Use Plan was adopted on April 2, 1962. The Pierce County Zoning Code, which implemented the Comprehensive Plan, was adopted on October 8, 1962. The 1962 Pierce County Comprehensive Plan designated the Browns Point/Dash Point area as “Suburban Residential.” These rules followed very basic planning principles. Zoning districts were established that dictated the appropriate location for commercial business and residential homes. However, the Plan did not offer much protection from incompatible uses and did not recognize the unique individuality of communities.

**1994 Pierce County Comprehensive Plan**

In April 1990, the Growth Management Act (GMA) was passed by the Washington State Legislature. It required Pierce County to update its existing Comprehensive Plan and Zoning Regulations, including community plans. The GMA required Pierce County to develop and
adopt a comprehensive plan which would control residential, commercial, and industrial growth. Thirteen goals are listed in GMA to guide policy development in six required elements. The required elements include land use, housing, capital facilities, utilities, rural, and transportation. Pierce County also elected to include four additional elements: environment and critical areas, economic development, community plans, and essential public facilities. Each of the six GMA required elements must conform to specific standards set in the legislation. GMA required cities and counties to plan for growth based on population forecasts. Where growth is allowed, facilities and services must be planned and provided.

In April 1991, interim Growth Management Policies were adopted as a transition between the 1962 Comprehensive Plan and the more complex plan developed under the Growth Management Act. In June 1992, the Pierce County Countywide Planning Policies were adopted. The policies provided the framework and process by which Pierce County and the cities and towns within the County would establish urban growth areas, provide infrastructure and services, and preserve agricultural and natural resource lands. In November 1994, Pierce County adopted a new Comprehensive Plan. The 1994 Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The plan established population projections, urban growth areas, and rural areas. The 1994 Comprehensive Plan identified Browns Point and Dash Point as an urban area, with predominantly an Urban Residential land use designation.

**Community Planning**

Pierce County Comprehensive Plan policies located in the Community Plans Element address community autonomy, community character, new community plans, consistency with the Comprehensive Plan, consistency with the Development Regulations-Zoning, transition strategies, and joint planning agreements.

The Community Plans Element of the 1994 Pierce County Comprehensive Plan envisions a local voice in how the Comprehensive Plan and its Development Regulations will be carried out in communities. Community plans exemplify how the objectives and policies of the Comprehensive Plan play out when applied to detailed and specific conditions. They indicate specific land use designations, appropriate densities, and the design standards that should apply in community planning areas. Preserving and building community character while ensuring an efficient and predictable development approval process is a central theme. Community plans help citizens decide what they want to retain and what they want to change at the local level.

Although the Growth Management Act (GMA) does not require comprehensive plans to provide for community plans, Pierce County Ordinance 90-47S directs County officials to prepare a Community Plans Element of the Comprehensive Plan. The majority of the unincorporated County population resides in community plan areas. The Community Plans Element spells out how to coordinate consistency between community plans and the Comprehensive Plan. Community plans must be consistent with the Comprehensive Plan and the GMA.
**SCOPE OF THE COMMUNITY PLAN**

**Legislative Authority to Develop the Plan**

The Pierce County Council passed Resolution No. R2004-72 on April 20, 2004, requesting the Department of Planning and Land Services begin the development of a community plan for the Browns Point/Dash Point Area.

**Purpose and Use of the Community Plan**

The Browns Point/Dash Point Community Plan gives details on how the community wants to develop in the future and what standards could be utilized to create and maintain the look and feel identified in the community plan. In some circumstances, the plan refines the Pierce County Comprehensive Plan to more closely reflect the needs, concerns, and desires of the residents. The plan also identifies actions necessary to implement the community plan, including adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements such as roads and utilities, sidewalks and street lighting, and residential and commercial development.

**Consistency with the Pierce County Comprehensive Plan**

The Growth Management Act requires consistency between plans and implementing development regulations. Furthermore, the Pierce County Comprehensive Plan Community Plans Element contains specific policies that require consistency between the Comprehensive Plan and community plans. The goals, objectives, principles, and standards in the Browns Point/Dash Point Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan.

**Components of the Community Plan**

**Visions**

Visioning is the process of defining the expectation of what the community could be in the future. Visioning is typically completed through a series of public meetings or workshops structured to allow the community to articulate hopes for the future. Statements, thoughts, and ideas brought forth in the visioning process become the basis for the visions, goals, objectives, and principles of the community plan.

Vision statements can be either: 1) broad - painting a picture of what the community should strive to be like, physically and socially; or 2) focused - to express how the concerns, values, and hopes of the community should be reflected in various topics.

Goals, objectives, and policies (principles and standards) are used to provide measurable statements to fulfill the vision statements and are an integral part of the visioning process.
GOALS

Goals describe a desirable future for the community: identifying who, what, why, and how the broad values and hopes set forth in the vision statement will be accomplished. Goals provide the framework from which objectives, policies (principles and standards), and implementation actions and recommendations will be developed.

OBJECTIVES

Objectives are statements which specifically define goal actions.

POLICIES (PRINCIPLES AND STANDARDS)

Principles set a particular course of action to accomplish objectives. Standards, quantitative or qualitative, are specific benchmarks or targets to be accomplished in the ongoing development of the community.

IMPLEMENTATION ACTIONS AND RECOMMENDATIONS

Implementation actions and recommendations are statements that provide changes to policy documents, regulations, capital facility plans, and statements directing agencies and community groups to revise or develop plans, regulations, and non-regulatory measures.

The vision and all of the goals, objectives, policies, and implementation actions and recommendations are developed through citizen comment and represent the will of the people translated into decision-oriented statements. When applying the policy statements, each should be afforded equal weight and consideration.

PUBLIC INVOLVEMENT

COMMUNITY PLANNING BOARD

The development of the Browns Point/Dash Point Community Plan could not have been accomplished without the Browns Point/Dash Point Community Planning Board (BP/DP CPB). The BP/DP CPB consisted of a 12-member group representing a variety of interests and geographic locations in the community. Members included representatives from: the Browns Point and Dash Point Improvement Clubs, local emergency services, business and real estate representatives, historic preservation interests, and long time residents.

The BP/DP CPB was charged with five main responsibilities: 1) serving as a sounding board for the community; 2) developing a vision statement and community-wide goals for the community plan area; 3) developing policies and implementing actions related to various topics; 4) guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and 5) forwarding a draft updated Browns
In the fall of 2005, public outreach on the community plan process began with a community meeting at the Browns Point Improvement Club and the recruitment of members to serve on the Community Planning Board (CPB). The first CPB meeting was held in March, 2006 and meetings were held twice monthly through April of 2008. The CPB worked on developing an overall vision for the community, and goal statements and policies for each element of the community plan. An open house was held April 16, 2008. This open house gave the public an opportunity to review and comment on the draft plan prior to its transmittal to the Pierce County Planning Commission and County Council. The CPB used the open house forum to solicit important community feedback regarding their proposed recommendations for final BP/DP CPB consideration.

**Survey**

**Background**

In March 2006, Pierce County Planning and Land Services (PALS) mailed 1,395 questionnaires to households and businesses within the Browns Point/Dash Point Community Plan area. The survey was developed by PALS staff and based on a format used in various communities throughout Pierce County in previous land use planning efforts. The survey was intended to help PALS staff and community planning board members assess the community’s views regarding a variety of topics including quality of life, land use, the economy, and public facilities and services.

**Methodology**

Mailings were sent to “postal customers” on three mail routes in the 98422 ZIP code as well as specific addresses. Included in the 1,395 were 160 questionnaires sent to property owners with addresses in other places.

At the time of cut-off for tabulation, 386 questionnaires were returned completed for a return rate of 28%. This represents an acceptable response rate and sample size for statistical tabulation purposes. For statistical purposes, a sample of 386 has a maximum margin of error of +/- 5.0% at the 95% confidence level. This means the results from the survey would not vary by more than +/-5% had all residents in the survey area completed and returned a questionnaire and that this result would occur 95 times out of 100. The results were produced in a cross-tabulation format showing how results break out by geographic area and length of residence. It is interesting to note that 47% of respondents had lived in the area for 20 or more years.

**Survey Summary**

The survey asked questions regarding quality of life; condition of the built and natural environment; economic development; land use planning and related controls; and levels of
support for a variety of public facilities and services. The survey results reflected a general satisfaction with the state of the community. The questions attempted to identify and anticipate certain issues such as view protection and redevelopment in order to gauge community sentiment. It should be noted that the geographic area tally did not show that neighborhood attitudes were particularly different between Dash Point and Browns Point. Length of residence was also considered. The results were provided in three groups, by length of time as a resident: 10 years or less, 11 to 20 years, and 20+ years.

In quality of life questions, environment, schools, parks, and land use received relatively high scores, with only a 0.72 difference between the lowest and highest means. Other quality of life issues scored lower; but the scores did not indicate a high level of dissatisfaction, just areas that may need improvement, particularly housing, transportation, and emergency services.

When longevity (length of time living in the area) is considered newer resident’s scores were higher for housing and transportation and lower for schools. Long time residents (20+ years) scores were higher for emergency services and schools. The only area where Browns Point was different than Dash Point was land use, with a Browns Point mean of 3.36 and a Dash Point mean of 3.74 (out of five possible points), reflecting more satisfaction among Dash Point residents. In reviewing the entire survey for the Browns Point and Dash Point neighborhoods, this was the only issue that had a noticeable difference.

The survey showed that stormwater facilities in certain areas may need attention. Shoreline access appears to be acceptable at this time. There appears to be sympathy for environmental protection.

The perceived need for business retention and home based business was mixed. Most people shop outside their neighborhoods. Most people feel commercial uses in the area are adequate. Many of the comments from the survey indicated existing commercial uses are struggling to survive. When combined with proposing industrial growth, 78% were against expansion to more intense uses. Expansion of nonconforming uses or commercial uses is not supported. The existing commercial center was given more support by the community as its commercial focal point.

The answers regarding Community Character indicated commercial uses with design standards would benefit the community. This was not as clearly demonstrated with residential uses, with 50% in favor of design standards for redevelopment. The community would not like to see more residential or commercial growth. There was strong support for view protections that was slightly less enthusiastic when restrictions on redevelopment and remodeling are considered. Multifamily residential was not supported.

The following themes were identified in the survey comments.

- Community identity and quality should be preserved
- The annexation into a nearby city (some for/some against)
- Police presence/crime
- Residential redevelopment (large new homes)
- Transportation/Streetscapes (sidewalks, streetlights, paving, bike lanes, traffic calming, bus service, road widening)
• Views: underground utilities, residential redevelopment
• Property taxes too high
• Sewers in Dash Point area
• Commercial development: generally not for new commercial, encouragement of certain types of businesses, such as a grocery store and restaurants
• Preserve existing open spaces, wild areas

The survey results were used by the Community Planning Board as an aid in the development of the Browns Point/Dash Point Community Plan.

SUMMARY OF THE BROWNS POINT/DASH POINT COMMUNITY PLAN

The Browns Point/Dash Point Community Plan contains policies and implementing actions for four major subject areas or elements: Land Use and Economic, Community Character and Design, Natural Environment, and the Facilities and Services.

LAND USE AND ECONOMIC ELEMENT

The Land Use and Economic Element addresses issues such as what land uses should be allowed in the various designations and the appropriate intensity of land use in various areas in the community. Preservation of the areas’ scenic qualities is reflected in commercial and building height limitations. The Browns Point Town Center, the main local shopping area, is finding its businesses struggling to survive, and redevelopment of the site is a possibility. The CPB chose to implement residential development at a lower density than previously allowed by designating the majority of the area as a Single-Family (SF) zone.

COMMUNITY CHARACTER AND DESIGN ELEMENT

The Community Character and Design Element focused on design standards and guidelines for residential and commercial development in the area. The Town Center site was seen as an area where design goals could be implemented for redevelopment activities. Land values in the area have increased, encouraging the construction of larger single-family residences in which height increases are designed to capture more of the views of Puget Sound. As such, building height limitations are a goal for both residential and commercial uses in the plan area.

NATURAL ENVIRONMENT ELEMENT

The Natural Environment includes consideration of the natural resources found on Browns Point/Dash Point. Natural resources such as wildlife, clean water, parks, and open spaces are an integral and valued part of the community. The policies contained within the Natural Environment Element promote protection of critical areas, encourage preservation of natural vegetation, and address special topics such as the marine shorelines, wetlands, and fish and wildlife habitat.
FApILITIES AND SERVICES ELEMENT

The Facilities and Services Element addresses services such as public safety services (emergency, sewer, and stormwater), and facilities such as roads, parks and schools. Transportation and road improvements were identified for long term goals. Local parks, as facilities that attract people from outside the community, had goals associated with parking, restrooms, and other improvements.

PLAN MONITORING

The Plan Monitoring Section addresses how to measure the effectiveness and impacts of the plan over time.

IMPLEMENTATION

The plan also contains proposed actions, located at the end of each element, which serve to implement various plan policies. These actions are grouped into short-term, mid-term and long-term endeavors. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to a lead entity or entities as the primary responsible party to complete.

VISION STATEMENT

The Browns Point/Dash Point community, in keeping with its long history, envisions preserving our established residential neighborhood character and strong independent community identity. The community highly values and looks to preserve our existing marine shoreline, natural environment, scenic quality, public shoreline access, and open space. Commercial development will provide small retail and business opportunities within existing commercial areas. To improve safety and connectivity of the community, we envision streetscapes for pedestrians and bicycles. With new development and redevelopment, we want to achieve a reasonable balance between individual choice, historic preservation, and design standards. Through continual neighborhood involvement, existing public facilities and services will be improved to address the needs of the community. Through the goals and policies in the Browns Point/Dash Point Community Plan, the community creates a legacy of diverse, family-oriented, safe, and desirable places to live and work, while preserving the strength of the local environment, economy, and character.
Chapter 2: Land Use and Economic Element

INTRODUCTION

The Land Use and Economic Element of the Browns Point/Dash Point Community Plan provides policies regarding the location of preferred land uses (residential, commercial, etc.) and the density or intensity related to those uses. This element serves to refine the policies contained in the Pierce County Comprehensive Plan, specifically the Land Use Element 19A.30 and Economic Development Element 19A.50. The community plan provides more specific guidance and criteria regarding land uses than is provided in the generalized Pierce County Comprehensive Plan. In cases where this plan does not provide specific guidance, the policies in the Pierce County Comprehensive Plan shall be used to determine land use objectives and standards. The policies contained in this element provide the foundation for changes to Pierce County’s Development Regulations including the zoning maps and land use regulations.

The main issues related to economic development in the area focus on revitalizing commercial and retail businesses in the existing Browns Point Town Center. Most of the goals and policies reflect land use related efforts to achieve this. As such, what would normally be two elements in other community plans have been combined into one element.

DESCRIPTION OF CURRENT CONDITIONS

The Browns Point and Dash Point communities are located in the northern portion of unincorporated Pierce County, bordered by the cities of Tacoma and Federal Way and situated on the eastern side of the entrance to Commencement Bay. The two communities are characterized by quiet residential neighborhoods and a very limited commercial area in Browns Point. The neighborhoods share breathtaking water views and are in close proximity to public beach access afforded by Browns Point Lighthouse Park and Dash Point Park. This community of roughly 2,150 residents is located entirely within the City of Tacoma’s urban service area.

Retail uses within the community are primarily limited to the Browns Point Town Center that consists of a 3.2 acre complex of retail buildings, including uses such as a grocery store, hardware store, professional offices and eating establishments. Adjacent to Dash Point Park is a small, well established restaurant located on the beach at the foot of a residential neighborhood. Less than 1.32% of the community is currently zoned for commercial retail and service use. There is very little undeveloped commercially zoned land available for new development. New commercial development would most likely entail the redevelopment of existing commercial areas.

The 2007 Pierce County Buildable Lands Report estimates that 161.62 acres of vacant land and 17.44 acres of underdeveloped and redevelopable land exist within the community. Based
upon information contained in the report, it is estimated that this land has the capacity to accommodate more new homes in the residentially zoned areas of the community. A majority (121 acres) of the “vacant” land code is associated with Dash Point State Park land on the south side of the park, because it is categorized through the Assessor-Treasurer’s records as residential vacant land. It should be noted that not all of this land is assumed likely to be developed.

The following information provides more detail regarding the existing land development patterns, population, and housing within the Browns Point/Dash Point Communities:

**EXISTING LAND USES**

The Pierce County Assessor-Treasurer’s Office classifies how parcels are used for purposes of calculating assessed value for taxation. The Pierce County Planning and Land Services Department routinely uses this information to determine the distribution of land uses within specific areas.

The following table summarizes the current uses of land based upon Assessor-Treasurer’s information:

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Acreage</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Residential</td>
<td>316.29</td>
<td>52.22%</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>20.26</td>
<td>3.35%</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>1.63</td>
<td>0.27%</td>
</tr>
<tr>
<td>Residential Outbuildings</td>
<td>3.61</td>
<td>0.60%</td>
</tr>
<tr>
<td>Commercial/Service</td>
<td>4.75</td>
<td>0.78%</td>
</tr>
<tr>
<td>Education</td>
<td>4.56</td>
<td>0.75%</td>
</tr>
<tr>
<td>Quasi-Public Facilities</td>
<td>3.94</td>
<td>0.65%</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>0.71</td>
<td>0.12%</td>
</tr>
<tr>
<td>Transportation/Communication/Utilities</td>
<td>8.87</td>
<td>1.46%</td>
</tr>
<tr>
<td>Resource Land</td>
<td>12.46</td>
<td>2.06%</td>
</tr>
<tr>
<td>Open Space/Recreation</td>
<td>51.51</td>
<td>8.50%</td>
</tr>
<tr>
<td>Dash Point State Park</td>
<td>44.73</td>
<td>7.38%</td>
</tr>
<tr>
<td>Vacant *</td>
<td>158.88</td>
<td>26.23%</td>
</tr>
<tr>
<td>Water Bodies</td>
<td>12.65</td>
<td>2.09%</td>
</tr>
<tr>
<td>Unknown</td>
<td>5.63</td>
<td>0.93%</td>
</tr>
</tbody>
</table>

* 121 acres (20% of total plan area) of the vacant land is within Dash Point State Park

As shown in the table, the prevailing categories of land use in the plan area are residential (55.83%) and commercial (7.37%). The dominant land use type is single-family residential
The physical distribution of land uses is shown on Map C-2: Historic Assessed Land Uses

Residential uses are distributed throughout the community, with the residential lot sizes ranging from small, dense suburban lots to larger estate-type lots. Smaller lot sizes are dominant within older plats throughout the plan area. Larger lot sizes are commonly located on environmentally constrained lands such as steep slopes and areas where sewer service historically was not available as in Dash Point. Multifamily housing in the community is very limited and consists of a few scattered triplex and fourplex developments, with one large condominium complex in Browns Point’s south side.

**Current Comprehensive Plan Designations and Zoning Classifications**

The 1994 Pierce County Comprehensive Plan established two land use designations within the community plan area. The prior 1962 Comprehensive Plan had designated the Suburban Residential SR 9 in the residential areas, and Commercial C-2 at the Town Center.

The following table summarizes the land use designations and zoning classifications prior to adoption of the community plan in terms of acreage and percent of plan area.

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single Family</td>
<td>607.21</td>
<td>98.68%</td>
</tr>
<tr>
<td>Neighborhood Center</td>
<td>8.14</td>
<td>1.32%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>615.35</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

**Dwelling Unit Capacity – MSF Zone**

Under pre-community plan zoning, it is estimated that a maximum total of 173.28 acres of vacant and underdeveloped land is currently available for residential use within the plan area. These lands have the capacity to accommodate approximately 589 dwelling units based upon the housing densities allowed in each zone (as a maximum density, based on the sewer and septic areas in the plan area). It is estimated that 1,572 persons could be accommodated within this housing (based on an average of 2.67 persons per household). In addition, some residential lots may accommodate an accessory dwelling unit subject to regulations. Accessory dwelling units are not included in residential capacity calculations. As previously stated, 121 acres of this total is within Dash Point State Park, and there is no expectation that the Washington State Parks Department will sell this land.

**Commercial Area Capacity**

There is one commercial center within the plan area. The Browns Point Town Center is a shopping center located in the heart of Browns Point. There is a professional center adjacent to the north held in separate ownership than the Town Center but which is integrated with the
access to the shopping center. The existing uses located at the Town Center include restaurants, convenience shopping, wholesale/retail stores, and a hardware store. The Neighborhood Center (NC) zone extends from Eastside Drive to Wa-Tau-Ga Ave. The existing uses along Wa-Tau-Ga Avenue include multifamily residential, a dentist office, and the fire station. Although Dash Point does not have a zoned commercial area, there is a restaurant located along Beach Drive.

The NC zone allows a maximum density of 25 dwelling units per acre. With multifamily residential redevelopment a possibility throughout the NC designated area, the capacity is based on the total acres, allowing a maximum of 204 dwelling units.

**Economic Conditions**

The Town Center is zoned for Neighborhood Commercial (NC) and provides for small local businesses that serve the surrounding community. There is a struggle to keep some establishments in business and turnover of commercial space in the shopping center is slow. The current businesses draw from a loyal neighborhood customer base. Dash Point State Park and the two community parks attract not only local residents to the area, but draw from outside the plan area as well. The challenge for businesses is to find the products and services that are in demand and can be supported by the limited local market.

Employment associated with these businesses is in the service and retail sectors. The majority of the plan area residents commute to Tacoma, Federal Way, and beyond for employment. The following table provides information on the size and basic land use activity in the commercial center based on the Pierce County Assessor-Treasurer’s records as of 2008. Table C-3 shows the amount of commercial development, underdeveloped land and vacant land in the NC. It should also be noted that the majority of the commercial development is within the Town Center and the professional center.

**Table C-3: Existing Commercial Center Land Area Statistics**

<table>
<thead>
<tr>
<th>Total acres</th>
<th>Browns Point Town Center – Neighborhood Center</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Commercial Development</td>
</tr>
<tr>
<td>6.76 acres</td>
<td>4.43 acres</td>
</tr>
</tbody>
</table>

A survey conducted for the area contained questions related to economic indicators and commercial development in the area. The survey conveyed that most people felt that commercial uses in the area were adequate. Additionally, the survey, and those residents attending CPB meetings, indicated a mutual concern regarding the existing commercial use’s struggle to economically survive.
INCOME

From U. S. Census data, residents of Browns Point/Dash Point have a median household income of about $68,315. That income is 151.1% of the Pierce County median household income of $45,204. Table C-4 shows income distributions of households in the Browns Point/Dash Point area compared to Pierce County as a whole. The incidence and characteristics of poverty (as defined by the U. S. Census) in the plan area also differ from Pierce County as a whole.

Table C-4 shows the percentage of people with incomes below the poverty threshold in the plan area is about 1.9%, whereas the figure for Pierce County overall is 10.5%. The table also shows the Browns Point/Dash Point areas exhibit a very low incidence of poverty relative to the rest of the County.

Table C-4: Household Incomes

<table>
<thead>
<tr>
<th>Household Income</th>
<th>Pierce County</th>
<th>Browns Point/Dash Point</th>
</tr>
</thead>
<tbody>
<tr>
<td>under $10,000</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$10,000-$14,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$15,000-$19,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$20,000-$24,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$25,000-$29,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$30,000-$34,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$35,000-$39,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$40,000-$44,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$45,000-$49,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$50,000-$59,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$60,000-$74,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$75,000-$99,999</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>$100,000-$124,999</td>
<td>1.9%</td>
<td>1.9%</td>
</tr>
<tr>
<td>$125,000-$149,999</td>
<td>1.9%</td>
<td>1.9%</td>
</tr>
<tr>
<td>$150,000-$199,999</td>
<td>1.9%</td>
<td>1.9%</td>
</tr>
<tr>
<td>$200,000+</td>
<td>1.9%</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

Source: U.S. Census 2000 Block Group Data
### Table C-5: Population At or Below Poverty Level

<table>
<thead>
<tr>
<th>Area</th>
<th>Population at or below poverty level</th>
<th>Children (&lt;18) as % of population in poverty</th>
<th>Seniors (65+) as % of population in poverty</th>
<th>% of children (&lt;18) in poverty</th>
<th>% of seniors (65+) in poverty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Point/Dash Point</td>
<td>1.9 %</td>
<td>4.1 %</td>
<td>22.4 %</td>
<td>0.3%</td>
<td>4.3%</td>
</tr>
<tr>
<td>Pierce County</td>
<td>10.5%</td>
<td>35.7%</td>
<td>6.9%</td>
<td>13.6%</td>
<td>7.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census 2000 Block Group Data

In Table C-5, the boundaries of the census block group were very similar to county/city boundaries for the area, but it should be noted that very small portions of Browns Point and Dash Point were excluded due to having large majority of the data outside the plan area.

### INDUSTRY AND EMPLOYMENT

As shown in Table C-6, there are approximately 30 firms operating in Browns Point/Dash Point, which employ approximately 120 people. The Neighborhood Center has the majority of these employees. The low employment numbers indicate that most people who live in the area do not work there.

### Table C-6: Employment

<table>
<thead>
<tr>
<th>Area</th>
<th>Count</th>
<th>%</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Employer Firms*</td>
<td>30</td>
<td></td>
<td>120</td>
<td></td>
</tr>
<tr>
<td>Public</td>
<td>1</td>
<td>3.3%</td>
<td>2</td>
<td>1.7%</td>
</tr>
<tr>
<td>Private</td>
<td>29</td>
<td>96.7%</td>
<td>118</td>
<td>98.3%</td>
</tr>
<tr>
<td>Business, Professional, Medical, &amp; Other services</td>
<td>16</td>
<td>53.4%</td>
<td>52</td>
<td>43.3%</td>
</tr>
<tr>
<td>Construction</td>
<td>3</td>
<td>10.0%</td>
<td>8</td>
<td>6.7%</td>
</tr>
<tr>
<td>Dining, Lodging, Recreation, Retail &amp; Wholesale Trade</td>
<td>7</td>
<td>23.3%</td>
<td>53</td>
<td>44.1%</td>
</tr>
<tr>
<td>Education/social service</td>
<td>3</td>
<td>10.0%</td>
<td>5</td>
<td>4.2%</td>
</tr>
</tbody>
</table>

* "Employer Firms" are businesses with employees covered by Unemployment Insurance

Source: PSRC/ESD 2006
WORKFORCE

Table C-7 shows that the workforce is high in the area. A majority of residents of the plan area are employed in professional and related occupations and sales and offices occupations (See Table C-8). Service occupations appear to be less than half of the Pierce County average.

**Table C-7: Employment Status**

<table>
<thead>
<tr>
<th>Employment Status</th>
<th>Browns Point, Dash Point</th>
<th>Pierce County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population age 16+</td>
<td>2,086</td>
<td>100.0%</td>
</tr>
<tr>
<td>Not in the workforce</td>
<td>545</td>
<td>26.1%</td>
</tr>
<tr>
<td>In the workforce</td>
<td>1,541</td>
<td>73.9%</td>
</tr>
<tr>
<td>Employed</td>
<td>1,485</td>
<td>71.2%</td>
</tr>
<tr>
<td>Unemployed</td>
<td>44</td>
<td>2.1%</td>
</tr>
<tr>
<td>Military</td>
<td>12</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

Source: U.S. Census

**Table C-8: Occupations**

<table>
<thead>
<tr>
<th>Occupations</th>
<th>Browns Point, Dash Point</th>
<th>Pierce County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mgt, professional, and related occupations</td>
<td>731</td>
<td>49.2%</td>
</tr>
<tr>
<td>Service occupations</td>
<td>116</td>
<td>7.8%</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>411</td>
<td>27.7%</td>
</tr>
<tr>
<td>Farming, fishing, and forestry occupations</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Construction, extraction, and maint. Occupation</td>
<td>105</td>
<td>7.1%</td>
</tr>
<tr>
<td>Production, transportation, and material moving occupations</td>
<td>122</td>
<td>8.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census

Finally, Table C-9 shows that about 45.4% of residents commute 30 minutes or more to work. The workforce commutes to Tacoma, Federal Way, and beyond. Both of these neighborhoods are approximately 20 minutes from downtown Tacoma and Federal Way, which corresponds to the higher numbers in the 15-30 minute commute range. About 5.8% work at home, which is larger than the Pierce County rate of 3.6%. Combined with the survey results, most people accept commuting as part of living in Browns Point/Dash Point.

**Table C-9: Travel Time to Work**

<table>
<thead>
<tr>
<th>Commuting Time</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total workers age 16+</td>
<td>1,480</td>
<td>100.0%</td>
</tr>
<tr>
<td>Commuting Time</td>
<td>Count</td>
<td>%</td>
</tr>
<tr>
<td>------------------</td>
<td>-------</td>
<td>-----</td>
</tr>
<tr>
<td>Under 5 min</td>
<td>34</td>
<td>2.3%</td>
</tr>
<tr>
<td>5-9 min</td>
<td>77</td>
<td>5.2%</td>
</tr>
<tr>
<td>10-14 min</td>
<td>88</td>
<td>5.9%</td>
</tr>
<tr>
<td>15-19 min</td>
<td>174</td>
<td>11.8%</td>
</tr>
<tr>
<td>20-24 min</td>
<td>215</td>
<td>14.5%</td>
</tr>
<tr>
<td>25-29 min</td>
<td>134</td>
<td>9.0%</td>
</tr>
<tr>
<td>30-34 min</td>
<td>220</td>
<td>14.9%</td>
</tr>
<tr>
<td>35-39 min</td>
<td>53</td>
<td>3.6%</td>
</tr>
<tr>
<td>40-44 min</td>
<td>80</td>
<td>5.4%</td>
</tr>
<tr>
<td>45-59 min</td>
<td>168</td>
<td>11.3%</td>
</tr>
<tr>
<td>60-89 min</td>
<td>122</td>
<td>8.2%</td>
</tr>
<tr>
<td>90 min +</td>
<td>29</td>
<td>2.0%</td>
</tr>
<tr>
<td>30 minutes or greater</td>
<td>672</td>
<td>45.4%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>86</td>
<td>5.8%</td>
</tr>
</tbody>
</table>

**Description of Desired Conditions**

People are generally content with the Browns Point/Dash Point neighborhoods. There were some key issues that the community identified for future planning, but generally the attitude of the community has been summarized as “if it ain’t broken, don’t fix it.” One of the most significant issues addressed within the community plan is land use. How land is utilized within a community directly affects the community’s character and quality of life perceived by its residents. The land uses within the plan area should reflect an urban residential character while providing limited opportunities for local employment, services and small business. The community identified the struggling Town Center as an area to target for redevelopment as a commercial or mixed use development. Residential and commercial design was identified as a concern to preserve the views of the Puget Sound and surrounding vistas. This was strongly supported within the survey results for both residential and commercial areas. Furthermore multifamily, outside of mixed use developments, was discouraged.

Overall the Community Planning Board (CPB) was satisfied with the amount of existing commercial area and with the existing limitations of nonconforming uses. The existing commercial center is clearly accepted by the community as its commercial focal point.
PROPOSED LAND USE DESIGNATIONS AND ZONING CLASSIFICATIONS

Both the Browns Point and Dash Point neighborhoods are considered to be suburban in nature, and it is both communities’ desire to maintain a density that will preserve the neighborhood character. As such, the community proposes changing the Moderate Density Single-Family (MSF) zone to the Single-Family (SF) zone. The change to SF, as implemented in other community plans, has been to limit the maximum density to four dwelling units per acre, and make the single-family residence the primary residential use in the area. This is proposed throughout the community plan area. This does not change the base density, and meets the requirements of the Growth Management Act and Pierce County Countywide Planning Policies regarding urban density.

The Neighborhood Center (NC) zone boundary is proposed to remain unchanged. Discussions related to the commercial area along Eastside Drive, and particularly the existing commercial center, focused on its revitalization potential. The CPB recommended limited changes to the use tables that will allow for increased commercial uses and a slight increase in the allowed square footage of commercial structure. There is also a strong desire to have a mixed use of commercial and residential, in the event residential development is proposed for the site. The CPB stressed the importance of neighborhood scale in the event of any redevelopment. One way this is achieved is through a flexible height limitation where the road grade elevation of Eastside Drive is the determining factor for building height and design. Policy direction for building scale can be found in both this element and the Community Character and Design Element. Table C-10 summarizes the proposed land use designations and zoning classifications in terms of acreage and percent of plan area.

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>607.21</td>
<td>98.68%</td>
</tr>
<tr>
<td>Neighborhood Center</td>
<td>8.14</td>
<td>1.32%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>615.35</td>
<td>100%</td>
</tr>
</tbody>
</table>

The Pierce County Comprehensive Plan utilizes the Moderate Density Single-Family land use designation to implement a lower to medium density range of zone classifications in the urban area. Three zone classifications are considered when implementing the MSF designation. They are as follows:

- Residential Resource (RR) 1-3 du/acre
- Single Family (SF) 4 du/acre
- Medium Density Single Family (MSF) 5-6 du/acre

The Community Planning Board recommends changing the entire Moderate Density Single Family (MSF) zoned portions of the plan area to the Single Family (SF) zone. The effect of this change will involve infill development and slightly larger parcels when applications for land divisions are considered. This zone classification is typically used to implement infill development.
development within established single-family neighborhoods and emphasizes the single-family residence as opposed to other types of residential uses. The minimum size lot that could be split under the SF zone would be .38 acres as opposed to .25 acres in the MSF when sanitary sewer is present. Many parcels in both neighborhoods fall in to the range of .25 to .5 acres in size. The MSF zone allows for two-family dwellings (duplexes), while two-family dwellings would not be permitted in the SF zone. Infill development will be limited to single-family dwellings and accessory dwelling units.

A GIS review was done to determine the effect the SF zone might have on development. Based on the number of affected lots, it would be likely that many parcels that have the size necessary for adding dwelling units, would not do so based on the size of existing structures, or lot configuration. In a small plan area like Browns Point/Dash Point, it is possible to reasonably speculate the likelihood of infill using an aerial photograph.

In the community plan area:

- Of the 846 MSF parcels, 211 parcels fall into the size range of .25 acres or greater, but less than .38 acres. These parcels, which could be split in the MSF zone, would no longer be able to split if zoned SF.
- When parcels with mapped critical areas (mostly steep slopes) were taken out of this number, 94 parcels remained, or 11% of the plan area.
- When reviewing these parcels overlaid on the aerial photo, it appears that very few (up to 12 -14 parcels) of these lots actually appear underutilized (small house on a large lot,
open side yard or rear yard for access, 3 vacant lots included), 1.5% of the existing MSF parcels.

- Larger lots can still be split in the SF zone but at a lower density than in the MSF zone. The change to SF should reduce impacts to critical areas as there is some correspondence to lots with available space and mapped critical areas.

Some parcels could utilize the Accessory Dwelling Unit provisions to construct dwelling units in the plan area. The existing variability falls into what would be expected of the MSF zone as implemented at 5-6 dwelling units per acre. The Community Planning Board determined the SF zone at four dwelling units per acre to be more compatible with existing development patterns. As sewer service is not available in Dash Point at this time, there is effectively no change in that community. Although Browns Point could yield additional lots, it is unlikely due to the presence of the smaller lots that are not typically utilized for infill development.

The change in SF zoning also affects the types of residential uses expected, disallowing multifamily uses of any type. Senior housing, group homes, and nursing homes can still be permitted through the use permit process. This makes infill even more difficult and limited to single family residential use types.

BROWNS POINT TOWN CENTER

The Community Planning Board expressed concern that the existing commercial center is struggling to survive. As such, policies in the plan emphasize revitalization. During the planning process the ownership at the 3.2-acre Browns Point Town Center changed and the new ownership group began attending meetings. There was discussion and presentation of conceptual drawings of a mixed use development for the site. The residential component of the proposal could include multifamily residential at the current zoning code densities. No density change is proposed. Existing zoning code requirements for achieving maximum density in the NC zone are also in place, requiring a community open space component of a new residential project.

Hopefully, dialogue between the community and the ownership group will continue. The community participation in the discussion regarding the Town Center was high. Areas of agreement seem to center around the desire to have a commercial component of new development, and attraction of customers from an area broader than the two neighborhoods by attracting one or two anchor tenants. Concerns regarding the high density multifamily residential component of the project were expressed. The community identified uses and design concepts for future development. The design aspect is discussed further in the
Community Character and Design Element, while policies regarding uses are included in this element.

Discussions also involved commercial uses that need to be allowed or modified so they could be allowed in the NC zone. There is clear policy direction to make the Town Center structures conform to the NC zone by allowing a larger commercial center of up to 80,000 square feet. Use levels for specific commercial use types within the center still apply and are in keeping with the character of the area.

**Building Height for the Single-Family Zone Designation**

The Community Planning Board and survey responses indicated that view blockage from new construction was problematic in the existing neighborhood. The discussions hinged on property rights and the rights of neighboring properties. In reviewing existing height limits for the MSF zone there was then discussion about whether to change the existing 35-foot limitation. Other jurisdictions rules were reviewed as well. The City of Tacoma view protection overlay was looked at in depth. Through consensus, it was determined to work with the existing 35-foot height limit in the MSF zone and adjust zoning code definitions to address what was perceived as ways to abuse this limit. As such, new policies and definitions were developed and will be more extensively discussed in the Community Character and Design Element.

**Historic Preservation**

The CPB wished to identify and encourage retention of historic structures through recognition and Countywide incentives, in order to promote preservation of public and private areas of significance. Other areas of importance under historic preservation was the use of historic street names in the plan area, support for historical societies and improvement clubs, and education and outreach from historic preservation boards.

**Land Use Policies**

**Goals**

The health, safety, strong sense of community, and high quality of life in the Browns Point/Dash Point area will be achieved by the preservation and enhancement of existing residential neighborhoods and commercial uses. Land use and zoning designations in the area shall remain similar to those determined in the Comprehensive Plan for Pierce County. Single-family residences are the predominant land use type in the area and future development should be compatible with existing patterns of development.
**GENERAL**

**GOAL BDP LU-1**  
The historically medium density character of this residential area should be preserved and, where possible, restored.

<table>
<thead>
<tr>
<th>BDP LU-1.1</th>
<th>Future residential development should allow a variety of well-designed housing types and complementary land uses.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BDP LU-1.2</td>
<td>Future commercial development shall be at neighborhood scale.</td>
</tr>
</tbody>
</table>

**RESIDENTIAL**

**GOAL BDP LU-2**  
A community that is characterized by stable neighborhoods, pedestrian accessibility, ample green spaces, and environmental stewardship is desired.

<table>
<thead>
<tr>
<th>BDP LU-2.1</th>
<th>Protect residential areas from the impacts of non-residential uses of a scale or intensity not appropriate for the neighborhood.</th>
</tr>
</thead>
<tbody>
<tr>
<td>BDP LU-2.2</td>
<td>Living areas should be buffered, or otherwise mitigated from traffic, noise, and incompatible uses.</td>
</tr>
<tr>
<td>BDP LU-2.3</td>
<td>Single-family residential uses shall be allowed outright at a maximum density of 4 dwelling units per acre.</td>
</tr>
<tr>
<td>BDP LU-2.4</td>
<td>Two-family development (duplexes) and multifamily dwelling units are discouraged in established single-family residential neighborhoods.</td>
</tr>
<tr>
<td>BDP LU-2.5</td>
<td>Multifamily residential shall be allowed in the Neighborhood Center (NC) land use designation at existing Comprehensive Plan densities.</td>
</tr>
<tr>
<td>BDP LU-2.5.1</td>
<td>Multifamily units on parcels one acre or larger shall be permitted in the NC zone when incorporated into a mixed use commercial development and consistent with the impervious cover, open space, health and sanitation regulations, and other applicable regulations.</td>
</tr>
<tr>
<td>BDP LU-2.6</td>
<td>The Browns Point/Dash Point community strongly agrees that residential new construction and remodeling in the Single-Family zone shall meet the height limits of the zone as measured from the existing grade to the height of the highest roof surface prior to site development or modification of the structure.</td>
</tr>
</tbody>
</table>

**PUBLIC AND PRIVATE FACILITIES**

**GOAL BDP LU-3**  
Those services which enhance and are compatible with the living environment of residents may be integrated into residential neighborhoods.

| BDP LU-3.1 | Community and cultural services of a neighborhood (e.g., the Browns Point Improvement Club) should be encouraged. |
COMMERCIAL

GOAL BDP LU-4 Provide well-designed, appropriately scaled retail and service development at limited locations in the community.

BDP LU-4.1 Changes to existing retail and service development within the plan area should be scaled to meet neighborhood and community needs, rather than regional needs.

BDP LU-4.2 Revitalize the existing retail area while requiring new development to be scaled and designed in keeping with surrounding residential uses. The Neighborhood Center land use designation shall remain the sole commercial designation in the plan area.

BDP LU-4.3 If redeveloped, strive for a well-designed, well-placed neighborhood scale commercial development within the Browns Point Town Center.

BDP LU-4.4 Retail and service uses should be oriented primarily to meeting the needs of the Browns Point-Dash Point community. The type and intensity of retail uses within the plan area should be regulated to discourage the development of big-box retailers that draw customers from a large geographic area.

BDP LU-4.5 Require all commercial developments to meet architectural and site design standards.

BDP LU-4.6 Landscaping of commercial sites should be required, particularly along public roads and within parking areas.

GOAL BDP LU-5 Control the location, scale, and range of commercial uses within the community in a manner as appropriate to accomplish the objectives of the community plan.

BDP LU-5.1 Commercial centers shall be a permitted use.

BDP LU-5.2 Allow for educational services appropriate to the Neighborhood Center land use designation.

BDP LU-5.3 The only commercially zoned area within the plan area is already established and defined by its compact size and location.

BDP LU-5.4 The existing commercial zoning should be limited from further expansion because distinct boundary established by the surrounding residential neighborhood and Eastside Drive.

BDP LU-5.5 To preserve neighborhood character and views, the height of new or modified commercial structures shall be of a similar scale to the surrounding single-family residences by using the existing grade of Eastside Drive as a common point by which building heights are measured.

IMPLEMENTING ACTIONS

The following actions need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be
completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Metro Parks District (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Assessor-Treasurer, where appropriate.

**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. Amend the Pierce County Development Regulations – Zoning (Title 18A) to:
   - Establish allowed uses in the various residential zone classifications consistent with community plan policies.
   - Amend countywide regulations on Accessory Uses to reflect community plan policies.
   - Establish allowed residential densities throughout the plan area.
   - Establish structural setbacks and height limitations. (PALS)
2. Amend the Pierce County Zoning Atlas to change the Moderate Density Single-Family to the Single Family zone for the community plan area. (PALS)
3. Amend Title 18J, Development Regulations-Design Standards to adopt design standards and guidelines for commercial uses within the plan area. At a minimum, the design standards should address:
   - Mitigation of any negative impacts between commercial areas and residential neighborhoods.
   - The transition between commercial uses and residential uses.
   - Providing acceptable visual and physical transition in bulk, setbacks, landscaping, and architectural style between the existing commercial/industrial uses and any adjoining residential uses. (PALS)
4. Establish a Browns Point/Dash Point Land Use Advisory Commission. (PALS)

**MID-TERM ACTIONS (1-5 YEARS)**

1. Facilitate communication, education, and fund opportunities for historic preservation activities, including the Landmarks and Historic Preservation Commission. (LUAC, PALS)
2. Work with the Browns Point Town Center owners to use tax incentives to facilitate development of sidewalks, streetscape improvements, infrastructure, and other amenities in the commercial area. (PALS, PWU, ED)

**LONG-TERM ACTIONS (5-10 YEARS)**

1. Pursue opportunities for incentive programs that will stimulate revitalization and redevelopment projects that improve community aesthetics and services. (PALS)
2. Work with the local businesses to:
   - Help develop common promotion (advertising, joint merchandising, and special events) and business development (leasing, business recruitment, and market research) within selected commercial target areas.
   - Provide Small Business Administration (SBA) information to local businesses regarding the availability of funding for improvements, expansions, relocations, etc.
   - Develop the framework for a business improvement program including but not limited to structuring local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.
   - Complete a monitoring report to evaluate the effectiveness of regulations and incentives. (PALS)
Map C-1: Land Use Designations

Browns Point – Dash Point Community Plan
Map C-3: Historic Land Use Designations and Zoning

Shoreline Environments
- Urban

Parks
- Metro Parks Tacoma
- State of Washington

Land Use Designations/Zoning
- Neighborhood Centers (NC)
- Moderate Density Single-Family (MSF)

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations occurring by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.

Department of Planning and Land Services
Plot Date: February 28, 2008

Browns Point / Dash Point Community Plan
Chapter 3: Community Character and Design Element

**INTRODUCTION**

The Community Character and Design Element describes the physical environment that comprises the character of a community: the streets, parks, buildings, neighborhoods, and open space that determine the way our community looks and feels. It is a blending of land use planning, architecture, landscaping, and environmental protection. This element addresses the way buildings, streets, public places, signs, natural features, and other development relate to one another and the people who use them. Improvements such as street construction, park development, commercial, residential, and civic development can be effectively coordinated to promote a unified community image. The community character policies are intended to reinforce aesthetic characteristics that the community wants to retain and build upon.

The residents of the Browns Point/Dash Point area are interested in preserving the suburban residential character of their community. Historic development has created two distinct neighborhoods with similar land use issues and local features. Residents have determined that high priority should be given to preserving the existing character of the area. The Community Character and Design Element emphasizes the community's vision of maintaining the existing qualities of the community while allowing for improvements to services and commercial uses in the area by setting forth goals and objectives.

Exemplary design invites human presence, allowing for interaction of people and recognizes the functional and visual links between developments. Conversely, poorly designed developments tend to hinder the proliferation of desired land use, and stifle pedestrian use which often leads to future blight.

**DESCRIPTION OF CURRENT CONDITIONS**

The Browns Point and Dash Point communities are characterized by quiet residential neighborhoods and a very limited commercial area in Browns Point. The neighborhoods share expansive Puget Sound views and are in close proximity to public beach access afforded by Browns Point Lighthouse Park and Dash Point Park. This community of roughly 2,150 residents is located entirely within the City of Tacoma’s urban service area.

Retail uses within the community are primarily limited to the Browns Point Town Center that consists of a 3.2-acre complex of retail buildings, including uses such as a grocery store, hardware store, professional offices and eating establishments. Adjacent to Dash Point Park is...
a small, well established restaurant located on the beach at the foot of a residential neighborhood. Less than 1.32% of the community is currently zoned for commercial retail and service use. There is very little undeveloped commercially zoned land available for new development. New commercial development would most likely entail the redevelopment of existing commercial areas.

**Residential Areas**

Both Browns Point and Dash Point have existing residential areas that are mostly developed. The sloping topography has lent itself to established neighborhoods with astounding marine and mountain views. The neighborhoods are a product of turn of the century platting patterns consisting of small narrow lots between 25’ to 30’in width. In most cases two or three of these smaller lots have been combined to accommodate single-family homes. More recent residential development has occurred at higher elevations and consists of larger size lots and larger homes.

Both communities have raised concerns regarding the height of new residential structures. The existing Moderate Density Single-Family (MSF) zone allows a 35-foot-high house. The zoning code definitions of building height and existing grade currently allow for averaging and extending this height. Views are highly prized throughout the area and new construction is often designed to maximize views from a particular property. This trend has profoundly affected views from existing home sites.

**Neighborhood Commercial Center**

The Browns Point Town Center is located in the heart of Browns Point. There is a professional center adjacent to the north that is integrated with a common access to the Town Center. Uses within the Town Center include restaurants, convenience shopping, wholesale/retail stores, and a hardware store. The entire retail area is zoned Neighborhood Center (NC). Also within the NC zone are existing uses along Wa-Tau-Ga Avenue that include multifamily residential, a dental office, and fire station. Although Dash Point does not have a zoned commercial area, there is a restaurant located along Beach Drive.

**Signs**

Signs throughout the Browns Point and Dash Point area lack a consistent style or order. An exception to this is the Town Center where management has implemented a signage plan that requires tenants to include an art component in all proposed signage. The Pierce County sign code, Title 18B, also limits the size and amount of information allowed on signs throughout the area. There are also a few reader board signs in the community, which convey upcoming events and, on occasion, an editorial opinion. The existing Browns Point Neighborhood sign is a clear indicator of one’s arrival to the Browns Point neighborhood.
**Historic and Cultural Resources**

There is a strong tradition of community activities and citizen involvement in the community. Both Browns Point and Dash Point have active improvement and social clubs that serve as “go to” place for community events and information. The Salmon Bake, for instance, is well known outside the community as a summer event at Browns Point Improvement Club next to Lighthouse Park.

Historically, home sites were located at places that provided easy access to the shoreline. Originally developed with beach cabins, most have since been converted to full-time residences. The Browns Point Lighthouse Park and Dash Point pier provide important cultural and historical resources that are still utilized today. Such is the case with the Browns Point lighthouse cottage that serves as a travel destination for the temporary “lighthouse keepers” program or Dash Point’s pier, a popular spot for fishing and beach access.

The preservation and enhancement of special places that relate to a community’s heritage can bring economic benefit to the community by stimulating investment and increasing community awareness and involvement in its history. This can occur through the restoration of an old residence, reuse of a historic schoolhouse or wharf, rehabilitation of an old store or restaurant, and retaining its commercial use through compatible commercial additions. Additionally, the incorporation of historic resources and landmarks into recreational facilities such as trails or scenic bike routes can help achieve this goal.

There are many federal, state, and local laws and programs that apply to historic and cultural resource preservation. Locally, the Pierce County Cultural Resource Inventory provides an indication of those properties or structures that may hold historical or cultural significance. As described in the introduction to the plan, there is a long history in both neighborhoods, with a cast of interesting characters. The Cultural Resource Inventory does not currently list some of the most important historic structures in the area. These resources include residences, the lighthouse and associated buildings, and the pier at Dash Point, among other places. Additional sites may be added to this list in the future based on additional research.

**Description of Desired Conditions**

Policies contained in the Community Character and Design Element should promote a quality visual environment consistent with the community’s heritage and future vision. New development should embrace site design and architectural standards consistent with the policies contained herein.
RESIDENTIAL AREAS

The residential areas of Browns Point and Dash Point, as mostly developed communities, will experience limited infill development. There are a few larger parcels that may result in a subdivision, so design goals have been developed to consider the look of new residential construction. Front yard setbacks for residential uses should be flexible so long as porches and the main structure are emphasized, rather than the garage. Preservation of trees, neighborhood streetscapes, and clustering of homes is desirable and should be cornerstones of new residential developments. The height of residential structures is a concern as well. As such, the community is in favor of redefining how the height of a structure is measured and that it considers existing grade and the maximum peak of the roof-line.

BUILDING HEIGHT - SINGLE FAMILY ZONE

The Community Planning Board and survey responses indicated that view blockage from new construction was becoming a problem in the neighborhood. The discussions hinged on property rights and the rights of neighboring properties. In reviewing existing height limitations, there was discussion about whether to change the existing 35-foot limitation. Other jurisdictions rules were reviewed as well. The City of Tacoma view protection overlay was looked at in depth. Through consensus, it was determined to work with the existing 35-foot height limit in the SF zone and adjust zoning code definitions to address what was perceived as ways to abuse this limit. As such, new policies and terms were developed.

The policy direction the CPB decided on was as follows:

Residential new construction and remodeling in the SF zone shall meet the height limits of the zone as measured from the existing grade to the height of the highest roof surface prior to site development or modification of the structure.

The following terms for the zoning code were as follows:

New term of “existing grade”: The gradeplane elevations prior to site development or modification where the new construction is proposed on the lot. (The International Building Code definition of gradeplane applies.)

A new footnote for the Browns Point/Dash Point density and dimensions tables: “The vertical distance from grade plane to the height of the highest roof surface, i.e., the top of the pitch on a pitched roof.”

Current zoning code definitions for building height allow for measuring the midpoint between the pitch and eaves as the top of the structure. The finished base elevations of the structure
are averaged to determine the average elevation at the base of the structure. With the new existing grade definition, a survey may be required to determine the base elevation prior to any construction at the site. This will minimize the number of projects using large amounts of fill dirt to raise the base elevation of structures to take advantage of views at the neighbor’s expense. Pierce County Title 18A, Zoning affords a variance process for builders who can demonstrate the new policy creates a hardship in their situation.

COMMERCIAL CENTER

In September 2007, the CPB held a community discussion with the latest Town Center owners and discussed their plans for potential redevelopment. The ownership group listened to community concerns relating to design standards and undesirable types of developments. The discussion was lead by Gabbert Architects, an architectural design firm, and the representative from the ownership group. Conceptual design drawings and images of traditional commercial and multifamily mixed use design projects were presented. The meeting was well attended with various perspectives represented.

The design program emphasized a mixed use approach with residential multifamily above a commercial area. While the ownership group clearly understood that a successful project cannot alienate the local customers, they urged the CPB that any design restrictions imposed under the new community plan allow for flexibility. The design concepts presented were varied, with a more traditional streetscape retail character, with street trees, architectural details, and interesting building character being the most popular options. The design standards and guidelines reflect these interests and guidelines allow for design flexibility with public hearings to allow for public comment.

A design change that creates a destination shopping experience, in keeping with the neighborhood, would help with the economic challenges the Town Center currently faces. As a result, the proposed design standards emphasize a mixed use approach, but do not require a residential component. As discussed in the Land Use Element, larger sites in the NC zone are required to have a commercial component if new residential development is proposed. A large portion of discussion involved building height limitations and the NC zone. This is discussed further below.

Other design elements encouraged for the NC zone include lower level parking, a plaza area, and a design scale in keeping with the surrounding residential areas. The following goals and policies allow for design flexibility in while creating a visually attractive mixed use development at a neighborhood scale.

NEIGHBORHOOD CENTER BUILDING HEIGHTS

It is important that future development at the Town Center remains at a neighborhood scale, thus a flexible height limitation was proposed. To achieve this, the elevation of Eastside Drive is to be the determining factor for building height. This will require any new development abutting Eastside Drive to match in scale the height of residential uses across the roadway, but
allow for increased heights as the property slopes to the west. All properties within the NC will consider neighboring residential heights if redeveloped.

**SIGNS**

New signs should be integrated with architectural facades and shall be designed and placed in a manner to enhance the scenic atmosphere of the Browns Point/Dash Point area. Design flexibility is encouraged, with an artistic component emphasized. The Town Center would have flexibility in sign design through a master sign plan. Nonconforming signs are also addressed through incentives for new code compliance, and certain types of signs are discouraged as out of character with the communities.

**SUSTAINABILITY**

Sustainability has been defined as “sustainable development” which is a development that “meets the needs of the present without compromising the ability of future generations to meet their own needs.” Essentially the definition describes planning that will allow for maintaining a certain level of development, including economic and design improvements that consider the ecological conditions created by the design choices. The CPB discussed the need to emphasize certain areas of sustainability as it may relate to the local level. They concluded that the use of green building techniques, housing affordability, and encouragement of countywide sustainability and climate change actions were areas that could be managed at a local level.

**CULTURAL RESOURCES POLICIES**

**HISTORIC PRESERVATION**

**GOAL BDP CR-1** Encourage the use of historic street names in the plan area. Discourage numbered street names.

**GOAL BDP CR-2** Encourage support for local historical societies and improvement clubs and their interests toward the community at large in the area of historical significance.

**DESIGN AND CHARACTER POLICIES**

**GOALS**

The Browns Point/Dash Point community character should be reflected in designs and construction that are visually attractive, consistent with community identity, compatible with the atmosphere and residential character of the community, and respectful of the natural environment.
COMMERCIAL USE

GOAL BDP D-1  Ensure a high quality visual environment and encourage high quality site planning, landscaping, and architectural design in all public and private development.

BDP D-1.1  Provide adequate lighting in all pedestrian areas.

BDP D-1.1.1  Lighting should be neighborhood friendly at low heights and low intensity to minimize impacts on adjacent properties.

BDP D-1.2  Develop streetscape plans addressing streets, crosswalks, sidewalks, signage, landscaping, street furniture, utilities, public spaces, etc.

BDP D-1.3  Use well-designed fencing and landscaping to conceal outside storage and sales areas, excluding outdoor storefront display areas.

BDP D-1.4  Ensure that development on sites with more than one structure employs complementary architectural styles and/or are related in scale, form, color, and use of materials and/or detailing.

BDP D-1.5  Street-facing building facades shall be articulated and ornamented through a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of standard building materials to increase visual interest.

BDP D-1.5.1  Street-facing building facades shall be modulated through a variety of measures including varied roof forms and setbacks to visually break up the appearance of large buildings.

BDP D-1.5.2  Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and entry facades that face parking areas.

BDP D-1.6  Discourage large blank walls that are visible from pedestrian walkways, parking areas, and streets.

BDP D-1.7  Locate and/or screen roof-mounted mechanical equipment to minimize visibility from public streets, building approaches, and adjacent properties.

BDP D-1.8  Enhance building entries with a combination of weather protection, landscaping, pedestrian amenities, or distinctive architectural features.

BDP D-1.9  Provide architectural elements, detailing, and pedestrian oriented features to create distinctive building corners at street intersections.

BDP D-1.10  Select plant materials that are appropriate to their location in terms of hardiness, maintenance needs, and growth characteristics.

GOAL BDP D-2  In keeping with the scale and height of residential uses along Eastside Drive (SR 509), allow for increased height of commercial structures only when utilizing the downward slope in the Neighborhood Commercial (NC) area.
In the NC zone, no building height shall exceed 35 feet above the existing grade or elevation of Eastside Drive (SR 509).

As the grade of Eastside Drive changes, the 35-foot height will be measured from that portion of the road grade that is perpendicular to the new construction to ensure a gradual and subtle transition in building height commensurate to the existing road grade (exceptions include street lighting or power poles).

No structure shall exceed 40 feet in height at the required setback line; however, heights may be increased by one additional foot for each additional foot of setback from the property line from the portion of the building with increased height.

Under no circumstance can a structure exceed 60 feet in height.

Residential Uses

GOAL BDP D-3 Promote the development of well-designed urban residential areas that are mindful of the character of the environment envisioned by this community plan.

Provide incentives for innovative site designs and clustering of single-family residential uses and mixed use multifamily.

Promote the visual quality of neighborhood streetscapes so that they become a valued element of the character of the community and enhance neighborhood quality.

Encourage use of narrow street profiles within residential neighborhoods.

Provide opportunity for porches and decks within front yard setbacks.

The front yard setback shall not be less than 20 feet.

Preservation of open space and natural character is a priority.

Where significant distant views occur, encourage recognition and incorporation of views into project design.

Minimize obstruction of views of nearby properties through appropriate building placement, landscape design, height, and setbacks.

GOAL BDP D-4 In the Neighborhood Center land use classification, develop design guidelines for two-family (duplex), attached single-family, and multifamily residential developments dealing with architectural design and scale of buildings.

Avoid locating parking areas for multifamily developments between the buildings and the street.

Provide for separate automobile, pedestrian, and bicycle access in new areas.

Pedestrians and bicycle traffic shall have direct access to public destinations without having to traverse parking areas, thus avoiding the conflicts and hazards involved with moving vehicles.
GOAL BDP D-5  Residential building heights for new construction and remodeling should be limited to maintain the existing residential character of the area.

BDP D-5.1  Residential new construction and remodeling in the Single-Family zone shall not exceed 35 feet as measured from the existing grade to the height of the highest roof surface prior to site development or modification of the structure.

SIGN DESIGN

GOAL BDP D-6  Ensure that signage complements rather than dominates the character and visual amenity of an area, the buildings on which they are displayed, and the general environment.

BDP D-6.1  Prohibit the use of flashing or rotating signs, roof signs, railing signs, inflatable signs, and signs attached to private light standards.

BDP D-6.2  Prohibit the use of lights and surfaces that result in glare onto adjacent properties.

BDP D-6.3  Limit the use of pole signs.

BDP D-6.4  Allow monument and wall signs.

BDP D-6.5  Prepare standards that limit overall signage to a proportion of the length of the building facade.

BDP D-6.6  Allow canvas canopy signs and canopy signs that are backlit when incorporated into a master sign plan for the Town Center commercial complex.

BDP D-6.7  Allow a video or electronic sign only in conjunction with a master sign plan for the Town Center complex or in conjunction with limited civic uses such as a community message board, school, or fire department.

BDP D-6.7.1  Video or electronic signs shall not continually stream, scroll, or pulse a message or image.

BDP D-6.7.2  A message or image may change at intervals of no less than every 60 seconds.

GOAL BDP D-7  For the Town Center, deviations to commercial sign design standards and guidelines, including use of prohibited signs, may be considered through approval of a master sign plan that considers site specific conditions.

BDP D-7.1  Minimize the use of off-premise signs.

BDP D-7.2  Restrict the use of off-premise signs to temporary locations such as the directional signage used to identify real estate open houses, sales, and community events.

BDP D-7.3  Prohibit billboards.

BDP D-7.4  Enable individuals, businesses, and community groups to promote temporary activities to the wider community through the adoption of rules governing the use, size, and allowed duration of temporary signs.
BDP D-7.5 Banners should be of a style, size, and color that complement the surrounding environment and standard on which they are affixed.

BDP D-7.6 Commercial center banners must be primarily promoting the commercial center where they are displayed.

BDP D-7.6.1 Specific advertising of businesses or merchandise shall be allowed on a temporary basis.

BDP D-7.7 Signs that are placed within a permanent structure, such as on private light standards or within a window front, shall be calculated toward total allowed signage.

BDP D-7.8 Ensure that temporary signs are promptly removed after the culmination of the event described or symbolized on the sign.

BDP D-7.9 Signage shall contain a 50% art component.

BDP D-7.9.1 To be considered as the art component, the 50% portion shall not be purely functional and must have an aesthetic component.

**SUSTAINABILITY INITIATIVES**

**GOAL BDP D-8** Consider incentives and education for sustainably designed construction and development.

BDP D-8.1 Avoid wasting resources through unnecessary and unproductive documentation and certifications which do not provide any direct benefit.

BDP D-8.2 Provide green building information and inform the public of options available for certification.

BDP D-8.3 Encourage healthy places for people. Examples to consider:

- **BDP D-8.3.1** Use low-volatizing materials;
- **BDP D-8.3.2** Use full-spectrum lighting;
- **BDP D-8.3.3** Avoid high and low pressure sodium lighting;
- **BDP D-8.3.4** Provide ceilings with high sound-absorbing surfaces; and
- **BDP D-8.3.5** Use pads under carpeting to minimize injury on falls.

BDP D-8.4 Encourage public participation in determining sustainable choices that best protect the environment.

BDP D-8.5 Encourage programs that allow for environmental choices on an individual or local level. Examples to consider:

- **BDP D-8.5.1** Provide electric hookups for neighborhood electric vehicles;
- **BDP D-8.5.2** Provide bicycle racks that are spacious and easy to use;
- **BDP D-8.5.3** Provide recycling points with easy access and clear instructions;
BDP D-8.5.4 Provide opportunities such as bulletin boards for the community to post free or second-hand items to be re-used;

BDP D-8.5.5 Provide preference parking for high efficiency vehicles; and

BDP D-8.5.6 Use systems and techniques which are readily apparent to the public and that thereby provide education and familiarization.

BDP D-8.6 Utilize renewable energy, such as Tacoma Power’s Evergreen Options for residential and commercial development.

**IMPLEMENTING ACTIONS**

The following actions need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Metro Parks District (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Assessor, and Pierce Conservation District (PCD)

**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. Amend Title 18A, Zoning to amend building height standards to address commercial and residential buildings.
2. Amend Title 18J, Design Standards and Guidelines to:
   - Establish design standards and guidelines and a site plan review and approval process for all development within the NC commercial center.
   - Establish maximum impervious surface standards and minimum native vegetation retention requirements.
   - Utilize development incentives as a method for implementing design standards.
   - Implement design features that will encourage pedestrian circulation within commercial centers.
   - Integrate new development with existing developments through strategic placement of landscaping, connected parking and pedestrian pathways.
   - Encourage centralized, interconnected parking areas to locate behind or below commercial or civic uses.
   - Utilize a variety of incentives and development standards to encourage new buildings and the significant exterior remodels of existing buildings to provide a traditional urban neighborhood appearance appropriate to the Northwest. (PALS)
3. Amend Title 18B, Signs to:
   - Establish sign design standards and a sign review and approval process.
• Encourage monument signs and discourage freestanding pole signs and other signs described in the above policies.
• Encourage multi-tenant commercial developments to consolidate freestanding signs on one sign support structure.
• Authorize community entry signs at the commercial center. (PALS)

4. Provide sign design standards that would permit off-site community signs that identify civic uses, including shoreline access, bicycle routes, parks, and similar activities. (PALS)

5. Implement development incentives that encourage protection and preservation of historic landmarks and buildings. (PALS)

6. Minimize outdoor light pollution to ensure light does not impact neighboring businesses or residential homes while ensuring lighting standards provide for visibility and safety of outdoor spaces. (PALS)

**Mid-Term Actions (1-5 years)**

1. Develop a comprehensive inventory of cultural resources including historical significant features in the plan area. (PALS)

2. Support the development of streetscape improvements within commercial center that will encourage economic development. (PALS, PWU)

3. Explore a variety of sources to fund streetscape improvements. (PALS, PWU)
Chapter 4: Natural Environment Element

**INTRODUCTION**

The Browns Point/Dash Point Community Plan area is best characterized as an urban area with a strong connection to its shoreline environment. Expansive views of Puget Sound throughout the area attract people to visit and live in the area. Public shoreline access through the existing waterfront parks is highly utilized and protected by the community. Water access is cherished and includes many activities including windsurfing, kite boarding, jet-skiing, and boating. Shoreline activities draw lots of people to the points, with many fishermen and barely enough room to cast a line along the shoreline when the salmon are running. There are pockets of natural areas associated with steep slopes and other critical areas. Dash Point State Park is the largest forested area in the near vicinity. The table below broadly summarizes the land cover in the area. Developed areas predominantly fall into the medium to low density residential uses.

<table>
<thead>
<tr>
<th>Sub-basin Name</th>
<th>WRIA Area</th>
<th>Developed</th>
<th>Forest, Grassland, Bare Land</th>
<th>Wetland</th>
<th>Open Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns-Dash Point</td>
<td>10</td>
<td>67%</td>
<td>28%</td>
<td>2%</td>
<td>3%</td>
</tr>
</tbody>
</table>

Source: PALS Draft Shoreline Inventory and Characterization report, created from the NOAA CCAP project (2001). Data are collected into similar categories for the summary tables (e.g., high, medium, and low intensity are grouped into ‘Developed’). WRIA refers to the Department of Ecology’s Watershed Resource Inventory Areas, and Browns Point/Dash Point falls into WRIA 10.

**DESCRIPTION OF CURRENT CONDITIONS**

The following information has been compiled from these sources: The Shoreline Master Program for Pierce County - March 1974; The Draft Inventory and Characterization of the Pierce County Shoreline Master Program Update; Pierce County Biodiversity Network Assessment - August 2004; Hylebos Browns-Dash Point Basin Plan; Department of Ecology’s Tacoma Smelter Plume Project.

**SHORELINES**

The Washington State Shoreline Management Act (SMA) provides for the management of water bodies identified as “shorelines of the state.” The marine waters of Puget Sound that surround the Browns Point/Dash Point area are all regulated shorelines of the state. Areas
under jurisdiction of the SMA include the specific water bodies, all lands within 200 feet of their ordinary high water mark, and their associated wetlands and floodplains. There are no lakes, rivers or streams in the plan area that are managed under the SMA.

The Pierce County Shoreline Master Program (SMP), adopted by Pierce County under the SMA, includes five Shoreline Environments – Natural, Conservancy, Rural, Rural Residential, and Urban. All shorelines are given a Shoreline Environment designation that reflects environmental conditions and identifies the type and intensity of development allowed. The entire plan area is designated as Urban Shoreline Environment, except for Browns Point Lighthouse Park, which is designated as Conservancy Shoreline Environment.

Marine shoreline areas in the Browns Point/Dash Point area are identified as Shorelines of Statewide Significance only below the extreme low tide line. While intertidal areas and adjacent uplands within SMA jurisdiction are not Shorelines of Statewide Significance, all shoreline areas in Browns Point/Dash Point are discussed together here.

**SHORELINE CHARACTERISTICS**

The Browns Point/Dash Point nearshore is generally comprised of a mix of low-moderate bank shores with mixed sand and gravel beaches, with some higher bluff areas located just south of Dash Point and southeast of Browns Point near the southern end of the plan area. The actual points of Browns Point and Dash Point have low bank waterfront areas that allow for public access.

Dash Point and Browns Point are headlands in Puget Sound, which form the northeastern side of Commencement Bay in the City of Tacoma. These headlands lie in drainage basins where water flows from uphill areas to the marine, nearshore environment.

There are no mapped wetlands in the Browns Point/Dash Point area of the County’s marine shoreline planning area. Most of the estuarine habitat provided in the marine shoreline is unvegetated mudflat, sandy beach or rocky shore, which are not considered wetlands by definition.

As described in the Draft Inventory and Characterization for Pierce County’s Shoreline Master Program update, “The Caledonia Creek estuary delivers fluvially-derived sediment to the nearshore, enabling broader intertidal and backshore areas to form on the adjacent shores. DNR classifies these shores as semi-protected (DNR 2001), with relatively low (on the order of 7 miles) exposure to both the north and south. Four drift cells are located within the management area. Two cells converge and form the prograding cuspatate foreland at Dash Point, and another two cells converge at Browns Point. Littoral sediment from down-drift bluffs...
feed and sustain these accretion shoreforms and the numerous habitats found therein.” These natural processes maintain the beaches in the area.

**SHORELINE HABITAT AND SPECIES USE**

A number of fish and wildlife species use the habitats within shorelines in Pierce County in general. Several species listed under the ESA are known to occur or could potentially occur within community plan area. Federally listed species that have been documented within the shoreline jurisdiction include bald eagle, Puget Sound Evolutionarily Significant Unit (ESU) Chinook salmon, and Coastal/Puget Sound Distinct Population Segment (DPS) bull trout.

In August of 2005, the National Oceanic and Atmospheric Administration – National Marine Fisheries Division (NOAA Fisheries) designated “critical habitat” in the larger region, protected as essential to the conservation of listed salmon ESUs. Critical habitat for Puget Sound ESU Chinook salmon includes the marine nearshore areas (NOAA Fisheries, 2005). In September of 2005, the US Fish and Wildlife Service designated “critical habitat” for the Coastal/Puget Sound Distinct bull trout which includes the marine shorelines in Pierce County (Federal Register, Vol. 69, No. 122).

The Southern Resident Population of Orca and Steller sea lion, although not documented as occurring in Commencement Bay, have the potential to occur within this area. Killer whales have been sighted periodically in Commencement Bay and Browns Point. The last reported sighting was February 2006. It is unknown if the group spotted was transient or members of the Southern Resident Population (Orca Network, 2006). Critical habitat has been proposed for killer whales, including Puget Sound marine waters deeper than 20 feet (6.1 meters) (Federal Register, 2006). No Critical habitat for steller sea lion has been designated within Puget Sound.

The entire marine shoreline area along the waterfront has been designated as a buffered connector in the 2004 Pierce County Biodiversity Network Assessment.

Some of the shellfish resources in the area include Dungeness crab, prevalent throughout Commencement Bay, and geoduck clams, documented to the north of Browns Point (WDFW Marine Resource Species). The Washington Department of Natural Resources’ Nearshore Habitat Program has been monitoring intertidal biological communities in south and central Puget Sound since 1997, and has sampled three sites near Browns Point as part of its overall effort (WDNR, 2002). Shellfish discovered include macoma clams (littleneck clams), butter clams, gaper clams, soft shell clams, rock oysters, blue mussels, black-clawed crab, green shore crab, hermit crab, chiton, and numerous gastropods.

**SHORELINE MODIFICATIONS**

Shoreline modifications associated with residential and parkland uses are prevalent in the Browns Point/Dash Point shoreline area. Browns Point Lighthouse park is bulkheaded at the base of the lighthouse. Dash Point Dock park has a concrete bulkhead. The majority of residences have concrete or rock bulkheads along the shoreline side of their properties. Many of the residential parcels have developed the area immediately landward of their respective bulkheads with accessory structures. Browns Point and Dash Point have areas that were
developed well prior to the SMA and have homes located very close to the ordinary high water mark (OHWM) of Puget Sound.

The current Shoreline Environment designation of most of the shoreline is the Urban Shoreline Environment, reflecting the high level of shoreline modification and the moderately dense single-family development pattern. The Browns Point/Dash Point area is predominantly in the Moderate Density Single Family land use designation and zone classification. The predominant use allowed in the MSF designation and zone is single-family residential development at a density of 4-6 dwelling units per acre and is consistent with development allowed in the Shoreline Urban Environment. The Browns Point Lighthouse Park is designated as a Shoreline Conservancy Environment. The passive recreational uses at the park are consistent with the intended character of the Shoreline Conservancy Environment.

**SHORELINE ACCESS**

There are two parks that provide public access to the shoreline: Browns Point Lighthouse Park and Dash Point Dock. The portion of Dash Point State Park that has waterfront access is in King County. Existing amenities at Browns Point Lighthouse Park, owned and operated by the Metro Parks District, include picnic areas. Dash Point Dock is also owned and operated by Metro Parks, and includes picnic areas and restroom facilities. Both parks provide beach access. Seasonal activity, including gathering of shellfish and use of a seasonal camp, by the Puyallup Tribe could have occurred in the area, and as such there is some potential for the presence of cultural resources. Browns Point Lighthouse, Keepers Cottage, Boat house, Pump house, and Oil house were placed on the National Registry of Historic Places. The street rights-of-way for Wan-I-Da Ave NE in Browns Point and Water St. NE in Dash Point provide access to the shoreline area.

**Table C-12: Public Shoreline Access Points**

<table>
<thead>
<tr>
<th>Location</th>
<th>Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Point Lighthouse Park</td>
<td>Metro Parks</td>
</tr>
<tr>
<td>Dash Point Pier</td>
<td>Metro Parks</td>
</tr>
<tr>
<td>Dash Point State Park</td>
<td>Washington State Parks Department</td>
</tr>
<tr>
<td>Wan-I-Da Ave NE</td>
<td>Road Right-of-Way (P.C. Public Works)</td>
</tr>
<tr>
<td>Water St NE</td>
<td>Road Right-of-Way (P.C. Public Works)</td>
</tr>
</tbody>
</table>
The Browns-Dash Point Basin flows directly into Puget Sound, and covers 15 square miles (9,589 acres), which straddles the Pierce/King County boundary. Because of incorporations by the cities of Tacoma, Fife and Edgewood, there are only 758 acres (7.9 percent of the basin area) in unincorporated Pierce County. The Hylebos Browns-Dash Point Basin Plan conducted in 2005-2006 combined the watersheds and referred to them as the Browns-Dash Point Basin.

The Browns-Dash Point Basin is located upon a peninsula-like feature northeast of the City of Tacoma, which slopes gently to the west to Puget Sound, and more steeply toward the southwest to Commencement Bay. It is comprised of several smaller drainages, which mostly begin near the top of the bluffs and drain to ravines which discharge directly into Puget Sound. The Basin Plan identified 28 stormwater outfalls in the area discharging directly to Puget Sound. There are some headwaters in the northern part of the area that flow through Dash Point State Park in King County. In addition, a significant amount of flow enters from upstream tributary areas that are within the City of Tacoma.

As described in the Basin Plan, land use in the Browns-Dash Point Basin has long been residential and development did not occur in a comprehensive manner, but rather on a lot-by-lot basis. Most of the drainage infrastructure consists of open roadside ditches and pieced together pipe systems that were designed to meet the needs of these individual projects. As such, the lower portions of the stormwater system tend to be undersized and may be overwhelmed by the stormwater flows that have been created over the years. Development has encroached upon many of the stormwater facilities and easements in the Browns-Dash Point Basin to the point of creating obstacles for maintenance activities.

**Stream Habitat**

In 1981, the state established an instream flow protection plan for Water Resource Inventory Area 10 (WRIA 10) under administrative rule WAC 173-515. The plan area is wholly contained within WRIA 10. The Hylebos Browns-Dash Point Basin plan classified the streams within the basin area using existing data, which provides a logical basis for management measures such as stream buffers or restoration efforts. This information is useful in determining whether the stream is capable of providing fish habitat. The Basin Plan used the Washington State Department of Fish and Wildlife (WDFW) Salmonscape website to describe flow regime, channel types, and salmon presence. In the Dash Point State Park lower reach, Coho salmon presence was documented, and this reach is also the only perennial stream in the area. The other streams in the plan area are intermittent and have no record of salmon presence.

Habitat suitability for salmonid species was also investigated in the Basin Plan, using the Urban Stream Baseline Evaluation Method (USBEM) Habitat Suitability, to identify whether potential
stream reaches provide highly suitable, secondary, or negligible fish habitat. Several reaches were characterized as providing secondary habitat suitability for Coho, Chinook, steelhead, sea run cutthroat, and bull trout. The remaining stream reaches had negligible suitability for habitat due to steep channel gradients and lack of adequate base flows.

**WATER QUALITY CHARACTERISTICS**

Outer Commencement Bay is on the Washington State Department of Ecology (WDOE) 303(d) List for fecal coliform, and establishment of a “Total Maximum Daily Load” (TMDL) has been recommended. A location off the south side of Browns Point was where samples were collected that resulted in the 303(d) listing (WDOE 2004). Also, in 1983, the U.S. Environmental Protection Agency (EPA) declared Commencement Bay nearshore tide flats a “Superfund” clean-up site. Little additional information is available regarding water quality in the plan area. Shellfish harvesting is not advised along shorelines from Commencement Bay to Everett (Washington State Department of Health 2006 Inventory of Recreational and Commercial Shellfish Areas).

**WETLANDS AND FLOODPLAINS**

The Pierce County Wetland Inventory (CWI) indicates there are two Category III wetlands in the plan area. Only the one located in Dash Point is partially verified. Wetlands are classified into categories which are reflective of each wetland’s function and value and unique characteristics. Pierce County Title 18E Critical Area Regulations defines Category III wetlands as those regulated wetlands that have a moderate level of function and have important resource value, principally due to vegetative diversity. Both wetlands are upland from the shoreline area and outside shoreline jurisdiction.

To view floodplains and wetlands in the Browns Point/Dash Point area, refer to Map C-5: Wetlands and Floodplains. The floodplain boundaries are based on Pierce County floodplain mapping conducted in 2006 and currently under review. The 100-year flood hazard area, an area estimated to have a one percent chance of flooding in any given year, is limited in the plan area. Coastal flooding in the area falls into this category at the two low bank areas of the points, both Browns Point and Dash Point.

**EARTH RESOURCES**

The Browns Point/Dash Point area encompasses a mix of geologic terrains. The geologic terrains discussed are physical features of the land, such as topography and soil layering. These terrains, the result of glacial activity, influence the patterns of surface water runoff, groundwater flow and slope stability.

The numerous advance and retreat cycles of glacial ice have shaped the Puget Sound Basin by depositing and consolidating material. Along the shorelines, glacial ice carved drainages in the uplands; later, wave action resulted in steep slopes in these drainages. The glacial activity has
resulted in a mixture of layers of highly permeable outwash deposits and relatively impervious layers of till or other sediment.

Soils affect infiltration rates, the potential for erosion, and slope stability. The Basin Plan describes soils in the Browns-Dash Point Basin as predominantly of the Alderwood-Everett Association, as identified by the Soil Conservation Service. Soils of this association consist primarily of soils formed in glacial till and glacial outwash on uplands. Map C-7: Hydrologic Soil Groups, as identified by the Natural Resource Conservation Service, is useful to characterize runoff potential. Browns Point has Group C and D soils marked by low infiltration rates. Dash Point has Group A and B soils that generally have higher infiltration rates. Among the soils of the Alderwood-Everett Association, which occupy portions of the area, are the Alderwood, Kapowsin, Indianola, Everett, and Kitsap series.

Some of the moderately erodible soils have a water table that perches seasonally on the slowly permeable, silty clay loam subsoil. Outwash/till layering commonly results in springs or groundwater seeps. Springs or seeps occur when rainfall infiltrates in the more pervious outwash soils, collects on top of the relatively impermeable till layer, migrates down gradient, and then surfaces at an exposed interface (e.g., road cut or basement excavation). This is a common condition in the Browns Point/Dash Point area, and can result in basement flooding or other drainage problems. Hence, while the outwash soils may rapidly infiltrate stormwater, the prevalence of groundwater flooding can limit the applicability of infiltration-based projects.

**TOPOGRAPHY**

Much of the land surface of Browns Point and Dash Point lies between sea level and three hundred feet above sea level, eventually rising to a height of 500 feet in Northeast Tacoma. The Browns Point area is characterized by a bench in the landscape at 80 to 100 feet in elevation. The Dash Point area is characterized by 20% or steeper slopes to the north. Both areas contain potential landslide and erosion areas, defined as areas with slopes of 20% or more and are shown on Map C-4: Potential Hazard Areas and Topography.

**TACOMA SMELTER PLUME**

For almost 100 years, the Asarco Company operated a copper smelter in Tacoma. Air pollution from the smelter settled on the surface soil over a vast region - more than 1,000 square miles of the Puget Sound basin. Arsenic, lead, and other heavy metals are still in the soil as a result of this pollution. Arsenic concentrations in local soils were studied in the Pierce County Footprint Study as part of the Tacoma Smelter Plume Project. The Tacoma smelter plume interactive map of the plan area shows the range of possible arsenic levels in the soil at 40 to 100 ppm (parts per million). The map states a relatively small number of samples were taken relative to the large area mapped. Property specific sampling is necessary to determine arsenic levels on particular properties. The project intends to provide education and outreach to affected communities regarding how people can reduce their risk from exposure to polluted soil.
FISH AND WILDLIFE RESOURCES

WILDLIFE

The Browns Point/Dash Point plan area is a mixed suburban forest landscape that supports the wildlife species that can adapt to this environment. The area also has Dash Point State Park which provides a forested habitat area. Species that tend to do well in a variety of environments also can be found here. Residential development has substantially reduced wildlife habitat through the years.

The forested and shrub areas can support large and small mammals, birds, reptiles, and amphibians. The most common smaller mammals found in these areas include mice, opossums, raccoons, and squirrels, and a small number of larger animals including coyotes. Common bird species found in forested and shrub areas are chickadees, crows, finches, goldfinches, hawks, jays, owls, robins, thrushes, warblers, and woodpeckers. In shoreline areas, a wide variety of bird species such as bald eagles, ducks, Canadian geese, golden-eyes, herons, kingfishers, mergansers, ospreys, and teal can be found. Amphibians and reptiles commonly found in the plan area’s forest and riparian environments are frogs, salamanders, and toads.

Congress passed the Endangered Species Act [ESA] in 1973 to protect species of plants and animals that are of “aesthetic, ecological, educational, historical, recreational, and scientific value.” The ESA is also intended to protect the listed species’ “critical habitat,” which is the geographic area occupied by or essential to the protected species. Species of concern found within the plan area may include the bald eagle, Puget Sound Chinook salmon, and great blue heron. Map C-6: Fish and Wildlife and Open Space Corridors depicts the location of habitat areas and open space in the plan area.

OPEN SPACE

The term open space can mean a variety of things to different people, with perceptions such as wild, undisturbed areas (i.e., natural open space) that serve as habitat for fish and wildlife or rural, scenic areas, or artificially landscaped areas which offer a sense of visual relief from the built environment, to conduct passive recreation activities (i.e., greenbelts, golf courses, and parks). When considered together, all of these areas provide people a place to connect with nature.

The Pierce County Countywide Planning Policies require all jurisdictions (Pierce County, cities, and towns) to plan for the provision of open space; consider open space parks, environmentally sensitive lands and greenbelts, natural buffers, scenic and natural amenities, unique geological features; designate appropriate open space; and encourage new housing to locate in a compatible fashion with open space designations or outside designated open space.

The Pierce County Council adopted open space priorities in 1998. These priorities were established for any County program that provides for the preservation of open space. Open space resources were categorized as high, medium, or low priority for preservation or acquisition. In 1999, the Pierce County Council adopted a Comprehensive Plan text
amendment which established a revised open space/greenbelt map based upon the high priority open space categories (critical salmon habitat, fish and wildlife habitat, wetlands, tidal marshes, estuaries, rivers and streams, marine waters, and wooded areas). These areas will receive the highest priority for any Pierce County programs that acquire or otherwise preserve lands for open space. In 2004, the Comprehensive Plan Open Space Corridor map was modified to reflect revised Biodiversity Network (i.e., fish and wildlife habitat areas) data.

**DESCRIPTION OF DESIRED CONDITIONS**

The natural environment in the Browns Point/Dash Point Community Plan area provides local residents with the opportunity to live, work, and play in a healthy and scenic environment. The native vegetation and marine shorelines contribute to the livability of the area. Preserving the remaining native fish and wildlife species and vegetation that provides the habitat for these species is important to the residents of the area, within the limitations of the existing neighborhood character. While maintaining the functions and values of the natural environment is a priority, a significant portion of the goals discussed are greatly influenced by Countywide regulations. The following text describes the desired condition as reflected in the following goals and policies.

**SHORELINES**

The natural shoreline processes should be protected for present and future generations. Activities that increase the function and value of marine shorelines are encouraged while activities that would degrade the marine environment are discouraged or prohibited. As a community, Browns Point/Dash Point embraces the three pillars of the Shoreline Management Act: environmental protection, shoreline use, and public access. Development standards along shorelines should include incentives to preserve native vegetation and wildlife habitat and protect water quality. Countywide updates to the Shoreline Master Program should reflect the balance of natural systems and existing patterns of development to enhance the shoreline area. Existing public access points should be maintained. Restoration of degraded shoreline areas should be encouraged. In a community where development predated the SMA and thus a significant number of nonconforming structures exist in the shoreline area, flexibility in achieving natural environment and property use goals is desired.

**SURFACE WATER**

Surface water runoff should not negatively impact properties located downstream from development. Uncontrolled surface water can damage property, negatively impact the natural environment, and disturb salmon spawning areas and shellfish beds. To minimize impacts associated with uncontrolled surface water runoff, including soil erosion, flooding, and stream
scouring, it is imperative that new development be properly designed. Pollutants and sediment are often carried to surface water bodies by stormwater runoff. The Hylebos Browns-Dash Point Basin Plan has identified projects that would benefit the community surface water systems, addressing historic flooding problems from piece-meal development in some parts of the plan area. Efforts to educate the public regarding the function, value, and importance of protecting surface waters should be pursued.

**Open Space and Wildlife Resources**

The existing native fish and wildlife species and the natural habitats that support these species should be protected. New open space dedications should be linked with adjacent open space or critical areas to facilitate wildlife movement. Dash Point State Park maintenance should promote protection of wildlife habitat. Programs that reduce pollution of shoreline areas should be implemented. Permanently preserving open space in the area is also a priority. Public and private acquisition, preservation, and restoration efforts within the designated open space areas should be pursued through cooperative agreements, development incentives, and public education and outreach efforts. Open space areas that provide quality fish and wildlife habitat or that contain designated critical areas should be preserved. Sites that provide important links between open space areas, offer significant views, or are registered as a historic place, are priorities for open space acquisition. The Countywide Open Space map should reflect the existing and desired system of open space within the community.

**Environment Policies**

**Goals**

The various natural systems and critical areas in the Browns Point/Dash Point Community Plan area provide residents the opportunity to live, work, and play in a healthy environment. The function and value of these features which contribute to the scenic beauty and livability of the area should be maintained, protected, and enhanced for the enjoyment and use of present and future generations.

Marine and freshwater shorelines have historically contributed to the economic, recreational, and cultural identity of the Browns Point/Dash Point Community Plan area. Because of the high quality of life that is offered by living and working near the water, these shoreline areas have received some of the greatest development pressures within the community plan area. It is important that the natural features and critical functions of the marine shoreline areas be preserved and protected for present and future generations. The natural character and ecology of the shoreline environment should be preserved. Land use policy should promote long-term values and goals above short-term interests, with acknowledgment of the existing urban residential character of much of the plan area.
SHORELINES

GOAL BDP ENV-1  Construction along and within nearshore areas shall be limited to water-related uses and limited residential accessory uses.

BDP ENV-1.1  Promote education, awareness, and outreach programs that emphasize best management practices (BMPs) and environmental stewardship for waterfront property owners.

BDP ENV-1.2  Encourage the use of low-flow plumbing fixtures and appliances to reduce the possible exacerbation of slope failures by saturating on-site system drainfields.

BDP ENV-1.3  Encourage shoreline restoration activities that increase the function and value of the nearshore environment.

WATER QUALITY/SEPTIC SYSTEMS

GOAL BDP ENV-2  Septic systems provide wastewater disposal for land uses in the Dash Point area and portions of the Browns Point area. Current technology allows properly installed modern septic systems to clean wastewater. Special care shall be taken when designing and installing septic systems near the marine shorelines or other sensitive environmental features. Existing systems must be properly maintained and failing systems must be repaired or replaced.

BDP ENV-2.1  Identify areas where restoration activities could potentially have a positive effect on water quality and encourage restoration projects within these areas.

BDP ENV-2.2  Work with existing community and volunteer groups to provide restoration actions on identified sites.

BDP ENV-2.3  Support and enhance hazardous spill response coordination within the plan area.

BDP ENV-2.4  Work with the Pierce County Department of Emergency Management to identify appropriate methods for handling spill response in high-risk areas (e.g., Port of Tacoma).

GOAL BDP ENV-3  Existing septic systems near marine shorelines need to be monitored closely.

BDP ENV-3.1  Encourage property owners to participate in the TPCHD monitoring programs.

BDP ENV-3.2  Educate property owners and encourage the use of plumbing fixtures and appliances that reduce slope failures near marine bluffs due to oversaturation of on-site system drainfields.

SLOPE STABILITY

GOAL BDP ENV-4  Slope stability, within identified critical areas of the plan area, is important to the protection of private property while allowing for the natural erosion process that provides components of the area’s beaches.
IMPLEMENTING ACTIONS

The following actions need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Metro Parks District (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend Title 18J, Design Standards and Guidelines to:
   - Encourage innovative design solutions, including low impact development techniques, to reduce impervious surfaces and promote aquifer recharge.
   - Require any open space dedication for new development be located adjacent to other open space tracts, wooded areas or critical areas, i.e., Dash Point State Park (PALS)
2. Provide property owners with information regarding seawater intrusion and techniques for prevention. (PALS, TPCHD)
3. Encourage low impact development techniques along marine shorelines. (PALS, PWU)
4. Update the Countywide Open Space/Greenbelt Map to reflect local conditions. (PALS)

MID-TERM ACTIONS (1-5 YEARS)

1. Consider amending Current Use Assessment program to provide a tax incentive on properties that make improvements that reduce downstream pollution or conserve land or water resources. (PALS, Parks, Assessor)
2. Complete an update to the Pierce County Shoreline Master Program. Actions to be considered in the SMP update should include:
   - Updates to the shoreline environment designations.
   - Identification of potential locations for additional public access including unopened County road ends.
   - Incentives for beach nourishment or other soft armoring techniques.
   - Standards that would require construction of non-water dependent structures at a sufficient distance from the ordinary high water mark.
   - Protection of sand spits by discouraging new bulkheads below feeder bluffs.
   - Discouraging new dock and pier construction except for public use facilities.
   - Incentives that encourage the retention of native vegetation along marine shorelines. (PALS)
3. Provide a list of bulkhead design options that encourage alternatives to traditional concrete, rock, or timber bulkheads. (PALS, PWU, TPCHD)
4. Identify point and non-point sources of pollution that affect shoreline areas. (PWU-Water Programs, TPCHD)
5. Provide financial support for projects identified in the Hylebos Browns-Dash Point Basin Plan. (PWU-Water Programs)
6. Promote the use of the Pierce County Conservation Futures Program and the Current Use Assessment-Public Benefit Rating through workshops, newspaper advertisements and direct mailing to eligible property owners. (PALS, Parks, Assessor).
7. Identify tax incentives or density credits for public and private developers who choose to provide public access to parks, trails, shorelines, and other passive recreational areas. (PALS, Parks, Assessor)
8. Conduct an inventory of public access points to marine shorelines and watercourses within the plan area to determine best locations for aquatic recreation areas. (PALS, PWU, Parks)
9. Support development of public restrooms at Dash Point Dock. Pursue public/private partnerships, grant funding, land donations and other opportunities that would facilitate this project. (PALS, Parks)
Potential Hazard Areas & Topography

- Contours - 20 ft
- 20' Index
- 100' Index
- Potential Seismic Hazard Area
- Potential Erosion Hazard Areas
- Potential Landslide Hazard Areas

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations encountered by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.

Pierce County, Washington

Department of Planning and Land Services
Plot Date: March 7, 2008

Browns Point / Dash Point Community Plan

Map: Pierce County Comprehensive Plan | Browns Point - Dash Point Community Plan | C-63
Map: Potential Hazard Areas and Topography
Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. **ALL DATA IS PROVIDED "AS IS" AND "WITH ALL FAULTS."** The County makes no warranty of fitness for a particular purpose.
Note: Hydrologic Soil Groups are defined by the Natural Resource Conservation Service. Each soil type includes a complex type which is a combination of four groups that represent varying degrees of runoff potential. Complex soils contain multiple soil types.

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well-drained, excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained, or well drained soils with moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of soils that have a high fine-silty potential, soils that have a high water table, soils that have a clayspan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

Hydrologic Soil Groups


Map Disclaimer: The map features are approximate and are intended only to provide an indication of said features. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations maintained by aerial survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.

Pierce County, Washington

Department of Planning and Land Services
Plot Date: March 7, 2008

Browns Point / Dash Point Community Plan
Chapter 5: Facilities and Services Element

**INTRODUCTION**

The Facilities and Services Element of the Browns Point/Dash Point (BPDP) Community Plan provides policy direction to decision makers in Pierce County regarding the development regulations and financial investments associated with parks and trails, sewer utilities, public schools, and transportation projects.

Urban services include, but are not limited to transportation infrastructure (such as roads, sidewalks, street trees, street lighting), parks, sanitary sewage disposal, and stormwater and surface water management systems. Facilities are generally considered the physical structures in which a service is provided. One of the principal goals of the Growth Management Act (GMA) is for cities to provide compact urban growth areas (UGAs) that accommodate the majority of growth and development in a community so that the necessary urban facilities and services are provided and delivered efficiently and cost effectively. Urban level facilities and services are only permitted within UGAs. Certain public facilities and services must be provided at a specific level of service (LOS), concurrently with development. This requirement is intended to ensure that development will not occur without the necessary infrastructure. Developers and property owners are typically required to construct the necessary infrastructure or provide a fee to compensate for their fair share of facilities and services (as associated with a proposed building or development permit) that are necessary to maintain an established LOS (as defined by Pierce County). This LOS standard for public facilities is identified in the Capital Facilities Element of the Comprehensive Plan. Since the Browns Point/Dash Point community is almost entirely built out and essentially isolated from other unincorporated areas of the County, a unique set of level of service circumstances exist. These circumstances and the areas reliance of non-County service providers is described further in the element.

**DESCRIPTION OF CURRENT CONDITIONS**

The following sections provide an analysis of the existing infrastructure and services in the community plan area. This information provides the basis for analyzing the levels of service (LOS) for infrastructure in the community and for developing policies which articulate the community’s desires. The LOS described in these sections may show that some facilities or services exceed Pierce County’s adopted levels of service for public facilities or that there is a deficiency in certain circumstances.
The Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of park and recreation facilities in the County. These policies cover a range of issues including the responsibility for providing parks, technical assistance, and location criteria for new regional parks. Section 19A.20.090 of the Comprehensive Plan states that primary reliance is upon cities and towns and special purpose districts to provide local park facilities and service appropriate to serve local needs. The location criteria for park and recreation areas state that new parks must be located on public roads. If a park is located in an urban area then urban services need to be available. Open space recreation parks should be located on land offering significant environmental features.

The Browns Point/Dash Point community does not have any Pierce County park land or facilities within the plan area. However, Metro Parks does operate and maintain three facilities within the plan area that provide recreational opportunities. Additionally, public recreation opportunities are associated with the public schools. Dash Point State Park is a regional park facility that provides recreational opportunities for the public who live far beyond the surrounding community.

The following contains a brief description of the existing park facilities:

**Browns Point Lighthouse Park** - A community park located on the tip of historic Browns Point, the park features waterfront access and an attractive picnic site. The waterfront is utilized by beachcombers year round and sun bathers, boaters, and picnickers during the summer. Once an active United States Coast Guard station with a full-time crew, the station closed in 1964 and it was converted to a public park.

**Browns Point Play Field** - As a neighborhood park, this playfield provides neighboring residents with fields and for baseball and soccer, tennis courts and a playground for children.

**Dash Point Park and Pier** - This community park offers views of Puget Sound to the north and northeast toward Seattle. It contains picnic facilities and 300 feet of beach. An “L-shaped” pier extends 300 feet out into the sound with 100 feet of pier at the end that provides lots of room for fishing and crabbing.

**Dash Point State Park** - Dash Point State Park is a 398-acre camping park with 3,301 feet of saltwater shoreline on Puget Sound. The beach provides unobstructed views of the Sound and excellent opportunities for sea-life study. Boating is available to smaller boats (e.g., canoes and kayaks) that do not require a watercraft launch. Additionally, the park contains 11 miles of hiking and bike trails.

The information found in the Recreational Park Land Inventory table is provided by Metro Parks and describes the park classifications and level of services that serve the community.
Table C-13: Recreational Park Land Inventory

<table>
<thead>
<tr>
<th>Park Name*</th>
<th>Size in Acres</th>
<th>Classification</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Point Lighthouse Park</td>
<td>4.03</td>
<td>Community Park</td>
<td>1.5 Miles</td>
</tr>
<tr>
<td>Browns Point Playfield</td>
<td>4.23</td>
<td>Neighborhood Park</td>
<td>.75 Miles</td>
</tr>
<tr>
<td>Dash Point Park and Pier</td>
<td>2.7</td>
<td>Community Park</td>
<td>1.5 Miles</td>
</tr>
</tbody>
</table>

* All parks listed in this table are within unincorporated Pierce County and Metro Parks planning boundary.

TRANSPORTATION

THE ROADWAY NETWORK

The Browns Point/Dash Point Community Plan area is served by a network of roadways comprised of a total of 10.2 miles. The table below lists the jurisdiction, mileage, and classification of the various roads. With the exception of SR 509, all of the roadways are of County jurisdiction (private roads are not noted here). SR 509, also alternatively known as Eastside Highway within the community plan, is classified as an Urban Minor Arterial with a speed limit of 35 miles per hour.

The balance of the public jurisdiction roadways in the community plan area are County roads carrying significantly lower volumes of traffic than SR 509.

Table C-14: Characteristics of Public Roads

<table>
<thead>
<tr>
<th>Road Classification</th>
<th>Miles</th>
<th>Speed Limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highway Minor Arterial (urban)</td>
<td>2.1</td>
<td>35</td>
</tr>
<tr>
<td>County Roads Collector (urban)</td>
<td>3.1</td>
<td>25</td>
</tr>
<tr>
<td>Local Access (urban)</td>
<td>5.0</td>
<td>25</td>
</tr>
<tr>
<td>Total</td>
<td>10.2</td>
<td></td>
</tr>
</tbody>
</table>

TRAFFIC VOLUMES

As shown on Table C-15 below, SR 509 or Eastside Drive carries the highest volumes of Annual Average Daily Traffic (AADT) of 4,500 vehicles. The AADT represents a roadways two-way traffic volume for a 24-hour period. Le-Lou-Wa Pl NE carries the highest volume of County roadways depicted here with 2,350 vehicles per day. It should be noted that all of the volumes shown in the table below are within the capacity threshold of the respective roadways.

Table C-15: Traffic Volumes on Selected Roadways

<table>
<thead>
<tr>
<th>Roadway and Location</th>
<th>Annual Average Daily Traffic Volume (AADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 509 (Eastside Drive)- south of Slayden Rd NE</td>
<td>4,500</td>
</tr>
<tr>
<td>Le-Lou-Wa Pl NE, west of SR 509</td>
<td>2,350</td>
</tr>
<tr>
<td>21st Ave NE, south of Dash Point Blvd NE</td>
<td>1,500</td>
</tr>
</tbody>
</table>
### Roadway Operating Conditions

All of the roadways within the plan area are comprised of two lanes. There are no signalized intersections at time. Because much of the roadway network serves primarily “internal” trips, trips with an origin or destination within the community, there is limited through traffic. It is anticipated that based on growth trends within and outside of the community that there will be adequate roadway capacity.

### Nonmotorized Facilities and Usage

Bicyclists and pedestrians may be seen walking along a number of the roadways in the community plan area. The County roadways typically do not have a paved or unpaved shoulder developed for the nonmotorized user. Many of the local roadways have ditches or swales for the purpose of conveying water.

### Public Transit

Pierce Transit’s existing routes do not provide scheduled service within the BPDP Community Plan area. Pierce Transit does provide Bus Plus service. This service is designed to serve neighborhoods that do not have the population densities needed to support fixed route service. This service utilizes smaller buses that are designed to hold a maximum of 15 passengers and can operate on neighborhood streets that are unsuitable for full-sized buses. Passengers may also request special “by request stop locations” in advance. The frequency of this bus is generally one bus per one half hour to one hour. The nearest bus routes are:

- #61 – Northeast Tacoma route carries passengers from downtown Tacoma to Northshore Pkwy & Nassau and 55th & Frances.
- #61 – Bus Plus Service (by request) serving lower Browns Point- Eastside Drive – Dash Park-Pier and Dash Point Blvd.

Pierce Transit route # 61 does connect with King Co. Metro Park-and-Ride lot at Twin Lakes that can accommodate up to 600 vehicles.

### Public Schools

The plan area is served by Tacoma Public School District. No schools are actually located within unincorporated Pierce County. The area is served by three elementary schools, one middle school and one high school. The District has prescribed Recommended Program Capacity (RPC) for the various schools serving this portion of the County. The RPC is essentially students per

---

<table>
<thead>
<tr>
<th>Roadway and Location</th>
<th>Annual Average Daily Traffic Volume (AADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>21st Ave NE, north of Dash Point Blvd NE</td>
<td>1,625</td>
</tr>
<tr>
<td>Markham Ave NE, north of SR 509</td>
<td>525</td>
</tr>
<tr>
<td>Browns Point Blvd NE, south of Madrona Dr NE</td>
<td>300</td>
</tr>
</tbody>
</table>
facilities. The following table displays current capacity for schools serving the BPDP Community Plan area as of October 2007:

**Table C-16: Tacoma Public School District Recommended Program Capacities**

<table>
<thead>
<tr>
<th></th>
<th>Elementary</th>
<th>Middle School</th>
<th>High School</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Browns Point</strong></td>
<td>550 Students/Facility</td>
<td>750 Students/Facility</td>
<td>1,800 Students/Facility</td>
</tr>
<tr>
<td><strong>NE Tacoma</strong></td>
<td>550 Students/Facility</td>
<td>750 Students/Facility</td>
<td>1,800 Students/Facility</td>
</tr>
<tr>
<td><strong>Crescent Heights</strong></td>
<td>550 Students/Facility</td>
<td>750 Students/Facility</td>
<td>1,800 Students/Facility</td>
</tr>
<tr>
<td><strong>Meeker</strong></td>
<td>750 Students/Facility</td>
<td>1,800 Students/Facility</td>
<td>1,878 Students/Facility</td>
</tr>
<tr>
<td><strong>Stadium</strong></td>
<td>1,800 Students/Facility</td>
<td>1,878 Students/Facility</td>
<td>1,878 Students/Facility</td>
</tr>
</tbody>
</table>

**Sanitary Sewer**

Pierce County Sewer Utility provides sanitary sewer service in the plan area. Only the Browns Point neighborhood is served by sanitary sewers with limited exception in Dash Point. The community is serviced by approximately 5.9 miles of sewer line composed of 1.5 miles of “force main” line, 4.4 miles of “gravity main” line, and four pump stations all directing flow to the Tacoma Central Wastewater Treatment Plant (WWTP). The Tacoma Central WWTP where Pierce County owns approximately 3MGD (millions of gallons per day) of capacity. As of January 2008, Pierce County provides sewer services in the Browns Point/Dash Point service area to 423 single-family residences, 109 multifamily residences, and 10 commercial accounts in the unincorporated/urban zone area.

Pierce County Sewer Code and Tacoma-Pierce County Board of Health Regulations for on-site sewer systems require properties within 300 feet of an existing public sewer line to connect to the sewer system when proposed for development. Existing developments may continue use of on-site sewer systems unless there is failure of the system and public sanitary sewers are within 300 feet or the existing structure is expanded.

Current regulations require vacant properties within 300 feet of an existing sewer main to connect to the sewer system when proposed for development. Existing developed property does not have to connect unless there is a proposal to change the use, a septic failure, or an additional to a structure that would substantiate additional bathrooms.

In the late 1990s Pierce County adopted regulations that require new subdivisions which do not connect to the sewer system to construct dry-line sewer infrastructure in addition to an interim septic system - the premise being that when sewer lines are extended past the project in the future, the interim septic systems will be disconnected and the dry-line infrastructure will be connected to the sewer system. The costs of constructing an interim septic system and dry-line infrastructure, maintenance, and the engineering challenges have encouraged developers to connect projects to the sewer system, with limited exceptions.
The Browns-Dash Point basin is located in the north part of the County and is within the Puyallup Basin, however, it releases water directly into Puget Sound rather than discharging to the Puyallup River. Only one square mile of the entire Browns-Dash Point Basin is within unincorporated Pierce County. The area has been extensively studied in the Hylebos Browns-Dash Point Basin Plan. This document was prepared by Pierce County Public Works & Utilities-Water Programs Division and adopted by County Council in December of 2006. The plan serves as a comprehensive guide to storm drainage and surface water management in the Hylebos Creek and Browns-Dash Point drainage areas. The Basin Plan addresses surface water management, flooding, erosion, water quality, and habitat problems, by identifying problems and proposing solutions.

As natural vegetative cover is replaced with homes, businesses, parking lots, and roads, surface water runoff (stormwater) tends to increase both in volume and rate at which the water drains off the land. If not properly addressed, this post development increase in stormwater volume and rate can result in flooding, water quality and habitat degradation, and soil erosion. The Browns-Dash Point Basin consists of several small catchments individually discharging to the Puget Sound. Very typically the lower ends of these conveyance systems were historically small ravines which have since been encroached or enclosed to accommodate adjacent land use conversions. The Hylebos Browns-Dash Point Basin Plan identifies existing stormwater problems caused by the absence of drainage facilities, undersized facilities, inadequate maintenance of existing facilities, and erosion of natural drainage channels by increased peak flows and durations. These problems are not uncommon in areas built prior to the establishment of site development stormwater regulations and are typically built out incrementally without the benefit of master drainage planning.

The Basin Plan goes on to state that many of the older site drainage improvements were sized with limited hydrologic and hydraulic analysis and did not anticipate upstream developments or flows from other jurisdictions. The area, as built out, would not meet current design standards. Limited access decreases the ability of Water Programs to provide maintenance, thus causing flooding in certain areas.

Pierce County Water Programs has determined which existing problems should receive further discussion or analysis within the Basin Plan. This screening involved determining if the problem was within County right of way, if Water Programs was responsible for addressing the problem, and if the problem warranted a Capital Improvement Project (CIP). Examples of problems that would not be selected for additional evaluation would be where the problem is due to the natural drainage characteristics of the site, groundwater flooding, flooding on private properties not resulting from County facilities or actions, or issues that simply require routine maintenance of existing facilities. The following table presents the results of Water Programs final screening process:
### Table C-17: Screened List of Problems in the Browns Point Basin

<table>
<thead>
<tr>
<th>Nearest Street</th>
<th>Concern at Site*</th>
<th>Selected for Further Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Street NE</td>
<td>Possible Erosion</td>
<td>No – The planning team did not see signs of erosion on the beach, and the extent of property that is threatened by this reported problem was not evident. There did not appear to be any recent construction or signs of repair work, and the outfall appeared to be well armored and not subject to erosion. Water Programs will monitor to determine if problem still exists.</td>
</tr>
<tr>
<td>Spring Street NE</td>
<td>Downcutting/channel incision</td>
<td>Yes</td>
</tr>
<tr>
<td>Dry Gulch and Varco Road.</td>
<td>Insufficient channel and pipe capacity</td>
<td>Yes</td>
</tr>
<tr>
<td>Caledonia Road</td>
<td>Seasonal basement flooding</td>
<td>No – Site specific problem caused by groundwater seepage and inadequate site drains.</td>
</tr>
<tr>
<td>Hyada Drainage</td>
<td>Possible erosion and channel incision</td>
<td>No – Recent work has been completed at this site. Water Programs will monitor to determine if problem still exists.</td>
</tr>
<tr>
<td>Tok-A-Lou Avenue NE</td>
<td>Insufficient inlet and pipe capacity</td>
<td>Yes</td>
</tr>
<tr>
<td>Wa-Tau-Ga Avenue NE</td>
<td>Insufficient inlet and pipe capacity; flooding out of catch basin at grade break</td>
<td>Yes</td>
</tr>
<tr>
<td>Layman Terrace</td>
<td>Insufficient inlet and ditch capacity</td>
<td>Yes</td>
</tr>
<tr>
<td>Tok-A-Lou Avenue NE near Ton-A-Wan-Da Avenue</td>
<td>Broken pipe and erosion</td>
<td>Yes</td>
</tr>
</tbody>
</table>

* As Identified in the Hylebos Browns-Dash Point Basin Plan

Please refer to Chapter 5 of the Hylebos Brown-Dash Point Basin Plan for more detailed descriptions of the areas identified in this table.

### Domestic Water

Residents and businesses within the plan area receive their potable water (or drinking water) from the City of Tacoma (Tacoma Water). On a typical day, Tacoma Water supplies more than 300,000 people with approximately 50 million gallons of water, increasing to over 90 million gallons on a hot summer day. The Green River, located in King County, provides 90 percent of this needed supply. Under its first diversion water right, Tacoma Water is authorized to use up to 72 million gallons of Green River water per day. Tacoma Water can substitute this Green...
River supply with groundwater from seven wells located along the North Fork Green River when the river water is too turbid (or cloudy), usually in the fall and winter. Tacoma Water also has 23 wells in and around the City of Tacoma capable of providing additional supply of up to 62 million gallons per day. In some cases, Tacoma Water wells have not yet been fully developed to utilize the individual water rights associated with the various sources of supply.

The Green River is also the source of water for a new regional partnership formed by the City of Kent, the Covington Water District, the Lakehaven Utility District, and Tacoma Water. The Second Supply Project – so-called because it is the second supply coming from the Green River – provides up to 65 million gallons per day to the four project partners.

As a Group A water system, Tacoma Water is required to develop a water system plan every six years and have that plan approved by the Washington State Department of Health (DOH). Tacoma Water’s latest water system plan (2006 Comprehensive Water Plan Update, July 2007) received DOH approval in December 2007. A water system plan provides the justification to DOH of a water system’s ability to provide timely and reasonable water service to existing and future customers.

As part of the development of the 2006 Comprehensive Water Plan, Tacoma Water completed a water storage analysis for each of Tacoma Water’s six primary service zones. This water storage analysis is a comparison of Tacoma Water’s available storage to that required for operations, equalizing, standby, fire and dead storage uses, both currently and into the future. The plan area is included in Tacoma Water’s Indian Hill service zone. The conducted water storage analysis concluded that the Indian Hill service zone has adequate storage until at least the year 2020.

Tacoma Water also completed a transmission and distribution system analysis to identify areas, if any, experiencing low flows based on existing maximum day and peak hour demands as part of the development of the 2006 Comprehensive Water Plan. The analysis resulted in the identification of five low flow areas, all of which are outside the Plan Area. Generally, water pressures throughout Tacoma Water’s 1,200 miles of distribution system range from an average of 55 psi in residential areas and average up to 100 psi in industrial zones.

Tacoma Water’s residential per capita (or per person) water use has consistently dropped since 1990. For example, in 1990 the residential per capita water use was 92 gallons per day, decreased to 90 gallons per day in 1995 and to 76 gallons per day in 2005. Currently, Tacoma Water’s stated conservation goal is to reduce per capita water use by 10 percent between 2000 and 2010.

**DESCRIPTION OF DESIRED CONDITIONS**

The urban growth area is intended to accommodate the majority of new growth and development in the community plan area. It is important therefore, that the majority of public expenditures for urban facilities and service should also be directed to UGA. Urban levels of service should be required as a component of all new development in the UGA. Pierce County should ensure that new development supports the costs associated with public facility and service expansions that are made necessary by each development project. The UGA should not
exceed a size that can be serviced by the urban facilities and services that exist or can be provided within a 20-year planning horizon. Prior to expanding the UGA, it must be demonstrated that adequate public facilities and services can be provided for each public facility and service.

Although recent growth within the plan boundary has been minimal, adjacent areas to the east, within the City of Tacoma, have experienced new residential development. This high rate of growth in the city has impacted this community in that many of the public services are shared in common with city residence. Residents have experienced deficiencies in public facilities, services, and infrastructure. Ensuring that adequate schools, parks, roads, sewer and water systems are present in the community is a major goal of this plan. The Browns Point/Dash Point Community Planning Board has anticipated the expected growth and accounted for the current deficiencies when forming plan policy recommendations.

PUBLIC PARKS

The objectives, policies, and standards focus on the stewardship and maintenance of existing public parks. Strategies identify possible funding mechanisms and public agency partnerships. Additional policies address deficiencies in park facilities and identify methods of funding and operating neighborhood and community scale parks.

TRANSPORTATION

ROADWAYS BEYOND ROADWAY CAPACITY

The transportation concerns of the community extend beyond the bounds of simple roadway capacity. Given the amount of anticipated development within the community and the somewhat heavy local usage of the roadways, there is unlikely to be growth of traffic that would necessitate significant roadway capacity improvements. The focus of the transportation planning policies for this area is not on the capital improvement side but rather the operations and maintenance of the system.

ROADWAY MAINTENANCE

Maintaining the quality of the roadway surface is important to any community. There is strong support from the community for the regular (approximately every two years) inspection of the roadway network. Based on these inspections, the County determines whether chip sealing, a method of preserving the roadway pavement surface, should be performed. It is noted that chip sealing may create the inconvenience of loose gravel and tar after application, but it is noted that aside from the significant cost savings of applying this treatment versus asphalt overlay, chip sealing raises the surface of the road significantly less than the conventional
overlay. This is a significant benefit for the Browns Point/Dash Point community. The raising of the roadway surface through the application of additional asphalt has created impacts upon a number of adjacent property owners that do not have the drainage features to convey significantly more water on their property. While chip sealing may raise certain concerns, it has been advocated as a more sustainable, longer term road maintenance strategy for this plan area.

**NONMOTORIZED**

There are a number of Transportation Project Recommendations for providing unpaved shoulders along certain roadways. The community plan recommends that Olympic Dr NE, Dash Point Blvd NE, and 21st Ave NE have shoulder improvements for nonmotorized use. The plan also recommends that the practice of “covering” the existing swales be applied where viable in order to create these shoulders when the right-of-way is limited.

**SPEEDING**

Concerns have been raised about autos traveling above the posted speeds along Tok-A-Lou Ave NE, Hyada Blvd NE, and La-Hal-Da NE. The community plan would suggest that these roadways be considered for traffic calming measures in the near future and monitored on a longer term basis.

**PARKING**

Both Dash Point Park and the Browns Point Lighthouse Park draw strong usage from the local and more distant population. Both parks experience periodic “overflow” of their parking lots affecting the local street network. This condition should be monitored and addressed.

**PUBLIC SCHOOLS**

This plan recognizes that the Tacoma Public School District is the responsible entity to address school district issues. Policies encourage increased coordination between the County and the district to develop strategies that address student capacity deficiencies. Specifically, the district is encouraged to actively pursue an increase in impact fees that are collected through the County’s building permit process. Additional coordination is also needed between the two entities to ensure students have safe walking routes from their residential neighborhoods to schools.

**SANITARY SEWER**

There are no plans to expand sewer service within the plan area.

**STORMWATER MANAGEMENT**

This plan focuses primarily on the management of surface water in efforts to reduce the amount of runoff caused from new development. Policies support the Hylebos Browns-Dash
Point Basin Plan’s recommendations which include discouraging development in areas prone to flooding. The community desires public and private stormwater facilities that are incorporated into the natural landscape and are properly maintained.

**Domestic Water**

Pierce County and Tacoma City Water should coordinate their activities to ensure that an adequate and reliable domestic water supply is available to support projected population growth. The availability of an adequate potable water supply should be verified prior to the approval of new land divisions. If water purveyors are incurring problems of supplying water for new land divisions, then they should explore connections with other water systems that have adequate water supplies.

**Capital Facilities Policies**

**Goals**

- The existing conditions of public facilities, services, and infrastructure within the community will be evaluated. Where deficiencies exist such that the adopted level of service standards are not being achieved, measures will be taken to correct the deficiency or to prevent the deficiency from becoming more severe;
- The need for public facilities, services, and infrastructure will be anticipated and planned for in advance, where possible. Growth and development within the community will be managed to the extent feasible to ensure that these facilities, services, and infrastructure can be provided as efficiently as possible;
- The cost of providing additional public facilities, services, and infrastructure needed to serve development will be paid by the development; and
- Annual monitoring of the condition of public facilities, services, and infrastructure in the community will be performed and corrective action will be taken as necessary.

**Law Enforcement**

**Goal BDP CF-1** Encourage outreach programs between the plan area and the Pierce County Sheriff’s Department.

- **BDP CF-1.1** Support neighborhood watch groups.
- **BDP CF-1.2** Support the neighborhood patrol deputy program.
PARKS AND RECREATION POLICIES

GENERAL

GOAL BDP PR-1  Develop and improve recreational facilities identified and desired by the Browns Point/Dash Point community.

BDP PR-1.1  Actively pursue opportunities to address the following types of park and recreational facilities:

BDP PR-1.1.1  Dash Point Dock restroom facilities;
BDP PR-1.1.2  Browns Point Lighthouse Park restroom facilities;
BDP PR-1.1.3  Parking and access solutions for Browns Point Lighthouse Park;
BDP PR-1.1.4  Upgrades for the Browns Point Playfields and Dash Point Dock;
BDP PR-1.1.5  Mooring buoys for temporary moorage at waterfront parks;
BDP PR-1.1.6  Develop a trail system that connects the two community plan neighborhoods for use by nonmotorized vehicles and pedestrians; and
BDP PR-1.1.7  Increase trail connections from Dash Point State Park and the neighborhoods to the west and south.

BDP PR-1.2  Explore a need for additional active and passive recreational uses including a community recreation center, children’s park facilities, a community garden, and trails.

BDP PR-1.3  Prohibit the vacation or trading of unopened public rights-of-way at shoreline locations except when the vacation or trade would enable a public authority to acquire the vacated property for public purposes.

BDP PR-1.4  Develop a trail linkage that safely connects the Browns Point and Dash Point areas along SR 509.

BDP PR-1.5  Actively pursue opportunities to develop a community-wide trail system connecting Browns Point and Dash Point.

FACILITY DEVELOPMENT AND LEVEL OF SERVICE (LOS) STANDARDS

GOAL BDP PR-2  Develop appropriate LOS standards for park projects financed at the local level.

BDP PR-2.1  The County should assist the community by exploring funding alternatives to enable development of these facilities.

BDP PR-2.2  The community believes there are unmet needs for active and passive parks, recreation, and open space in the plan area.
BDP PR-2.3 Develop level of service standards that appropriately address the heavy use received by Browns Point’s Lighthouse Park and Dash Point Dock as community parks.

BDP PR-2.4 Increase enforcement of park hours and boundaries at the two regional parks managed by Metro Parks: Dash Point Dock and Browns Point’s Lighthouse Park.

BDP PR-2.5 Increase coordination of parking at Dash Point Dock in summer peak use periods.

BDP PR-2.6 Explore solutions for the need to access Browns Point Lighthouse Park from Tulalip Street NE.

BDP PR-2.7 Ensure that publicly-owned park sites are protected and maintained in perpetuity.

BDP PR-2.8 Pursue mechanisms for protection and improvement in existing and acquired publicly-owned park sites that restrict future uses to park and recreation activities.

**Existing Parks and Recreation Programs**

**GOAL BDP PR-3** Maintain the existing park and recreation facilities and programs located within the plan area.

**BDP PR-3.1** Conduct maintenance and renovations that serve to enhance park and recreation facilities and programs.

**BDP PR-3.2** Community parks with heavy use need higher level of maintenance.

**Transportation Policies**

**GOALS**

The Browns Point/Dash Point community’s transportation system should provide safe, efficient, aesthetic, and functional movement for both the resident and visitor of the community.

**GENERAL**

**GOAL BDP T-1** The transportation system comprised of roadways, nonmotorized facilities, and transit services, should strengthen the unique small-town character of this Pierce County community. This can be achieved through maintaining and improving the transportation system as the usage of the transportation system increases.

**BDP T-1.1** The County should consider analyzing and applying traffic calming on the following roadways:

- **BDP T-1.1.1** Tok-A-Lou Ave. NE, between Hyada Blvd. NE to Hyada Blvd. NE;
- **BDP T-1.1.2** La-Hal-Da Ave. NE between Hyada Blvd. NE to Ton-A-Wana-Da Ave. NE;
- **BDP T-1.1.3** La-Hal-Da Ave. NE between Hyada Blvd. NE to Ton-A-Wana-Da Ave. NE;
**BDP T-1.1.4** Le-Lou-Wa Place NE between SR 509 to Tok-A-Lou Ave. NE; and

**BDP T-1.1.5** Markham Ave. NE at SR 509 to Dash Point Dock.

**BDP T-1.2** The County should consider the development of a one-way loop due to safety considerations at SR 509. Arthur Street and upper Soundview Drive NE are currently two-way streets that intersect SR 509.

**BDP T-1.2.1** Due to sight distance issues and limited pavement width, it is strongly suggested that the County change the directionality of Arthur Street to northbound only (away from SR 509) and of Soundview Drive NE to southbound only (toward SR 509).

### Roadway Designations and Signing

**GOAL BDP T-2** Provide roadway designations and directional signing that will improve the sense of place and raise the certainty for drivers.

**BDP T-2.1** Clear signing for selected designations within the community should be provided. This would not only promote a better sense of place within the community, but would improve the operations of the roadways by raising the level of certainty and safety for drivers and other roadway users.

**BDP T-2.2** To provide continuity of SR 509, change its name from East Side Drive to Marine View Drive as found in the adjacent jurisdictions.

### Nonmotorized Improvements

**GOAL BDP T-3** Identify and provide where needed additional shoulder width for roadways that have been identified as key nonmotorized routes within the community.

**BDP T-3.1** Such techniques as the covering of existing swales should be considered to achieve this objective.

### Utilities Policies

### Septic Systems

**GOAL BDP U-1** Septic systems provide the only means of wastewater disposal for all land use types in the Dash Point area. Individual on-site septic systems are typically utilized; however, a variety of community systems may be used under certain circumstances. Septic systems should be designed using the newest technology and needs to be maintained regularly to properly function.
SANITARY SEWER

GOAL BDP U-2  Sewer facilities provide wastewater disposal for land uses in the Browns Point area. Special care shall be taken when designing and installing sewer lines near the marine shorelines or other sensitive environmental features.

GOAL BDP U-3  Continue to educate the community in conservation measures that minimize the impacts of water usage associated with sewer utilities. Encourage low-flow fixtures, cost-effective incentive programs for plumbing fixture and appliance replacement, and other public information and education programs on water conservation in service areas.

STORMWATER MANAGEMENT

GOAL BDP U-4  Minimize development related impacts to existing hydrologic conditions and functions and strive to correct current deficiencies resulting from past development practices.

BDP U-4.1  Provide better enforcement and maintenance of storm drainage systems.

RENEWABLE ENERGY

GOAL BDP U-5  The provision of reliable electric utility service should be achieved in a manner that balances public concerns over the impacts of utility infrastructure with the consumer’s interest in paying a fair and reasonable price for utility products.

BDP U-5.1  Alternative energy sources and new technologies should be pursued when these alternatives are environmentally sustainable and cost effective.

BDP U-5.2  Neighborhood scale electrical facilities should be permitted in the plan area.

BDP U-5.3  Encourage regional electrical providers to work with Pierce County in developing quiet and unimposing home based power generation.

IMPLEMENTING ACTIONS

The following actions need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (if applicable), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Metro Parks District (Parks), Pierce County Public Works (PW), and Tacoma-Pierce County Health Department (TPCHD).
SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Adopt standards for the placement and design of stormwater facilities. (PALS, PW)
2. Utilize basin planning hydrologic condition modeling when making decisions regarding the allowable range and intensity of land uses. (PALS)

Transportation

3. Amend the Pierce County Transportation Plan and projects and 6-year Transportation Improvement Plan to reflect the projects and priorities of the Browns Point/Dash Point Community Plan as set forth in Appendix A. (PW)
4. Revise development standards to require developments to provide safe, convenient, and efficient connections between adjacent existing or future residential and commercial developments. (PW, PALS)
5. Create a process for notifying land use advisory commissions of proposed right-of-way vacations and establish options for the County to preserve and acquire right-of-way within identified transportation corridors. (PW, PALS)

MID-TERM ACTIONS (1-5 YEARS)

1. Develop “model” site plans that demonstrate techniques to retrofit existing commercial development with pedestrian uses. (PALS, PW)

Parks

2. Work with Metro Parks to annually evaluate the level of service for regional parks in the plan area and correct deficiencies through capital improvements. (LUAC, Parks)

Transportation

3. Create a process for increased bonus densities when right-of-way is donated, access is shared, or other public improvements, including road improvements and sewer extensions, are made. (PALS)
4. Continue to minimize environmental impacts in the design and construction of transportation projects. (PALS, PW)
5. Coordinate with the Tacoma School District to identify and prioritize designated school walking routes in need of safety improvements. (PW)

LONG-TERM ACTIONS (5-10 YEARS)

1. Coordinate recommendations from the Hylebos Browns-Dash Point Basin Plan with any updates to the community plan to address surface water runoff and flooding issues. (PALS, PW)

Parks

2. Support efforts to establish mechanisms that support the stewardship of neighborhood and community scale parks by conducting a series of education workshops regarding the
formation, financing, and management of parks service areas and districts and require impact fees, land dedication, or fee-in-lieu-of dedication. (Parks)

3. Utilize the level of service standards and the design and location standards when establishing neighborhood or community scale parks. (Parks)

Transportation

4. Develop and implement county-wide standards for a comprehensive sidewalk system. (PW)

5. Work with Pierce Transit to increase the availability and effectiveness of transit within the commercial centers, and in connecting the Neighborhood Center and residential areas, and the region at large. (PW)
Chapter 6: Plan Monitoring

The 1990 State Growth Management Act (GMA) requires jurisdictions to report on progress made in implementing the Act, and to subject their comprehensive plans to continuing evaluation and review. As a component of the County’s Comprehensive Plan, the Browns Point/Dash Point Community Plan is subject to this requirement. Generally, community plans are updated every five years and monitored yearly. The monitoring process includes evaluating the development standards, regulations, actions, and other programs called for in the plan for the purpose of determining their effectiveness in fulfilling the vision of each of the five elements of the plan.

Monitoring actions steps includes the development and implementation of regulations and design standards, coordinating the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. Information obtained from the monitoring program, with continued community input, can be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.