

ORDINANCE NO. 6386

AN ORDINANCE relating to Comprehensive Planning; adopting the Town of Vashon Business District Development Guide as an amplification of the Vashon Community Plan (K.C.C. 20.12.320)

PREAMBLE:

- 1. The town of Vashon is a community scale center serving Vashon Island.
- 2. The Vashon Community Plan recommends that a study of the town of Vashon be undertaken to supplement the Community Plan.
- 3. In June, 1981, the Planning Division, working with the local citizens, began developing a series of recommendations to improve the town of Vashon.
- 4. The result of this work is the Town of Vashon Business District Development Guide.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

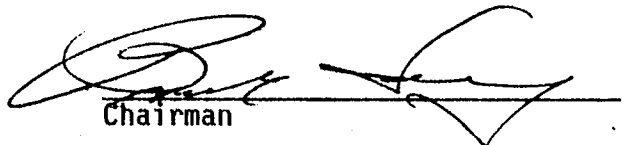
SECTION 1. The purpose of the Town of Vashon Business District Development Guide is to provide recommendations for capital improvement projects and development guidelines to aid in improving the function and appearance of the town of Vashon business district.

SECTION 2. There is added to K.C.C. 20.12 a new section to read as follows: The Town of Vashon Business District Development Guide, attached to Ordinance 6386, is adopted as an amplification of the Vashon Community Plan.

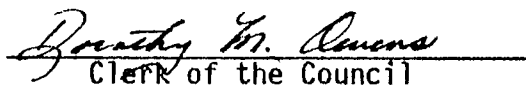
INTRODUCED AND READ for the first time this 11th day of April, 1983.

PASSED this 2nd day of May, 1983.

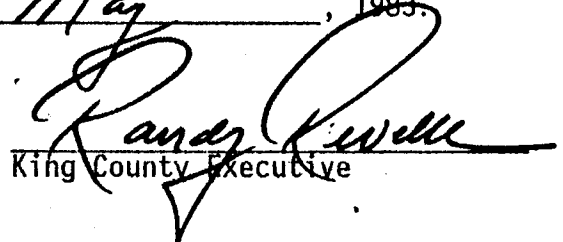
KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Chairman

ATTEST:


Clerk of the Council

APPROVED this 11th day of May, 1983.


King County Executive

PROPOSED AMENDMENTS

Town of Vashon Business District Development Guide

Amendment No. 1








Page 19: add text, new paragraph 4, recommending that a drainage plan be prepared for the town of Vashon.

There are other aspects of development that, while outside the scope of this development guide, should be studied. The most significant of these is the effect of future development in the town of Vashon on the natural drainage system. Undeveloped land provides for stormwater infiltration and groundwater recharge. As development occurs, soil is covered with impervious surfaces which collect surface water, diverting it to a new outlet. The cumulative effect of new development on an area's natural drainage system can be significant. An area-wide study of the effect of development on the town of Vashon's drainage system, which identifies methods of solving these potential problems, would be beneficial and is recommended.

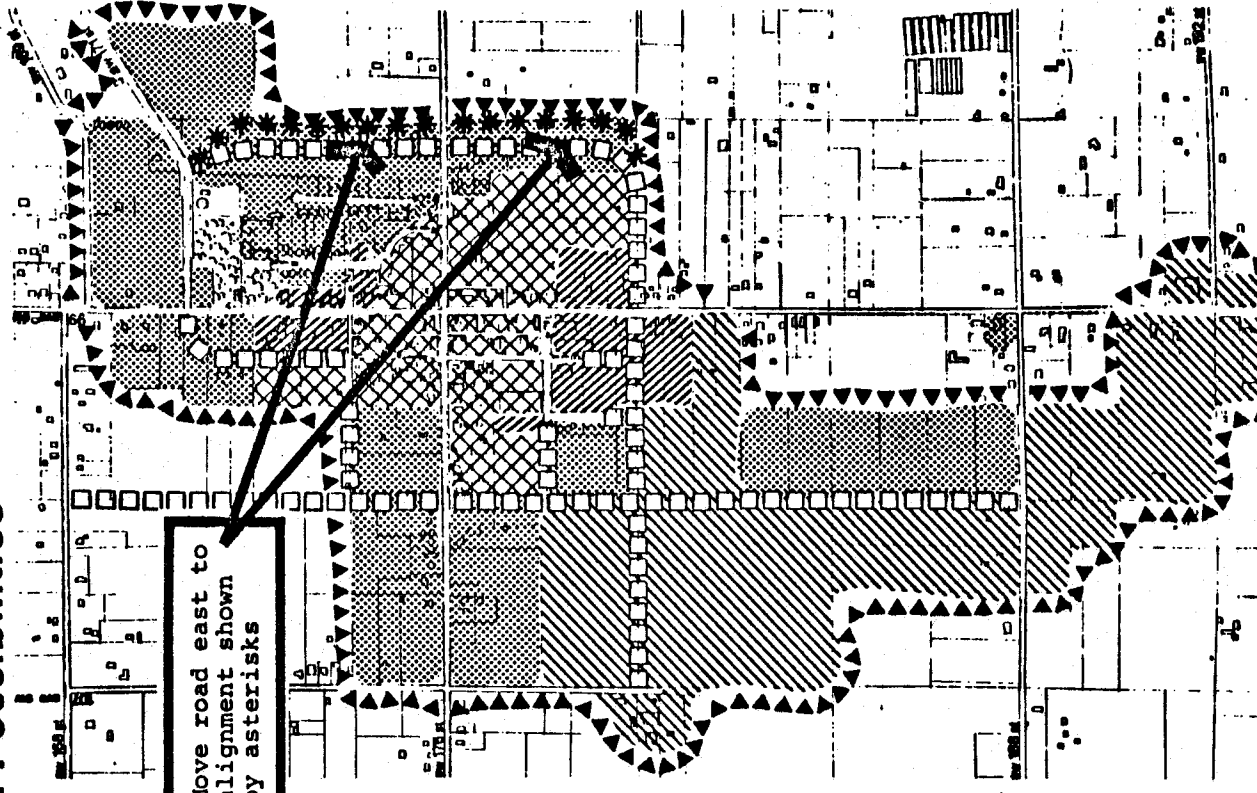
Amendment No. 2

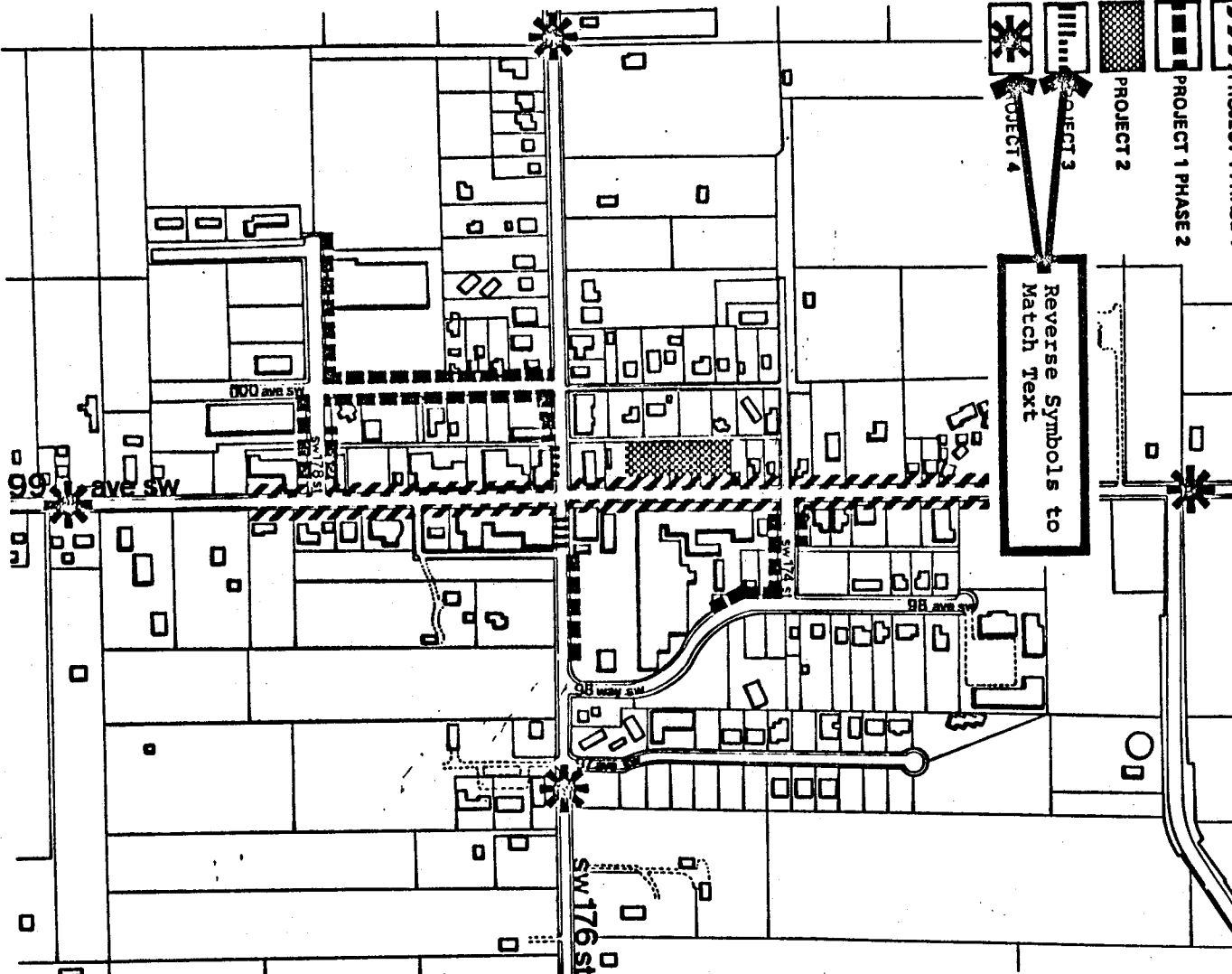
Page 24: Amend map, modifying the proposed expanded road system as shown on the map below.

Development Possibilities

-  COMMERCIAL DEVELOPMENT
-  MIXED USE DEVELOPMENT
-  INDUSTRIAL DEVELOPMENT
-  MULTI-FAMILY DEVELOPMENT
-  PARK
-  EXPANDED ROAD SYSTEM
-  SINGLE FAMILY EDGE

Move road east to alignment shown by asterisks





Reverse Symbols to Match Text

PROJECT 1 PHASE 2

PROJECT 2

PROJECT 3

PROJECT 4

26

3

VA1G

Amendment No. 4

Page 27: add text to paragraph 5, recommending that utilities be undergrounded.

The key aspect of this proposal involves widening the sidewalks from 5 feet to 8 feet and planting street trees on both sides of 99th Avenue SW. Currently, travel lanes along this street are 16 feet wide and would be narrowed 3 feet each. This would result in travel lanes that are 23 feet wide, which would still exceed County standards. Street trees, planted as shown, would be clear of the existing awnings which are on many Vashon businesses. In addition, utility lines could be placed underground during construction of this project.

Amendment No. 5

Page 39; amend text, modifying the description of methods of implementing development guidelines.

This portion of the Recommendations Section contains guidelines for new and existing developments within the town of Vashon. Two methods would be used to implement these guidelines.

One method would rely on voluntary action. Existing businesses could improve their property consistent with the proposed guidelines, to contribute to a general upgrading of the business district.

The second method would be to apply the guidelines as conditions of new development. Conformance to these guidelines would be required during review of building permit applications and future subdivision and rezone request. For example, if sidewalks existed on adjacent properties, but not on that parcel proposed for development, the property owner would be required to provide a sidewalk, constructed to County standards. If there were no sidewalks on adjacent properties, the property owner would be asked to sign an agreement to participate in a future Local Improvement District (LID). The LID would be formed when 60% of the property owners, fronting on the improvement area, agree to participate. This method of development avoids premature construction of segments of a project.

Both methods of implementing the development guidelines should be used.

Amendment No. 6

Page 39: amend text, modifying the description of methods of implementing the proposed road system.

Streets

The map, opposite, depicts a proposed future street system for areas surrounding the town of Vashon.

As discussed in the section on potential zones, future development around Vashon will have a significant impact on the existing road system. If only existing streets are used to provide access to developing properties, traffic congestion will increase significantly. For this reason, the following street system is proposed.

The proposed street system shown opposite has two elements:

1. Collector arterials, and,
2. Local access streets

Collector arterials provide for circulation throughout the community and also provide access to adjacent properties. Local access streets are designed to provide access to abutting properties.

Since the primary role of collector arterials is community wide circulation, a specific location for these streets is recommended. Providing access is the purpose of local access streets making their location more dependent on the form of individual developments. For this reason the location of these access streets may vary, the location depicted on the map opposite should be considered flexible.

The purpose of these street guidelines is to ensure that the goals of good community-wide circulation and adequate access to individual properties, are met. These street guidelines provide a framework for new development. After adoption of this development guide, those streets identified as collector arterials should be surveyed and established by ordinance. This step would ensure that the right of way for these future streets is reserved. Since the location of local access streets is flexible, these streets would not be surveyed and established.

The responsibility for constructing these streets would rest with the private property owners. As individual properties develop, each property owner would be required to construct that portion of the proposed street which lies on their land. Using this method, streets would be developed as needed and the road system would gradually expand. If all property around the town of Vashon is eventually fully developed the complete road system shown would result.

These streets would be developed by the property owner as a condition of new development. These streets are designed to serve those properties which have had a "potential zone"* placed on them. Most of these potential zones were placed on properties during review and adoption of the Vashon Community plan. If a property owner wants to develop to the intensity allowed by the potential zone, they are required to apply for a zoning reclassification. Review of such applications includes a public hearing before the Zoning and Subdivision Examiner. These hearings allow citizens an opportunity to comment and help establish the impacts of proposed development. Applications that are likely to have impacts on the surrounding community can be granted approval subject to conditions. These conditions must be adhered to if the proposed development is to proceed.

Conditions of development approval, including street construction, can also be applied during review of subdivision and short plat applications.

The street system shown opposite would be developed through this process. Construction of these streets would become a condition of new development. Thus, if a property owner wants to develop at the allowed intensity of use, they must provide the streets necessary for access and circulation. If the property owner does not propose a new development, the street would not be needed and would not be constructed.



Using this method, streets would be constructed as needed and the street system would gradually expand to serve developing properties. If all property around the town of Vashon is eventually fully developed, the complete street system shown would result. If these properties do not develop, or redevelop, the street system would not be constructed.

*See pages 7 and 8 for a description of potential zones.

Amendment No. 7

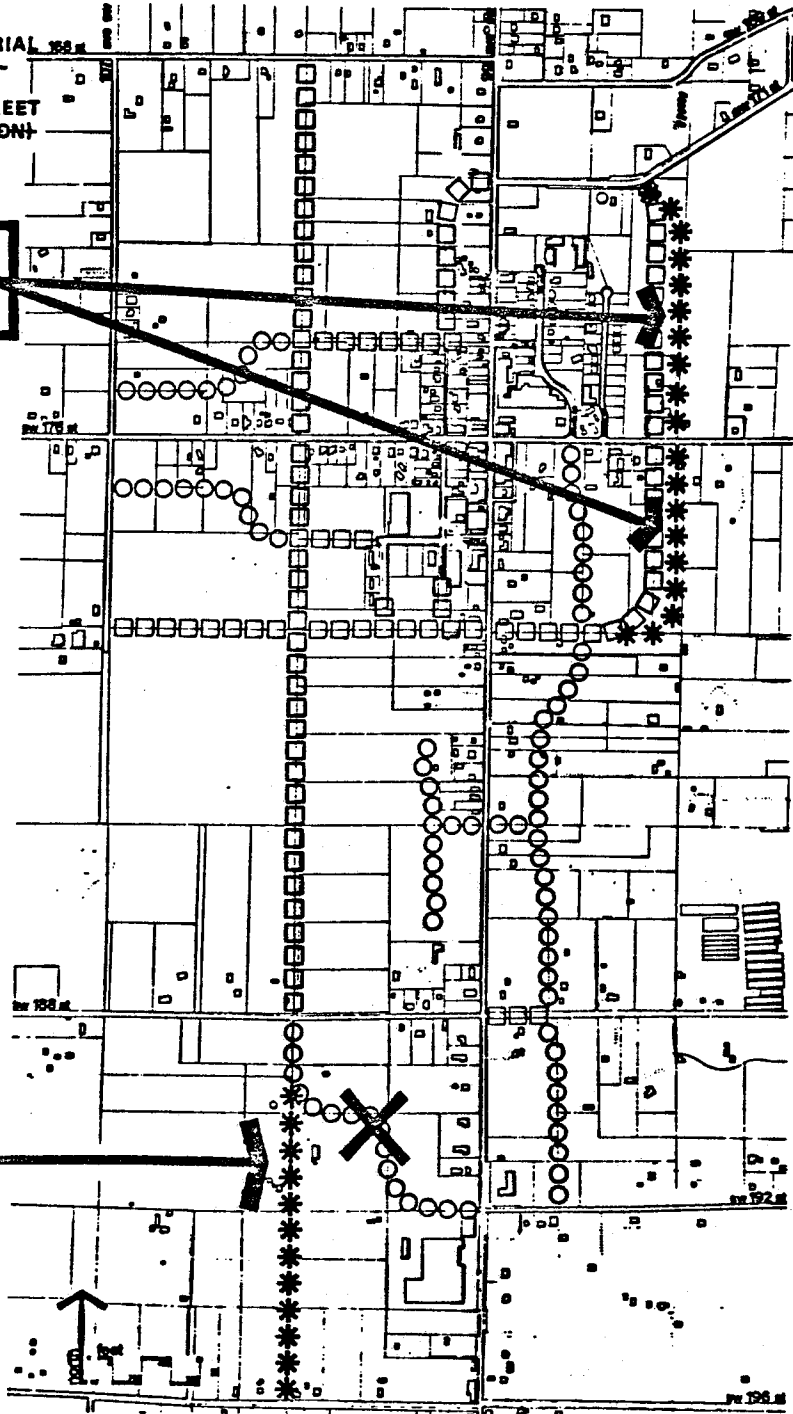
Page 40: amend map, modifying the proposed expanded road system, as shown on the map below. In addition, modify the map key, deleting the terms "fixed location" and "flexible location".

Street System

-  COLLECTOR ARTERIAL (FIXED LOCATION)
-  LOCAL ACCESS STREET (FLEXIBLE LOCATION)

Move road east to alignment shown by asterisks

Move road west to alignment shown by asterisks



Amendment No. 8

Page 43: amend map, modifying the proposed expanded road system, as shown on the map below. In addition, modify the map key, deleting the terms "fixed location" and "flexible location".

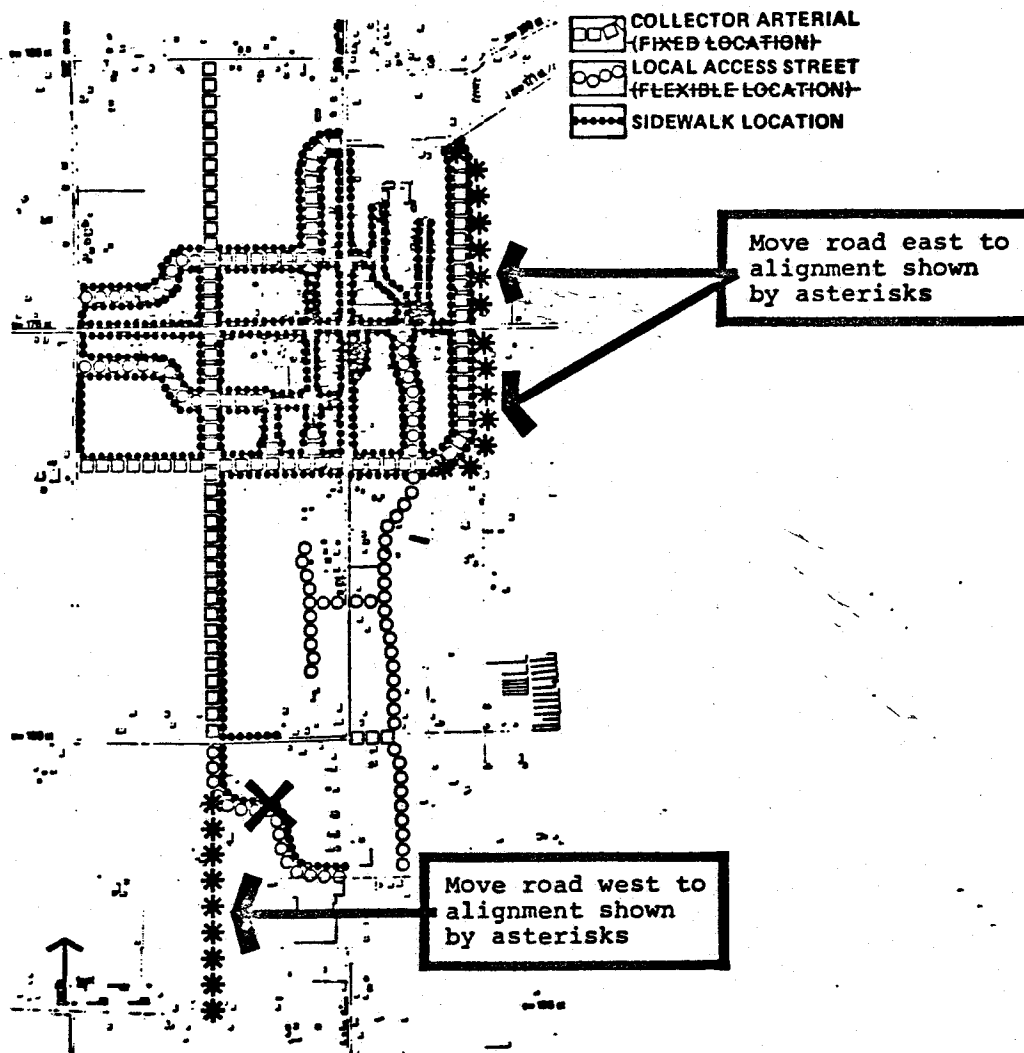
Sidewalks(con.)

The map, below, indicates where new sidewalks with street trees should be developed. The sidewalks shown would be developed in one of three ways:

- o By King County as part of a capital improvement project
- o By King County and property owners as part of a local improvement district project, or
- o By property owners as a condition of new development.

Basically, these improvements should be developed on all street frontage adjacent to multi-family, commercial, or public/institutional development. Sidewalks should be developed ~~on~~ at least on side of streets in industrial areas. In areas where sidewalks exist, some minor improvement or tree planting may be all that is needed.

The sidewalk network will link residential areas, industrial developments and the business district.



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Briefly, LID's are often appropriate when property owners want to undertake a major improvement. Generally, a portion of the project is paid for by property owners, based on the percentage of the project which abuts their property. When 60% of the owners agree to participate, the LID is formed. One benefit of this method is that the property owners, together, pay only about 50% of the total project cost. The remainder may come from county road funds or federal grants. Costs can also be spread over a period of up to 20 years, resulting in a low per year cost to each

Amendment No. 9

Page 47: modify the table of capital projects, indicating that Project 1 Phase 1 is a priority 2 project and that Project 1 Phase 2 is a priority 1 project, as shown below.

Implementation

The future form of the town of Vashon will be significantly affected by specific projects and by the actions of individual property owners. In some instances, property owners will bear the responsibility for voluntarily upgrading their property to the proposed development guidelines. In other cases, conformance to these guidelines would be required as a condition of site plan (building permit) review. Other implementation methods, such as local or road improvement districts, require the cooperation and support of the property owners who desire these improvements.

An improved business district requires a dedicated coalition of business people and property owners. It is their support, or lack of it, which will determine the future form of the town of Vashon.

Projects, Priorities, Responsibilities and Costs

This section contains the estimated cost of the various capital projects and their relative priority. It also indicates responsibility for implementing these projects.

The varying availability of funding may affect the starting dates of these projects. For this reason, no time frame is indicated. The priority of each project is the key element.

Estimated costs are preliminary. As these projects near implementation a more detailed analysis of soils, drainage, specific design elements, required right-of-way, etc. would be done by the responsible agency. This additional information could change the scope of work and the project cost.

Capital Projects

1. Develop an improved sidewalk system within the town of Vashon. Phase 1 would occur along both sides of 99th Ave SW and would extend from Ober Park on the north to approximately 170' south of SW 178th St. Phase 2 would provide sidewalks along portions of SW 174th St, 98th Way SW, SW 176th St, 100th Ave SW and SW 178th St.
2. Acquire and develop a park site near the center of the business district, adjacent to 99th Ave SW between SW 174th St and SW 176th St.
3. Define the entrances to the business district: on the north; at about SW 182nd St on the south; at about 103rd Ave SW, if extended, on the east; and at SW 176th St on the west; and a parking area at about SW 171st St and 99th Ave SW.
4. Provide a parking improvement by upgrading on-street parking along SW 176th St, directly west and east of 99th Ave SW.

Modify Priorities As Shown

| PROJECT | PHASE | priority | | | resp. | est. cost | notes |
|---------|-----------|----------|---|---|------------------------|-----------|--|
| | | 1 | 2 | 3 | | | |
| | 1 PHASE 1 | * | * | | KC DPW PROPERTY OWNERS | 245,000 | Developed by King County Dept. of Public Works, Funded in part by an LID |
| | 1 PHASE 2 | * | * | | KC DPW PROPERTY OWNERS | 192,000 | Developed by King County Dept. of Public Works, Funded in part by an LID |
| | 2 | | * | | KC DPW KC PARKS | 325,000 | Developed By King County Dept. of Public Works and Parks Division |
| | 3 | | | * | KC DPW | 6,000 | Developed by King County Dept. of Public Works |
| | 4 | | | * | KC DPW | 27,000 | Developed by King County Dept. of Public Works. |

Page 47: modify the table of capital projects, indicating that projects 1, 2, 3, and 4 may be funded all or in part by a grant or LID, as shown below.

Implementation

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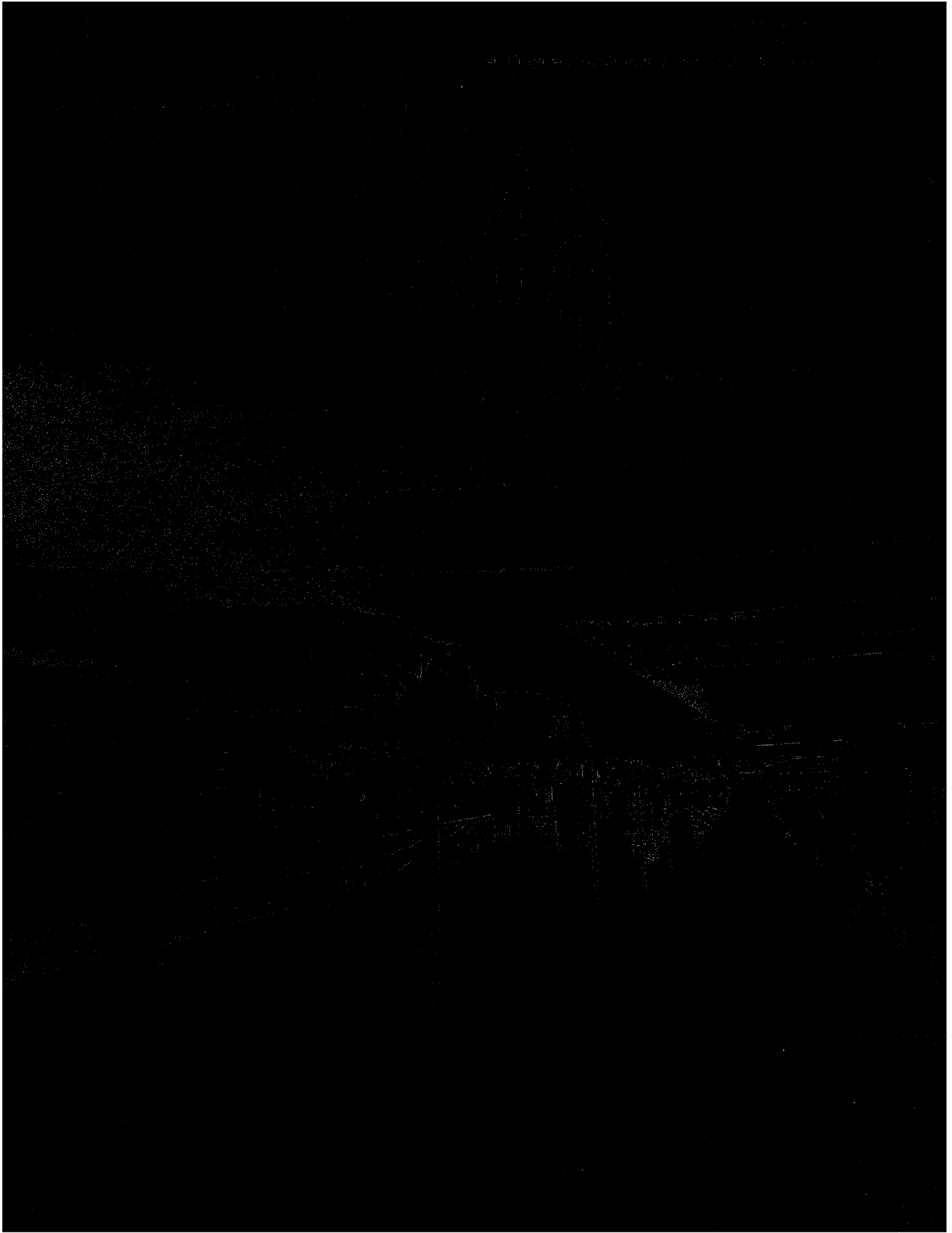
The varying availability of funding may affect the starting dates of these projects. For this reason, no time frame is indicated. The priority of each project is the key element.

Estimated costs are preliminary. As these projects near implementation a more detailed analysis of soils, drainage, specific design elements, required right-of-way, etc. would be done by the responsible agency. This additional information could change the scope of work and the project cost.

Capital Projects

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2. Acquire and develop a park site near the center of the business district, adjacent to 99th Ave SW between SW 174th St and SW 176th St.
3. Add text: May be funded all or in part by a grant or LID. and pavement markings at about SW 171st St and 99th Ave SW 9th Ave SW on the south; at about 103rd Ave SW, if extended, and SW 176th St on the east.
4. Add text: May be funded all or in part by a grant or LID. parking along SW 176th St, directly west and east of 99th Ave SW

| PROJECT | | priority | | | resp. | est. cost | notes |
|---------|-----------|----------|---|---|------------------------|-----------|--|
| | | 1 | 2 | 3 | | | |
| PROJECT | 1 PHASE 1 | * | | | KC DPW PROPERTY OWNERS | 245,000 | Developed by King County Dept. of Public Works, Funded in part by an LID |
| | 1 PHASE 2 | | * | | KC DPW PROPERTY OWNERS | 192,000 | Developed by King County Dept. of Public Works, Funded in part by an LID |
| | 2 | | * | | KC DPW KC PARKS | 325,000 | Developed By King County Dept. of Public Works and Parks Division |
| | 3 | | | * | KC DPW | 6,000 | Developed by King County Dept. of Public Works |
| | 4 | | | * | KC DPW | 27,000 | Developed by King County Dept. of Public Works. |



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Introduction

The town of Vashon Business District Development Guide is the result of a special study of the Vashon business district. The study was requested during work on the Vashon Community Plan, adopted June 15, 1981. The committee which helped formulate the community plan realized that some additional study was necessary to address the needs of the town of Vashon.

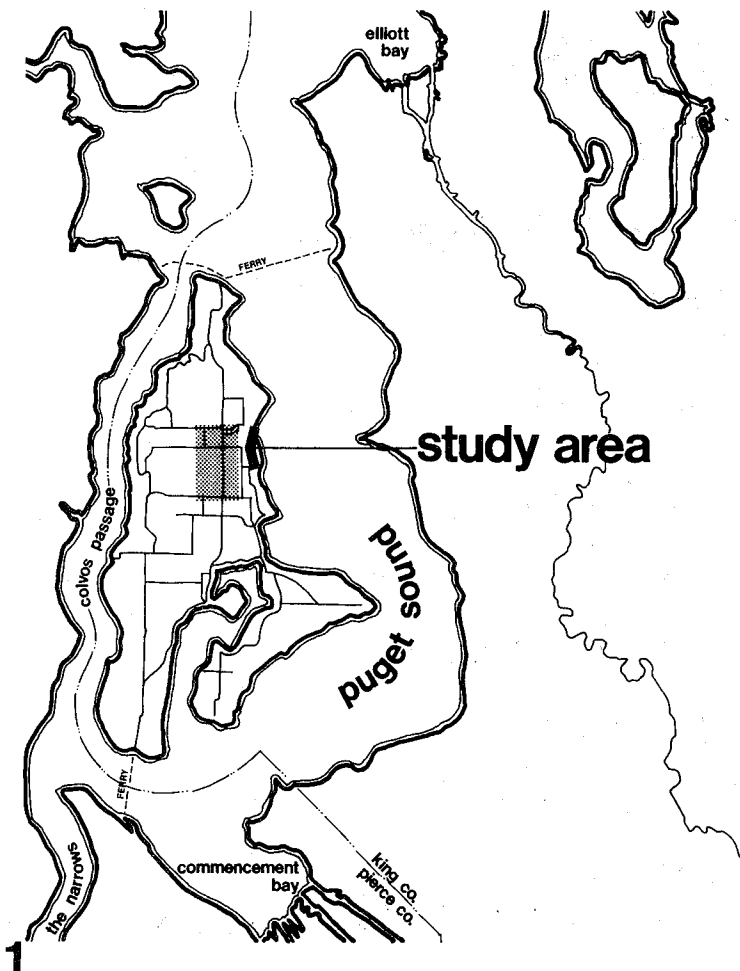
This development guide is one of a series of studies directed at improving unincorporated business districts within King County. A primary goal of this development guide is to improve the function and appearance of the commercial area. Capital improvements and guidelines for new development are included. Major elements of this development guide are proposed traffic improvements, additional landscaping and better pedestrian facilities.

Community review and support of these proposals is important; some projects will require partial funding by the community. After public review of the draft town of Vashon Business District Development Guide, a final proposal will be presented to the King County Council for adoption by ordinance. After it is adopted by the Council, the development guide will be used by the County Executive, Council and the Zoning and Subdivision Examiner, when making decisions about the town of Vashon.

Study Area

The town of Vashon is located around the intersection of 99th Ave. SW, Vashon's major highway, and SW 176th St. The business district generally lies within 1300' of this intersection. This development guide focuses on the needs of industrial, commercial and multifamily areas within, and adjacent to, the commercial area.

Vicinity Map



The Vashon Community Plan

The town of Vashon Business District Development Guide builds on the adopted Vashon Community Plan. The community plan makes recommendations on land use, utilities, transportation, and parks and recreation needs for the entire Island. In addition, a companion document, the Vashon Community Plan Area Zoning, defines specific zoning categories for each parcel of property on Vashon. This development guide uses this information as a basis for further analysis.

This study was requested by the Vashon Community Plan Committee during their work on the community plan. Their request was made in the form of a special recommendation which is reprinted below:

- o As a follow-up to the Vashon Community Plan, King County should undertake a business district study of commercial and industrial areas in and near the town of Vashon.

Recommendations about certain aspects of development within the town of Vashon were also included in the community plan. The recommendation which relates to this study is reprinted below.

- o When providing transportation access to the site, access points along the Vashon Highway and 176th St. should be consolidated and limited in number.

This business district study also considers development on industrial properties adjacent to the town of Vashon. The community plan provides policies which relate to industrial development. The policies are reprinted below.

V-25 INDUSTRIAL DEVELOPMENT SHOULD HAVE ADEQUATE ACCESS TO THE VASHON HIGHWAY, BUT IT SHOULD NOT OCCUR IN A STRIP ALONG THE HIGHWAY.

V-26 FUTURE INDUSTRY SHOULD BE DEVELOPED IN A MANUFACTURING PARK SETTING AND SHOULD NOT EXCEED LIGHT INDUSTRIAL USES.

The following guidelines for Industrial Development are also an adopted part of the community plan, and provide direction for future development within the industrial area.

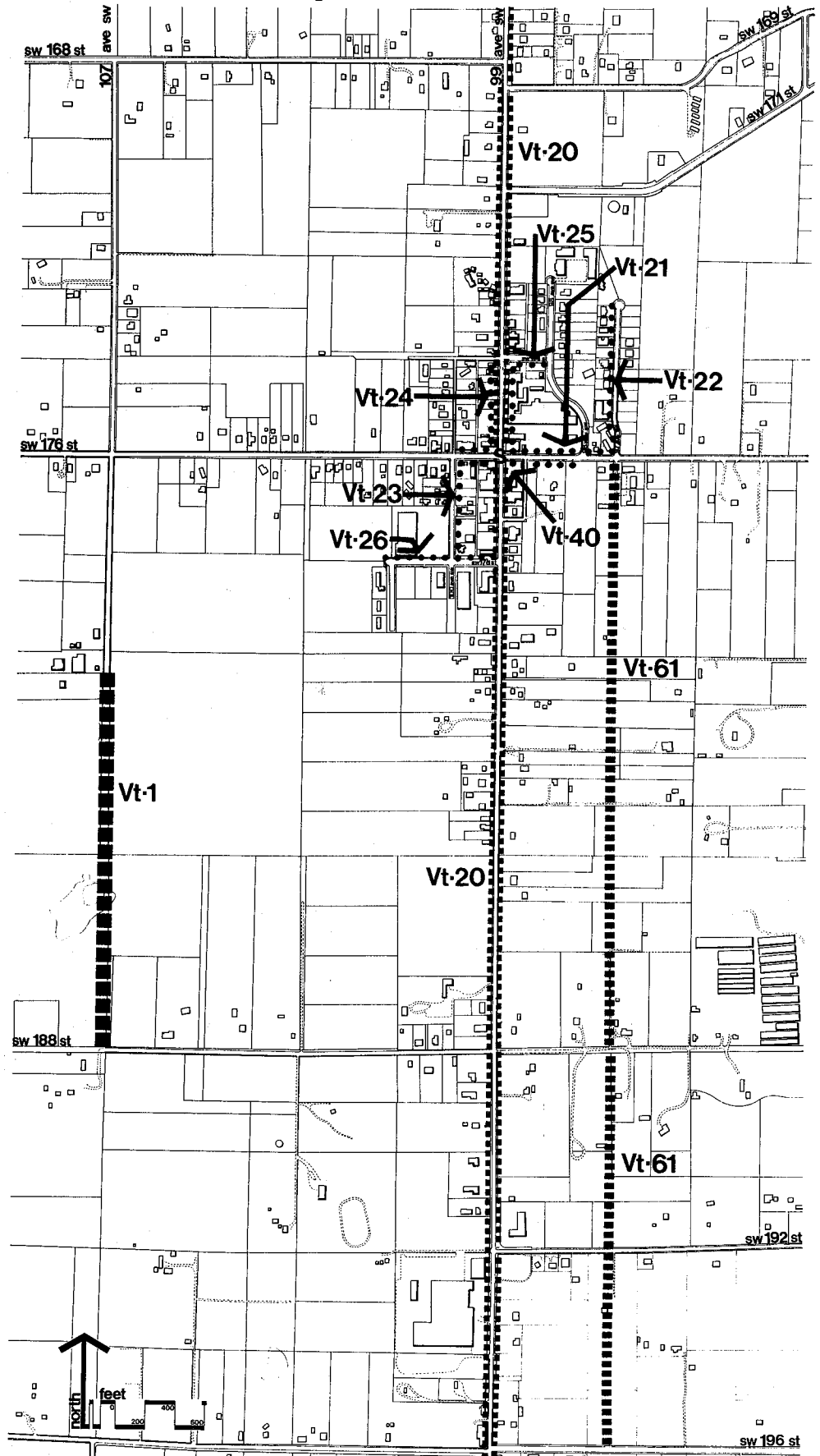
- o Surrounding uses, particularly residential, should be buffered from industrial development by landscaping, architectural barriers and/or required setbacks. Adequate buffering is especially important since industrial uses may be located adjacent to multifamily and single family residential development. In addition to required landscaping, where industrial development abuts areas zoned for residential use, a setback of 100 feet from residential property lines should be required. The application of this setback should be reviewed on a case-by-case basis. This requirement should not be imposed when this setback would make a lot unbuildable due to its shape or size.
- o Parking areas or outdoor storage should not be allowed within the required zoning setback along all public roads.

The following are also adopted guidelines and should apply to those properties with potential M-P* zoning along the island highway (99th Ave. SW) only.

- o All new buildings should be required to set back a minimum of 100 feet from the highway. The purpose of this requirement is to minimize strip development along the highway. A P-suffix should be applied to these properties at the time the M-P zoning is granted to ensure that this criterion is met. (This requirement would not apply to any existing structures.) Existing County regulations also require a 25' landscaping strip.
- o Joint access and combined access along 99th Ave. SW should be encouraged. All industrial properties along 99th Ave. SW should be required, when possible, to provide right-of-way for future access off 103rd Ave. SW, minimizing the number of access points along the highway. When 103rd Ave. SW is constructed, access off this road is encouraged rather than off the highway. The development of this road is not included on the plan's list of recommended transportation capital improvement projects. The construction of 103rd Ave. SW should occur through road establishment procedures when the land is developed following adoption of this Plan.

* See page 7 for a further description of potential zones.

Recommended Capital Improvements



Existing Zoning

A companion document to the community plan, the Vashon Community Plan Area Zoning, was adopted in June, 1981. This document modified the zoning of several properties within the town of Vashon. This zoning is shown on the map, opposite. The zoning synopsis, below, describes the zoning categories found in the town of Vashon.

In addition to the particular zoning categories shown here, a number of "potential" zones were applied to these properties. These "potential" zones recognize the suitability of a location for a future type of use. The specific potential zones are further described on the following pages.

Zoning Synopsis

BC- Community Business Classification

Provides for the grouping of similar type enterprises including recreation, entertainment and general business activities, but excluding uses relying on outdoor sales. It is a further objective to concentrate a maximum variety of facilities as a contribution to the convenience of shoppers and patrons on a community-wide basis. Dwelling units are excluded from this classification.

BC-Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 3 times lot area
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.

CG-General Commercial Classification

Provides for the grouping of enterprises which may involve some on-premise retail service but comprised primarily of those with outside activities and display or fabrication; assembling including manufacturing and processing in limited degree. These uses, if permitted to locate in strictly on premise retail and service areas, would introduce factors of heavy trucking and handling of materials that destroy the maximum service and attraction of strictly retail areas. With the exception of trailer parks, dwelling units are not permitted.

CG-Dimensional Standards

lot coverage: 100 percent
permitted floor area: not more than 3½ times lot area
height: 35 feet. Height may be increased 1' for each additional foot of side and rear yards.

BR-C Mixed Business Residential Use, Community Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of community business areas.

BR-C - Dimensional Standards

minimum lot area: 900 sq. ft., except that mixed use developments which meet certain conditions may reduce lot area to 450 sq. ft.
permitted floor area: two times the square foot area of the buildable portion of the lot; except projects that enclose all required parking may build six times the square foot area of the buildable portion of the lot.
lot width: 60 feet

BR-N Mixed Business - Residential Use, Neighborhood Scale

Provides for the location of mixed commercial (i.e., retail and office) and residential use projects, for increased diversity in opportunities for desirable housing, and increased vitality of neighborhood business areas.

BR-N - Dimensional Standards

min. lot area: 2400 sq. ft.
permitted floor area: one and one-half times the square foot area of the buildable portion of the site; except projects that enclose all required parking may build two times the buildable square foot area of the site.
lot width: 60 feet
height: no maximum, but when a building exceeds 35 feet in height the portion of the building above 35 feet shall be setback one foot from each property line for each foot of height.

ML Light Manufacturing Classification

Provides for the heavier general commercial uses and for industrial activities and uses involving the processing, handling and creating of products, research and technological processes as distinguished from major fabrication. These uses are largely devoid of nuisance factors, hazard or exceptional demands upon public facilities or services.

ML - Dimensional Standards (except adjacent to R or S zones)

lot coverage: 100 percent
permitted floor area: not more than 2½ times lot area
height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards

MP Manufacturing Park Classification

Provides for industrial areas of high standards of operational development and environment. Standards of intensity of use and standards of external effects which will minimize traffic congestion, noise, glare, air and water pollution, fire and safety hazards are established in this classification.

MP - Dimensional Standards

street property line setback: 50 feet
side and rear yard setback: 20 feet
permitted floor area: not more than 2½ times lot area
height: 45 feet. Height may be increased 1' for each additional foot of side and rear yards.

RM 2400 Medium Density Multiple-Dwelling Classification

Establishes areas permitting a greater population density while maintaining a residential environment consistent with such density.

RM 2400-Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 50 percent
side yard: 5 feet
front yard: 20 feet; key & transitional lots 15 feet
rear yard: 5 feet for dwelling units
lot area/dwelling unit: 2400 sq. ft.
height: 30 feet. Non residential buildings and structures may be increased by 1' for each additional foot of side yard to a maximum of 50 feet.

RM 1800 High Density Multiple-Dwelling Classification

Provides a higher density for the accommodation of those who desire to live in a residential atmosphere without the necessity of individually maintaining a dwelling unit.

RM 1800- Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 50 percent
front, side & rear yards: same as RM 2400
lot area/dwelling unit: 1800 sq. ft.
height: 35 feet. Height may be increased 1' for each additional foot of side yard




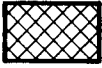




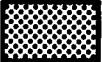
RM 900 Maximum Density Multiple-Dwelling Restricted Service Classification

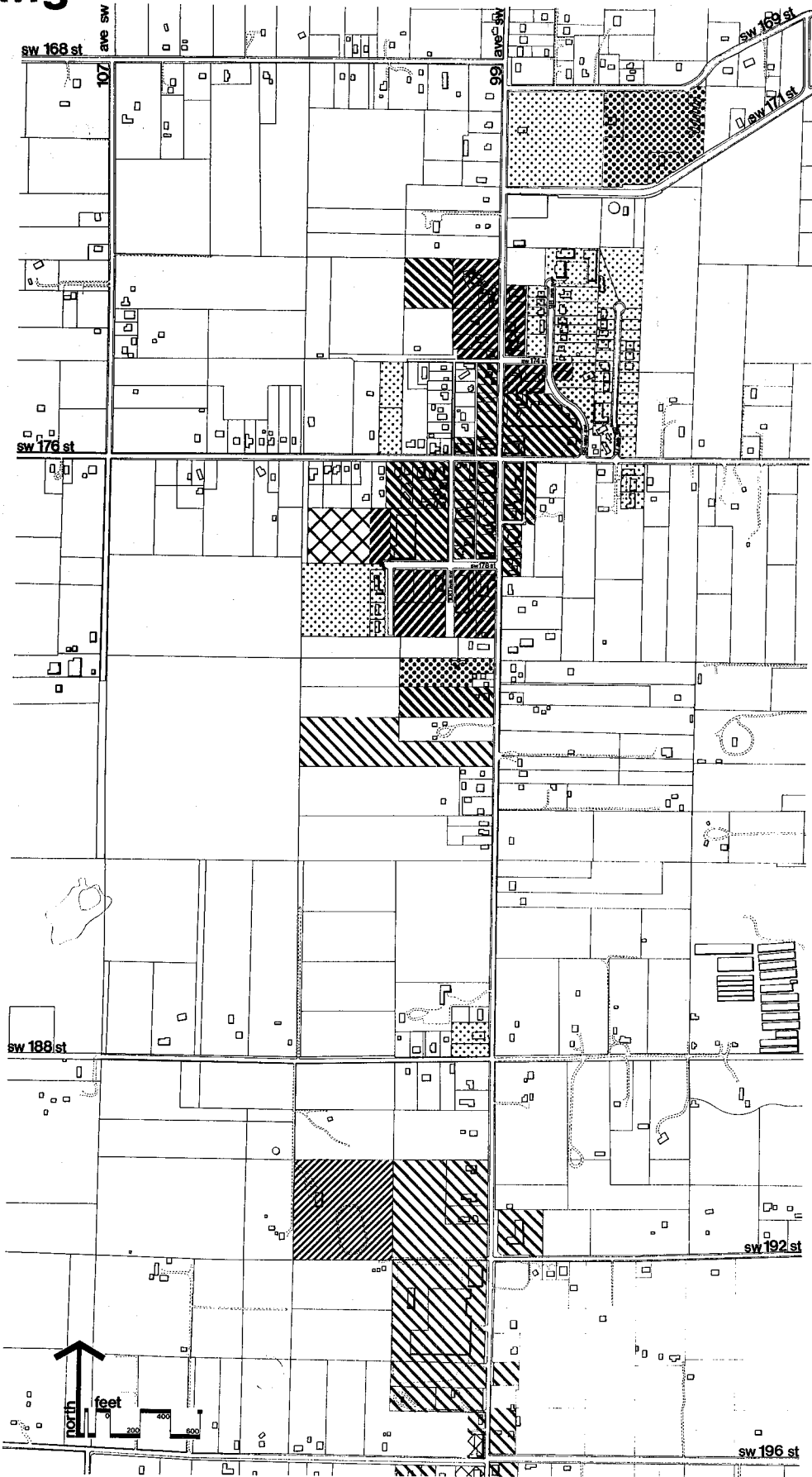
Establishes areas permitting the maximum population density and also permits certain uses other than residential, e.g., medical, dental, social services and certain professional offices.

RM 900- Dimensional Standards

min. lot area: 7200 sq. ft.
min. lot width: 60 feet
lot coverage: 60 percent for residential uses
front, side & rear yards: same as RM 2400
permissible floor area: two times the area of lot; does not apply to dwelling units if the only use on the lot
lot area/dwelling unit: 900 square feet
height: 35 feet. Height may be increased 1' for each additional foot of side yard.

Existing Zoning

-  BC
-  CG
-  BR-C
-  BR-N
-  MP
-  ML
-  RM 2400
-  RM 1800
-  RM 900



Potential Zones

The map, opposite, depicts the potential zones which have been placed on properties within the town of Vashon. The King County Code (KCC 21.46.060) in part , states:

“The designation of a potential zone is based upon a recognition of the impracticability of precisely zoning such property for the indicated future types of use until such lands are designed and planned for such use in detail so as to establish location and dimensions of any parking areas, building sites and similar features pertinent to zoning and possible location, dimensions and alignment of streets, alleys and other public facilities.”










A large number of properties within the business area have had a potential zone placed on them. Potential zones typically allow a higher use than the “outright” zoning. Often, additional improvements to the property are necessary before development under the potential zone becomes possible. The need for additional improvements is often based on the impacts associated with a higher level of development.

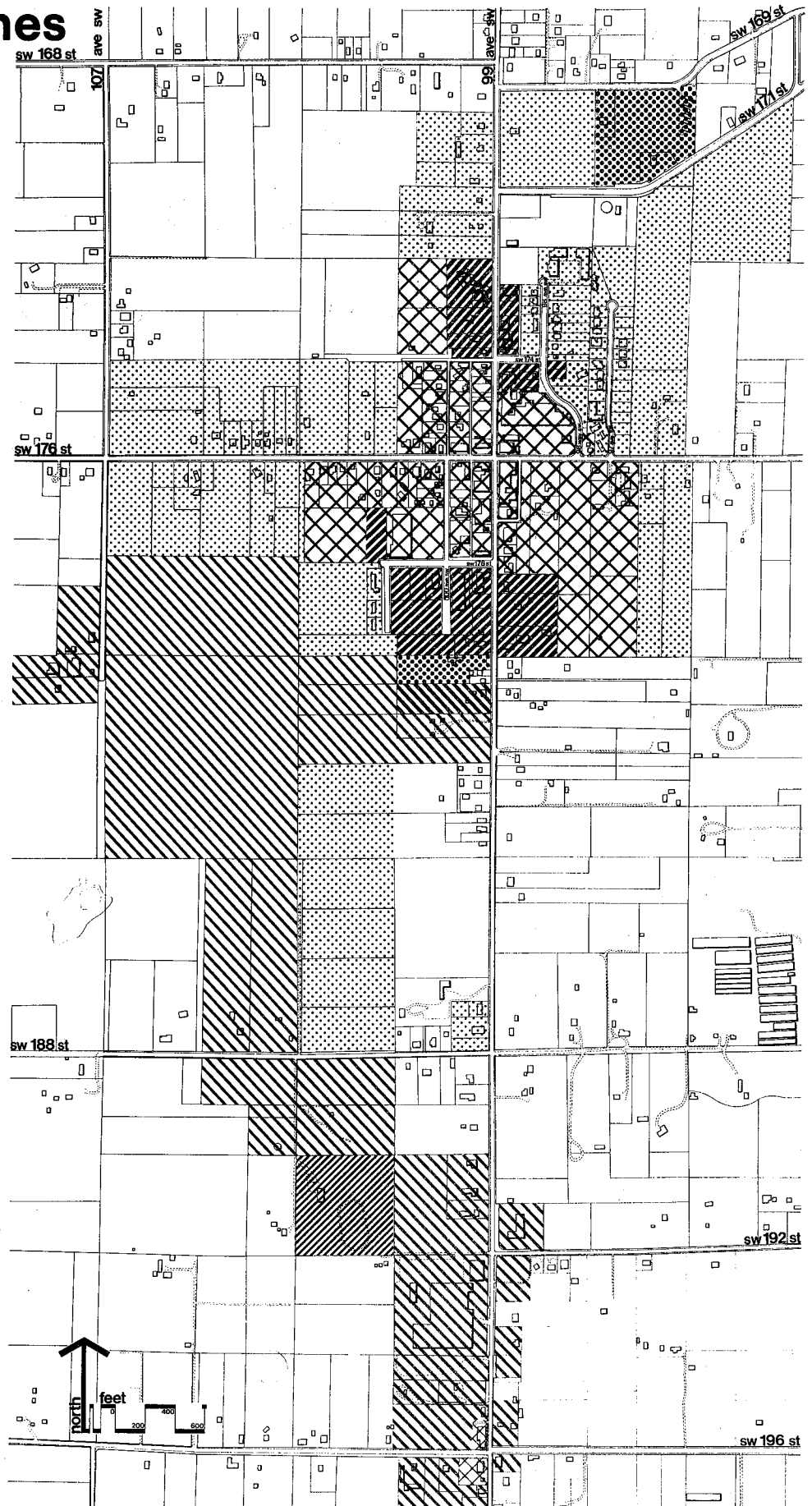
For example, approximately 136 acres of land within the town of Vashon was given potential RM-2400 zoning. This property, if developed at its maximum density, could result in as many as 2450 new dwelling units. Typically, one multifamily residential unit will generate six automobile trips per day. If this typical traffic generation rate occurred on Vashon, full development of these properties could result in 14,700 more automobile trips per day within town.

When building activity is high on Vashon, about 40 new dwelling units are built each year. In 1981, only 14 building permits were issued for residences on Vashon. At this rate of development, change will occur slowly on the Island. However, facilities that are adequate to serve this possible level of development need to be planned for.

The development guideline section, pages 39 to 46, proposes a number of improvements which should be provided as a condition of new development. These improvements would be provided by the property owner when their property is developed. These guidelines will help ensure that new growth will be compatible with the existing business district.

Potential Zones

-  CG
-  BC
-  BR-C
-  BR-N
-  MP
-  ML
-  RM 2400
-  RM 1800
-  RM 900



Analysis

Community Concerns

Questionnaires were distributed at the beginning of this study to identify the concerns of area business people and residents. Questionnaires were distributed to the 102 businesses within the study area. 73 or about 72% responded. The results of this questionnaire established that:

- o There is about 142,000 sq. ft. of commercial space in the town of Vashon,
- o 7% of the businesses have plans to expand, and
- o 75% of those who must relocate would like to remain in the area.

Business people felt that the five worst problems in town were:

- o Insufficient space,
- o Lack of marketing or advertising of the business district,
- o Poor customer service access,
- o Poor site environment, and
- o Buildings in poor condition.

Business people indicated that the following improvements, would have the greatest benefit to the entire area:

- o More parking,
- o Better Landscaping,
- o Improved sidewalks,
- o Improved traffic circulation, and
- o A stronger business district identity.

Town of Vashon

344-7600

BUSINESS DISTRICT STUDY

QUESTIONNAIRE

Name of Business _____

Address _____

Your Name _____

Your Position In The Business _____

Building(s) _____

Does your firm: Own _____
Lease _____
Rent _____

1. How much floor area does your business occupy?
Approximately _____ sq. ft. (please include storage, basements, office space, etc.)
2. Does your business have definite plans to expand at your present location?
Yes _____ No _____
3. Are you planning to leave your present location?
Yes _____ No _____. If yes, when (year)? _____. And for what reason? _____
- Will you relocate in the area? Yes _____. No _____.
4. In what ways do you feel your present location is not satisfactory for your business? Below are listed a number of problem areas. Please mark the five factors that you consider most critical.
 - _____ Present building functions poorly
 - _____ Present building in poor condition
 - _____ Poor customer access
 - _____ Poor service access
 - _____ Poor site environment (noise, litter, etc.)
 - _____ Insufficient space (circle type)
 - _____ Office
 - _____ Sales/Production
 - _____ Shipping/Receiving
 - _____ Parking
 - _____ Storage
 - _____ Too few or wrong mix of businesses
 - _____ Lack of marketing or advertising of the business district
 - _____ Insufficient local market to support business
 - _____ Other (please specify) _____

5. How do you feel the following improvements would affect the overall quality of the business district. Please mark the five factors that you feel would have the greatest benefit.

- _____ Improved sidewalks
- _____ Improved traffic circulation
- _____ Better transit service
- _____ New street lighting
- _____ Sign control (advertising signs)
- _____ Better landscaping
- _____ More parking
- _____ More concentration of the shopping area
- _____ Stronger business district identity

6. What single improvement do you feel would provide the greatest benefit to the business district? _____

7. Could your business share some of the cost of the improvements mentioned above? Yes _____ No _____.

8. Which of the funding sources, below, do you feel would be most appropriate?

- _____ Independent merchant financing
- _____ Local improvement district (L.I.D.)
- _____ Fund raising campaign or bond issue
- _____ Federal grants
- _____ Other (please specify) _____

9. Which types of technical assistance would be most helpful to your business?

- _____ Educational business seminars
- _____ Loan packaging
- _____ Accounting
- _____ Marketing
- _____ Management
- _____ Strengthening of your business organization

• Thank you for your help and cooperation.

• This questionnaire may be mailed to:

Department of Planning and Community Development
Division of Planning
King County Courthouse
516 - 3rd Avenue
Seattle WA 98104

• Please feel free to list any further comments: _____

(OVER)

A similar questionnaire was mailed to the approximately 3450 households on the Island. 274, or about 8% responded. This statistical basis established that:

- o The median income for island residents is about \$22,000 a year per household,
- o 21.5% have incomes over \$35,000 a year,
- o Island residents buy a majority of their food, lumber/hardware, drug store items and gas/auto parts on the island, and
- o Island residents buy a majority of their clothing and household furnishings off the island.

In addition, island residents indicated that they shop on the island for convenience and off the island for better variety and price. A further discussion of these shopping habits and their affect on the town of Vashon can be found in the Retail Market Study Section, pages 17 and 18.

When island residents were asked to identify improvements that would make town of Vashon a better place to shop they mentioned:

- o Better landscaping,
- o Better transit service,
- o Better sidewalks/crosswalks,
- o More parking, and
- o Better traffic circulation.

In general, residents and business people agree on what is necessary to improve the town of Vashon. The results of these questionnaires, along with information gathered at public meetings, forms the basis for the specific projects and development guidelines described in the section Recommendations.

resident questionnaire

1. Please circle the figure which most closely approximates your households annual income.

- | | | | |
|---|------------------|---|------------------|
| 1 | Under 5,000 | 5 | 20,000 to 25,000 |
| 2 | 5,000 to 10,000 | 6 | 25,000 to 30,000 |
| 3 | 10,000 to 15,000 | 7 | 30,000 to 35,000 |
| 4 | 15,000 to 20,000 | 8 | Over 35,000 |

2. Please circle the amount of food you get from the following sources.

- | | | | | | |
|----|-----|-----|-----|------|------------------------------|
| a. | 25% | 50% | 75% | 100% | Grocery Store |
| | 1 | 2 | 3 | 4 | |
| b. | 25% | 50% | 75% | 100% | Co-op / Food Buying Club |
| | 1 | 2 | 3 | 4 | |
| c. | 25% | 50% | 75% | 100% | Your family garden |
| | 1 | 2 | 3 | 4 | |
| d. | 25% | 50% | 75% | 100% | Other (Please Specify) _____ |
| | 1 | 2 | 3 | 4 | |

3. Of the following items, where do you make the majority of your expenditures, on the island? Please circle On or Off.

- | | | | |
|----|-----------------------|----|-----|
| a. | Food | On | Off |
| | | 1 | 2 |
| b. | Restaurants | On | Off |
| | | 1 | 2 |
| c. | Clothing | On | Off |
| | | 1 | 2 |
| d. | Household Furnishings | On | Off |
| | | 1 | 2 |
| e. | Appliances | On | Off |
| | | 1 | 2 |
| f. | Hardware/Lumber | On | Off |
| | | 1 | 2 |
| g. | Drug Store Items | On | Off |
| | | 1 | 2 |
| h. | Gas/Auto Parts | On | Off |
| | | 1 | 2 |

4. What single reason encourages you to shop on the island? Please circle one.

- | | | | |
|---|-------------|---|---------------------------|
| 1 | Price | 4 | Variety |
| 2 | Convenience | 5 | Support of Local Business |
| 3 | Quality | 6 | Other _____ |

5. What encourages you to shop off the island?

- | | | | |
|---|-------------|---|-------------|
| 1 | Price | 4 | Variety |
| 2 | Convenience | 5 | Other _____ |
| 3 | Quality | | |

6. What other kind of businesses would you like to see locate on Vashon Island?

7. Which improvements would make the town of Vashon a better place to shop? (Please check four)

- | | |
|----|----------------------------------|
| a. | Better Sidewalks / Crosswalks |
| b. | Better Traffic Circulation |
| c. | Better Transit Service |
| d. | Sign Control (Advertising Signs) |
| e. | New Street Lighting |
| f. | Better Landscaping |
| g. | More Parking |
| h. | Pedestrian Streets / Malls |
| i. | Other (Please Specify) _____ |

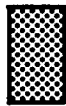
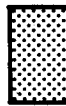


Thank you for your help and cooperation.

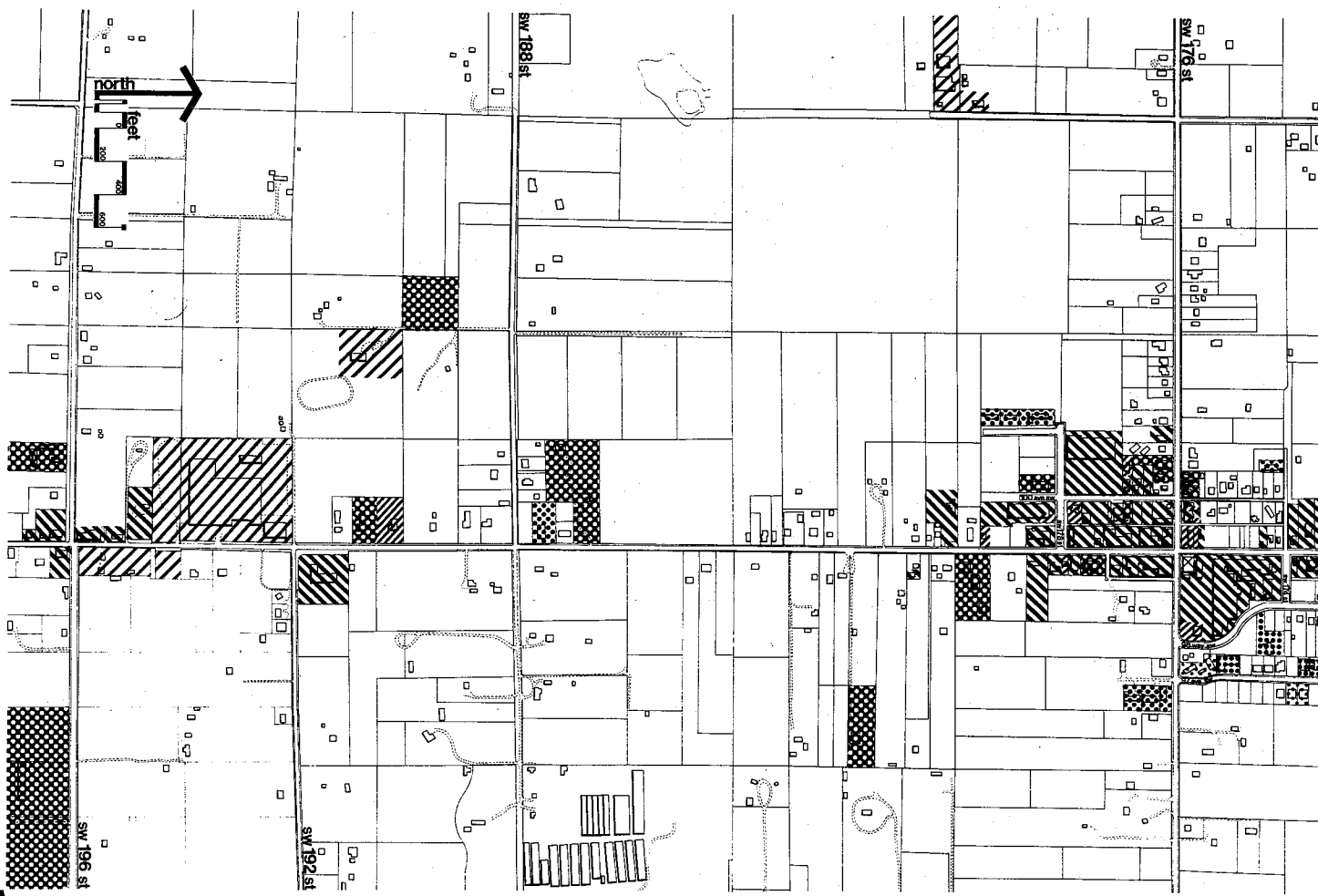
Land Use

The map, opposite, shows the current land use in the town of Vashon. Since many uses are allowed in each zoning category, this map gives a more accurate picture of the way land is used than the zoning map shown previously. One example of this difference is professional office uses, which are located in commercial zones throughout the town of Vashon.

Public facilities and parks are also shown on this map. Ober Park, which forms the northern limit of town, is a valuable resource used for many community activities.

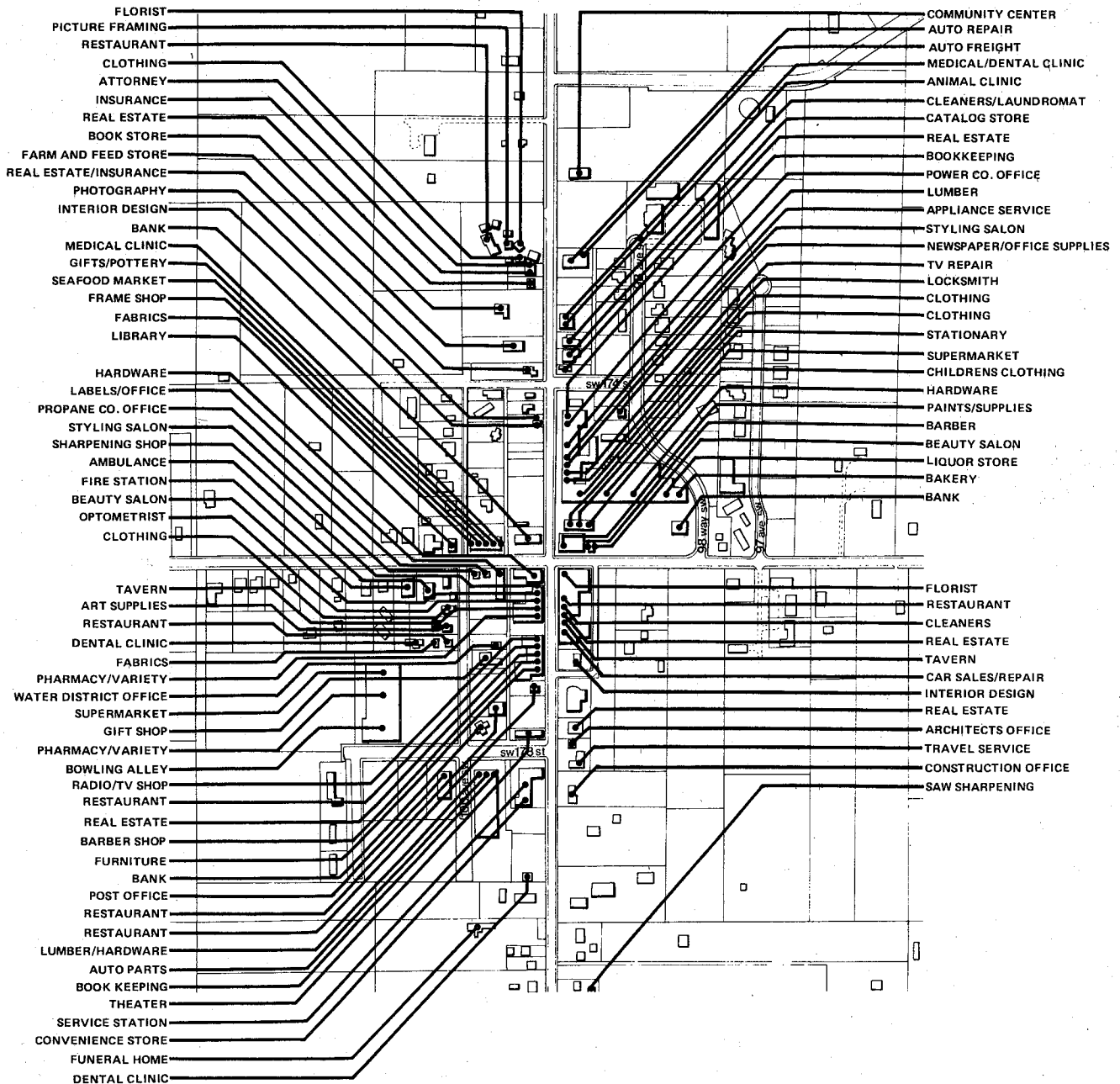
Northwest and southeast of town lie some multi-family developments. A large amount of additional multi-family property lies undeveloped in these areas. Industrial development is located south of town. This type of land use is allowed in much of the area west of 99th Ave SW.

-  MULTI-FAMILY
-  DUPLEX
-  PUBLIC/
INSTITUTIONS
-  PARKS

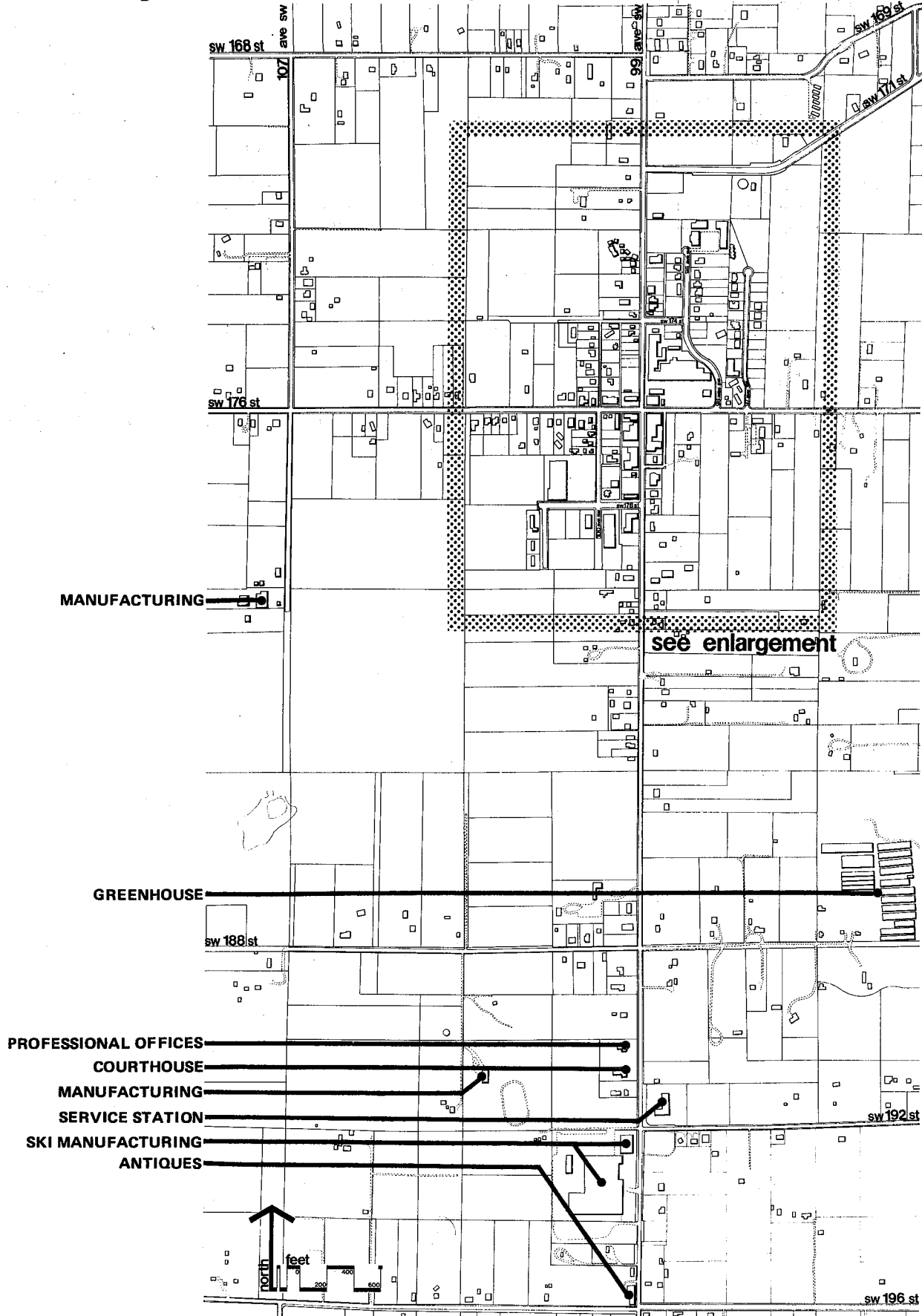


Community Businesses

The maps on these pages describe the types of businesses found within the study area. As is shown on the map, below, a large number of businesses have located northeast and southwest of town. This pattern of development is further described on the following pages.



Community Businesses



Shape of the Business District

The map, opposite, describes the current form of the business district.

The town of Vashon is a fairly compact commercial area which spans about four blocks north to south and about two blocks east to west. The area around the town becomes rural rather quickly with orchards, small farms and single family homes within three to four blocks of town.







The commercial area is strongly oriented northeast and southwest of the intersection of 99 Ave SW and SW 176st St. the main intersection in town. Less intense commercial development occurs on the other two quadrants of this intersection. Some scattered multi-family development is located adjacent to the commercial area.

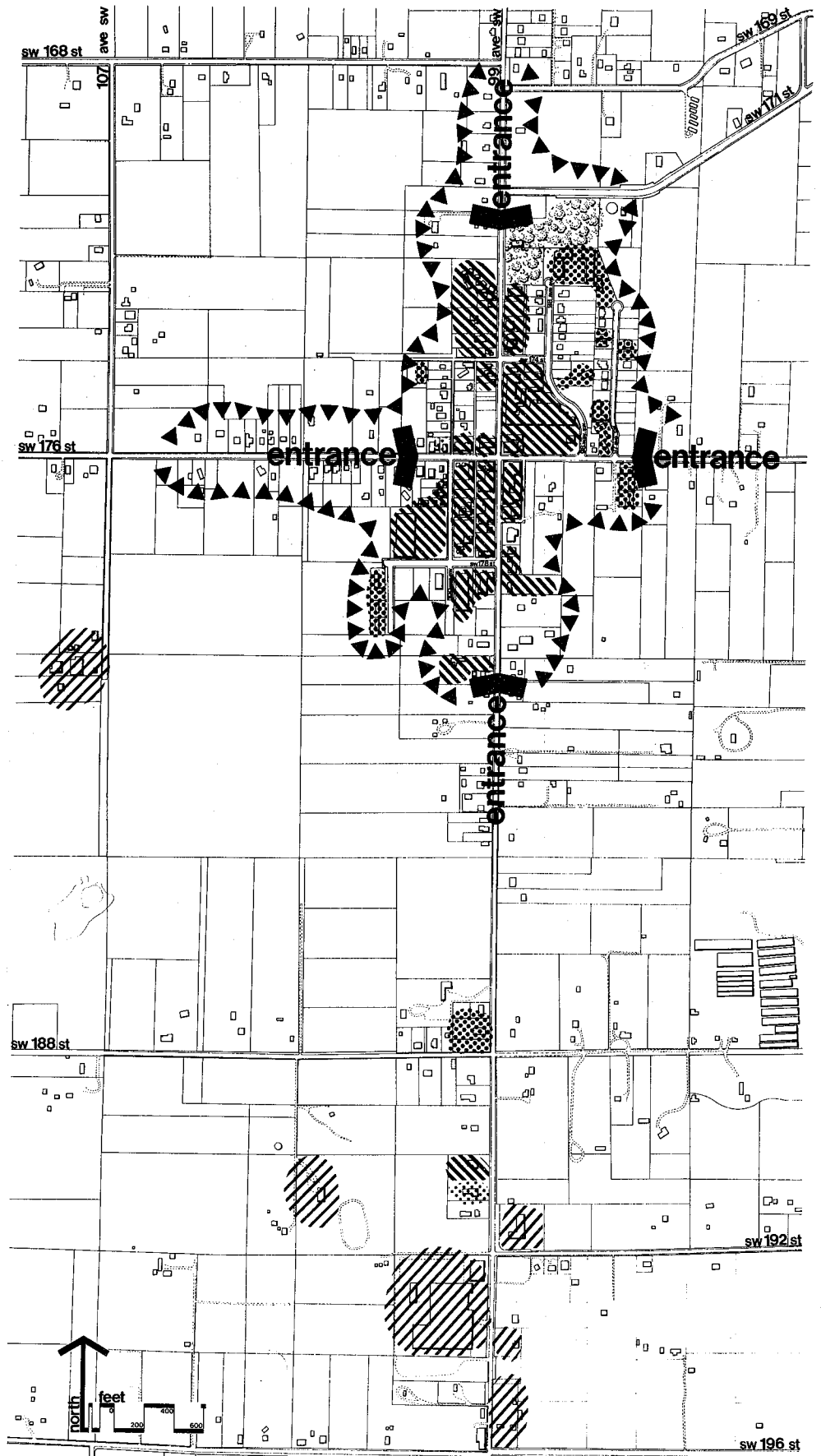
As shown previously, zoning around the town allows more intense development than that which exists. In particular, the potential zones described on page 7, when developed, will have a significant affect on the form of the business district.

If necessary improvements are provided as development occurs, the changing "shape" of the business district will remain compatible with existing development. Otherwise, future development may cause unexpected problems such as increased traffic conjection or an inadequate sidewalk system.

The following pages describe the market for goods and services on Vashon. The retail market study also gives an indication of how much new development can be expected in the future.

Shape of the Business District

-  COMMERCIAL AREA
-  INDUSTRIAL USE
-  PARK
-  SINGLE FAMILY EDGE
-  MULTI-FAMILY DEVELOPMENT
-  PUBLIC FACILITY



Retail Market Study

This section provides information on various characteristics of the market area and estimates present and future levels of business activity in the town of Vashon. Based on this assessment, future needs and opportunities are identified.

The Market Area

Vashon and Maury Islands make up the primary market area for the town of Vashon. This is a well defined but not totally isolated market because of the short commutes to Seattle and Tacoma. The secondary market area consists of visitors to the island.

Population and Income

The amount of retail business activity in the town of Vashon is determined by the number of people in the market area, their level of income and the way they spend their money. The partial isolation of Vashon results in a greater dependence on the primary market area for customers. Business districts on the mainland capture a consistent number of customers from their secondary market area because these people live relatively close. The town of Vashon's secondary market area consists solely of visitors, making the amount of retail activity from this group more sporadic.

The 1980 census reported a population of 7,377 on Vashon and Maury Islands. This is about a 12% increase over the 1970 population of 6,516. Between 1980 and 1990, the growth rate is projected to be 14-15% which could add another 1100 people to the Island's population.

Household size decreased from an average of 3.05 persons in 1970 to an estimated 2.5 persons in 1980. This decrease was accompanied by fewer dependents which generally results in an increase in both disposable and discretionary income.

In 1970 the median income on Vashon was \$11,367. In 1980, it was estimated to be \$22,000.

Demand and Supply Analysis

This demand and supply analysis provides business owners with the information they need to make a number of business decisions. Business owners who want to increase sales need to know if there is sufficient uncaptured demand to justify additional marketing programs or expansion of their space. Similarly, businesses looking for a new location need to know if there is enough potential in the area to justify locating there.

This analysis was completed using the following method. Businesses were grouped by type under eight different categories:

- o food,
- o food service,
- o personal services,
- o clothing,
- o home improvements,
- o home furnishings and appliances,
- o drug and variety, and
- o miscellaneous retail.

The square footage of businesses in these categories was then compiled. Supply, or sales capacity, was calculated by multiplying the square footage in these categories by an average annual sales-figure-per-square-foot. Total demand was determined by multiplying the population of the market area by an average annual-per-person expenditure for the goods and services sold by different businesses. The amount of demand was verified by using a similar method but substituting total number of households for total population, and household expenditure rates for per-person expenditures.

Businesses usually are not able to capture all of the demand from the primary market area. Depending on the type of business, the amount of capturable demand ranges from 40 to 90 percent. Information compiled from similar size shopping areas is used to determine the amount of demand that can be captured. Amounts for specific businesses may vary depending on specific market conditions.

Retail Market Study

The table below estimates the supply of, and demand for, goods and services within Vashon for 1982 and 1990. In summary, the categories of personal services, clothing, home furnishings and appliances, and miscellaneous retail currently have the best opportunity to increase sales. The categories of food and home improvements have the least opportunity for increasing business. Drug and variety stores appear strong and stable with supply just slightly exceeding demand.

| TYPE OF BUSINESS | AMOUNT OF SPACE | TOTAL SUPPLY (TOTAL SALES CAPACITY) | TOTAL DEMAND | CAPTURABLE DEMAND | EXCESS DEMAND (D) OR SUPPLY (S) | CAPTURABLE DEMAND: 1990 | COMMENTS |
|-----------------------------|-----------------|-------------------------------------|--------------|-----------------------------|--|---------------------------|---|
| FOOD | 38,700 sq. ft. | \$8,394,700 | \$7,436,000 | \$5,948,800 - \$6,692,400 | S \$1,702,300 - \$2,445,900 | \$868,500 - \$977,100 | Supply exceeds total and capturable demand. By 1990, demand will exceed current supply. Small, specialty food stores have the best opportunity for expansion. |
| FOOD SERVICE | 18,600 sq. ft. | \$1,618,300 | \$2,607,400 | \$1,303,700 - \$1,564,400 | S \$53,900 - \$314,600 | \$190,000 - \$228,100 | Total demand exceeds supply. Capturable demand is less than supply. Market conditions will likely create opportunities for additional business. |
| PERSONAL SERVICES | 2,900 sq. ft. | \$168,400 | \$420,400 | \$168,200 - \$252,200 | S \$200 - D \$83,800 | \$24,500 - \$36,800 | Total and capturable demand exceeds supply. Expansion opportunities exist for: barber/beauty shops, clothes cleaning/laundering, shoe repair and tailoring. |
| CLOTHING | 8,500 sq. ft. | \$1,125,300 | \$3,128,900 | \$1,564,500 - \$1,877,300 | D \$439,200 - \$752,000 | \$228,100 - \$273,700 | Total and capturable demand exceeds supply. Men's clothing holds the greatest potential for expansion. |
| HOME IMPROVEMENTS HARDWARE | 28,200 sq. ft. | \$2,076,200 | \$1,645,000 | \$987,000 - \$1,233,800 | S \$842,400 - \$1,089,200 | \$144,100 - \$180,100 | Supply exceeds total and capturable demand; however analysis considers retail sales only. Size and number of stores is adequate through 1990. |
| HOME FURNISHINGS APPLIANCES | 11,000 sq. ft. | \$683,700 | \$1,563,900 | \$782,000 - \$938,300 | D \$98,300 - \$254,600 | \$114,200 - \$137,000 | Total and capturable demand exceeds supply. Existing businesses have good opportunities for increased sales. |
| DRUG VARIETY | 18,000 sq. ft. | \$1,291,100 | \$1,423,700 | \$1,067,800 - \$1,139,000 | S \$152,100 - \$223,300 | \$155,800 - \$166,200 | Total demand exceeds supply. Capturable demand less than supply. Existing stores should continue to have strong sales and enjoy steady growth. |
| MISCELLANEOUS | 16,100 sq. ft. | \$336,200 | \$722,900 | \$361,500 - \$433,700 | D \$25,300 - \$97,300 | \$52,800 - \$63,300 | Total and capturable demand exceeds supply. Excellent opportunity for a new business or existing stores to add new lines such as sporting goods, photographic supplies and jewelry. |
| TOTALS | 142,000 sq. ft. | \$15,693,900 | \$18,948,200 | \$12,183,500 - \$14,131,100 | D \$562,800-\$1,187,700 S \$2,750,900-\$4,073,000 | \$1,778,000 - \$2,062,300 | |

Over the next ten years, the existing capacity of the food and home improvement categories is adequate to accommodate the additional demand generated by the projected increase in population. Expansion of businesses or opening of new ones offering personal services, clothing, home furnishings, appliances and miscellaneous retail items will likely occur during this period. Restaurants and other food service businesses should be able to increase their share of the market. The drug and variety stores currently operating will enjoy steady growth as population increases.

In general, the market study indicates that adequate demand exists for all businesses to be successful. Opportunities exist for some business to substantially increase their share of the market. During the next few years, most businesses should enjoy steady growth as the population of the islands increase.

The following pages indicate where new growth can occur.

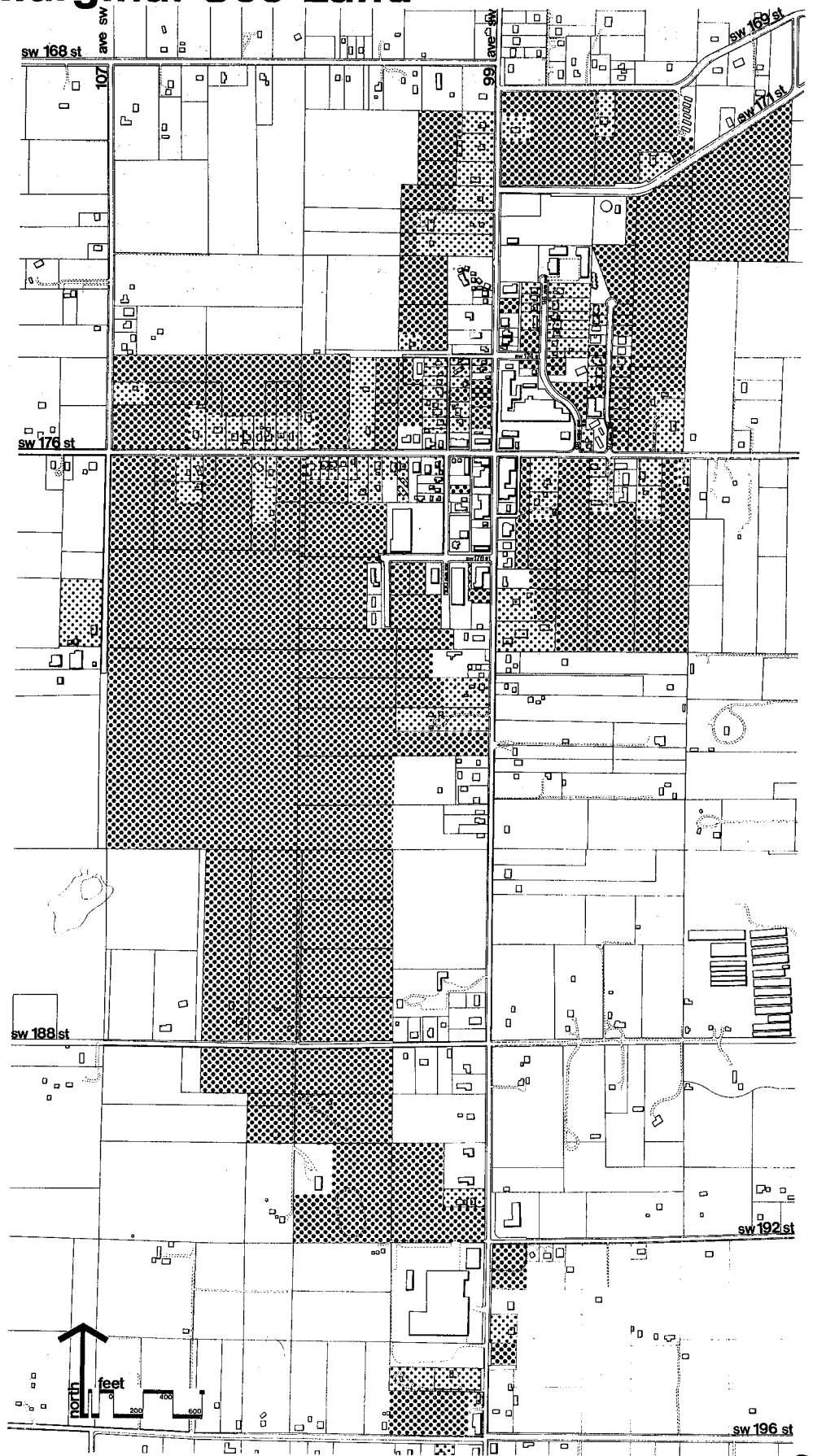
Vacant and Marginal Use Land

The map, opposite, indicates parcels of land which are vacant or marginally used. Vacant land is defined as land which is currently not built upon, but could be developed under existing zoning. Location, lack of good access, or lack of a market may have so far prevented development of vacant land. Some of these areas are currently being used as extra parking or outdoor storage. Marginal use, for the purposes of this study, describes land which has a higher potential use allowed by its existing zoning. An example would be a single family home on a lot which is zoned for commercial use. The largest amount of land that can be considered vacant or marginally used are those properties which have a potential zoning designation.

As is obvious from the map, a large amount of land in all zoning categories is available for future development. This amount of land should accommodate the growth of the town of Vashon for many years to come.

Some improvements to the auto/pedestrian circulation system will be needed when these lands develop, both to accommodate new development and to help ensure that growth compliments and supports existing developments rather than aggravating existing problems. The needed improvements generally can be accomplished as new development occurs. Guidelines for new development are further described in the section: Recommendations.

Vacant and Marginal Use Land



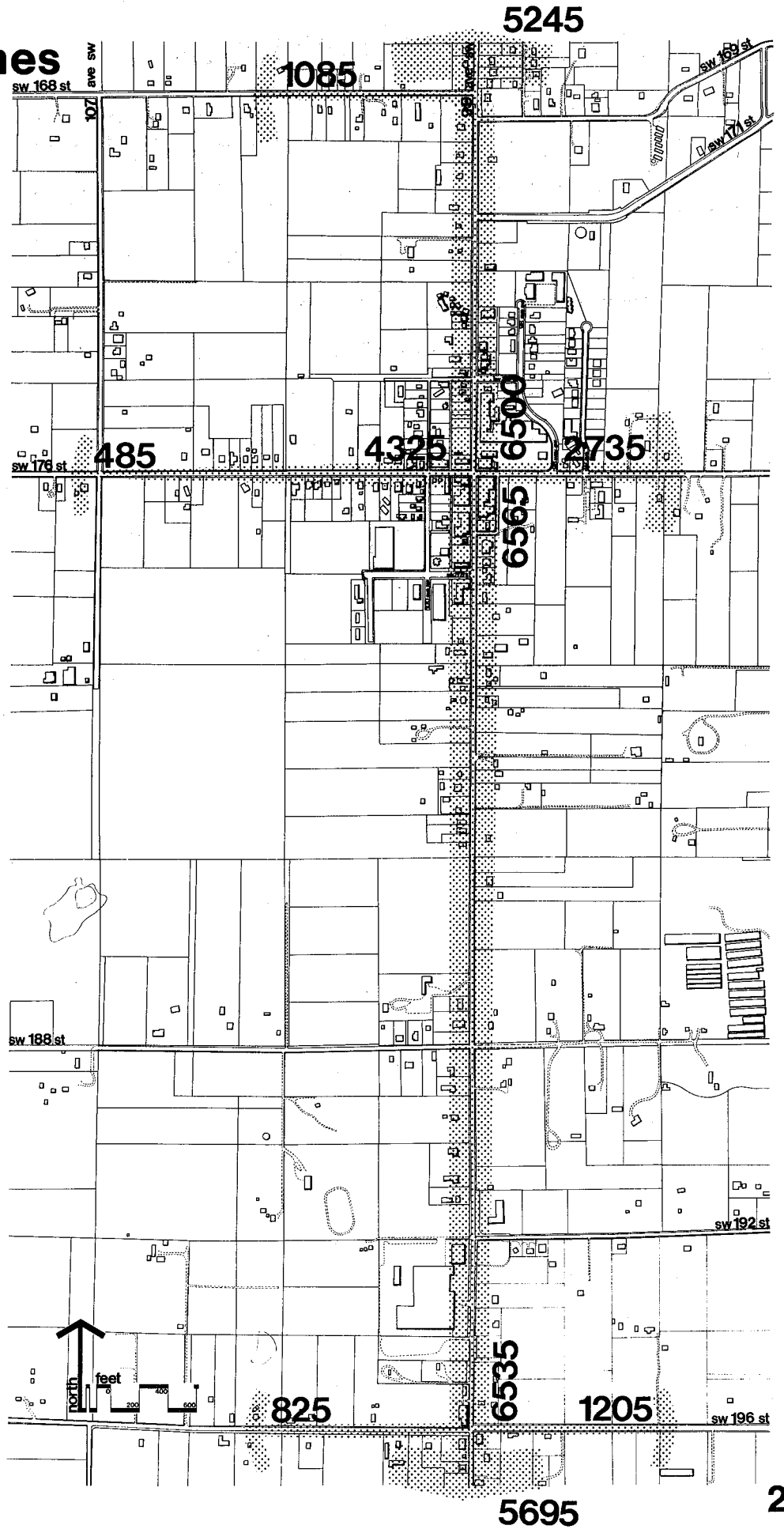
Traffic Volumes

The map, opposite, depicts current volumes of daily traffic around the town of Vashon. 99th Ave. SW is the major north-south highway on the island. As such, it carries the highest volume of traffic. SW 176th St also carries a relatively large amount of daily traffic. These two streets intersect at the center of town, making this a major point of activity. Other roads in this area are more lightly traveled, ranging from about 400 to 1200 vehicles per day.

In general, the existing street system can handle the current amount of traffic. For example, 99th Ave. SW could probably carry up to 4000 more vehicles per day, if intersections were properly designed, and still provide good service.

The major impact to the street system will occur as vacant and marginal use lands develop. In most cases, some improvements to the street system, including some new streets, will be needed to serve developing properties. These improvements will allow the street system to expand as new properties develop, ensuring that existing roads are not overburdened. Street system improvements are described in the section: Recommendations.

Traffic Volumes



Development Possibilities








The intent of this development guide is to propose capital projects and development guidelines which, when constructed, will result in an improved business district. Better function and appearance of the area is a general goal.

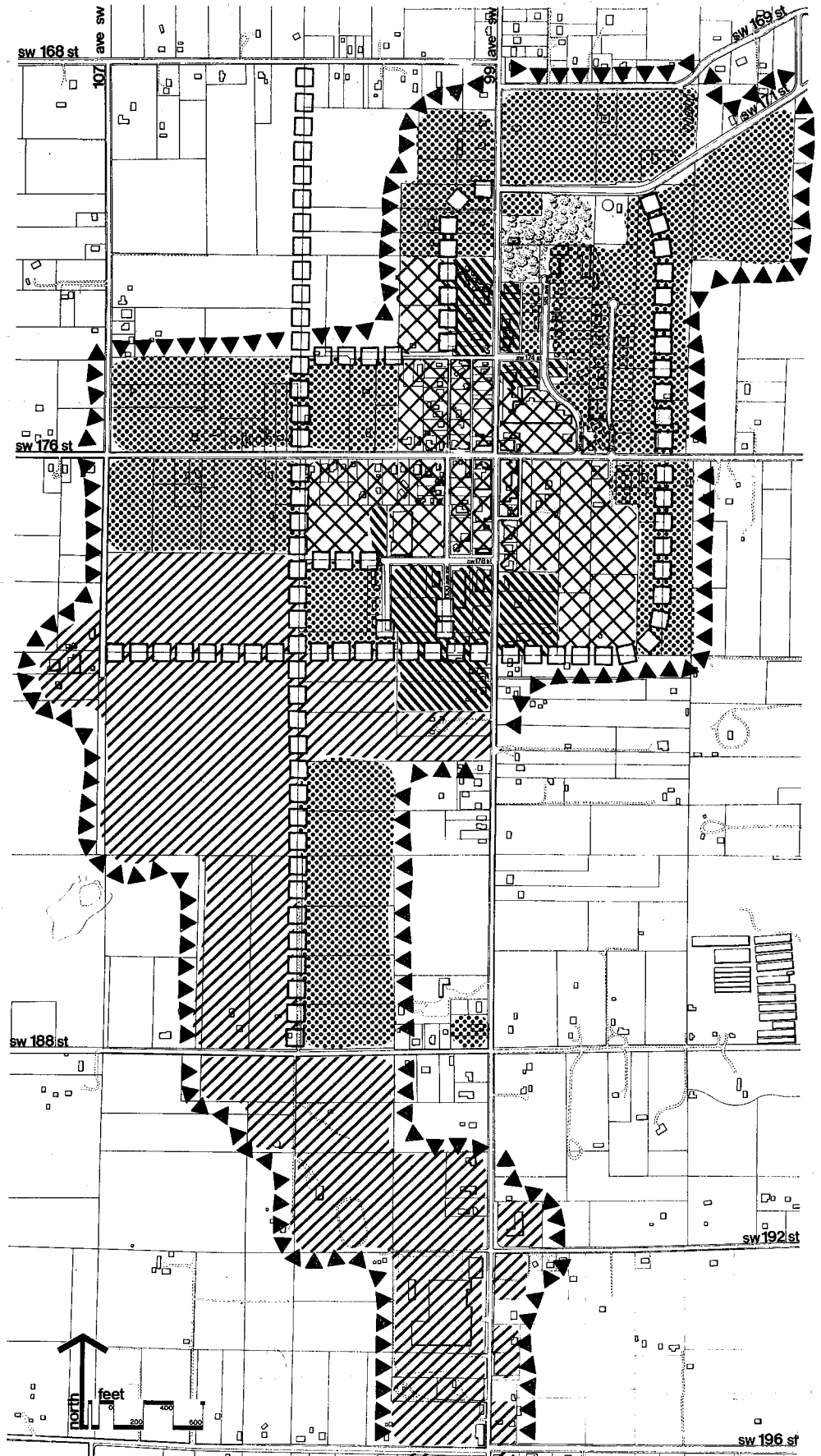
The map, opposite, depicts one way in which new development could occur. In general, these development possibilities include:

- o Providing new streets, to serve developing properties, which compliment the existing street system,
- o Improving existing sidewalks and walkways,
- o Providing new sidewalks, crosswalks and walkways where none exist,
- o Providing improved landscaping within street right-of-ways,
- o Encouraging improved landscaping on private property, and
- o Improving the identify of the town of Vashon by defining the major entrances to town.

The next section, Recommendations, describes a method of accomplishing these possibilities.

Development Possibilities

-  **COMMERCIAL DEVELOPMENT**
-  **MIXED USE DEVELOPMENT**
-  **INDUSTRIAL DEVELOPMENT**
-  **MULTI-FAMILY DEVELOPMENT**
-  **PARK**
-  **EXPANDED ROAD SYSTEM**
-  **SINGLE FAMILY EDGE**



Recommendations






This section contains proposals for a variety of improvements for the town of Vashon and is divided into two parts. The first proposes capital improvement projects -- specific construction projects which will correct an existing deficiency. The second part proposes development guidelines for new and existing businesses.

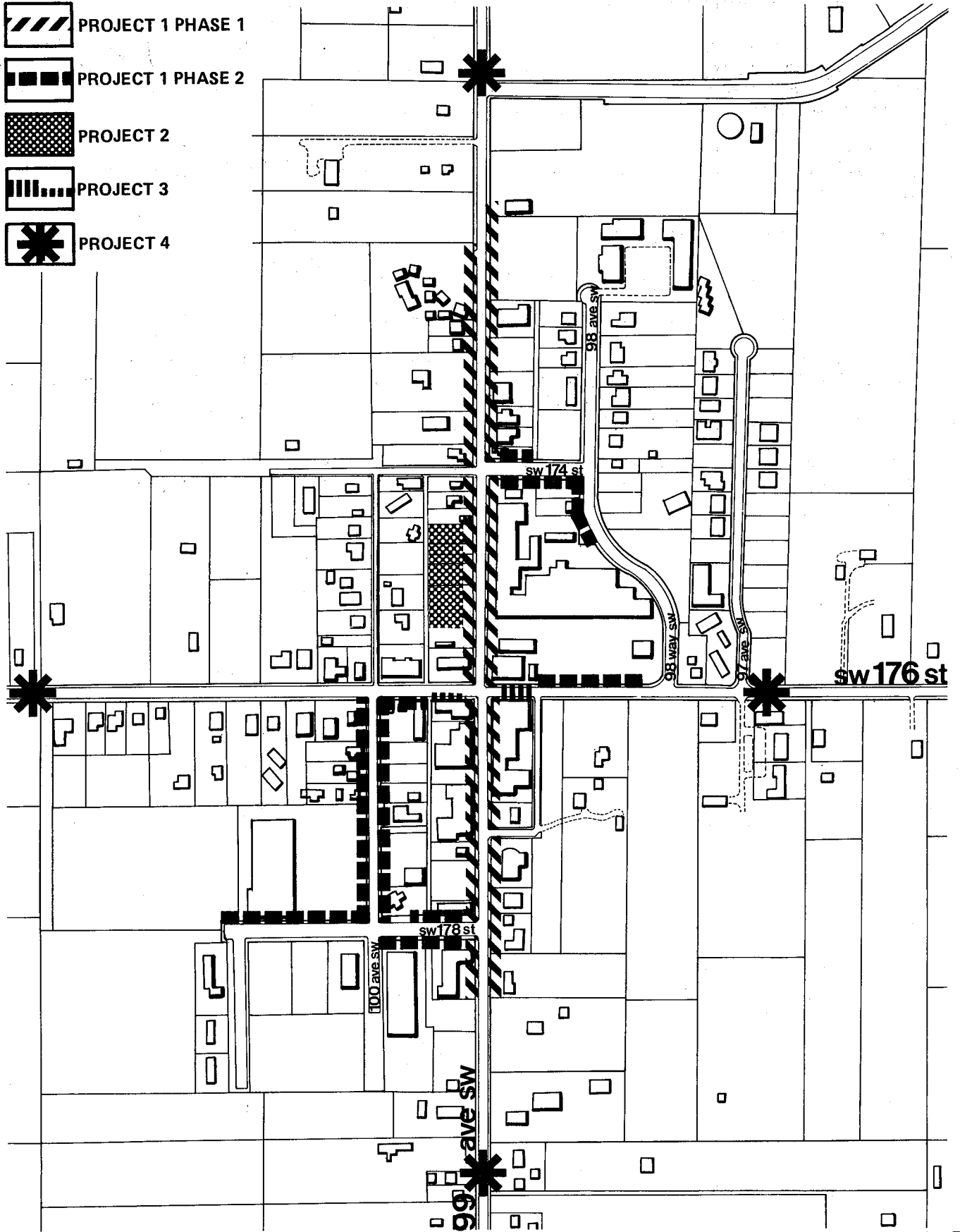
The location of the proposed capital improvement projects is shown on the opposite page. These projects are described briefly below, and in more detail on the following pages.

Capital Projects

1. Develop an improved sidewalk system along both sides of 99th Ave SW. Phase 1 would extend from Ober Park on the north to approximately 170 feet south of SW 178th St. Phase 2 would provide sidewalks along portions of SW 174th St, 98th Way SW, SW 176th St, 100th Ave SW and SW 178th St as shown on the map, opposite.
2. Acquire and develop a park site near the center of the business district, adjacent to 99th Ave SW between SW 174th St and SW 176th St.
3. Define the entrances to the business district with signs and pavement markings at about SW 171st and 99th Ave SW on the north; at about SW 182nd St, if extended, and 99th Ave SW on the south; at about 103rd Ave SW, if extended and SW 176th St on the west; and at about 97th Ave SW and SW 176th St on the east.
4. Provide a parking improvement by upgrading on-street parking along SW 176th St, directly west and east of 99th Ave SW, as shown on the map opposite.

Capital Projects

-  PROJECT 1 PHASE 1
-  PROJECT 1 PHASE 2
-  PROJECT 2
-  PROJECT 3
-  PROJECT 4



Project 1:Phase 1 | Develop an improved sidewalk system along both sides of 99th Ave SW, from Ober Park on the north to approximately 170 feet south of SW 178th St.

The drawing, opposite, depicts the type of improvement that is proposed.

Good sidewalks reduce traffic congestion by providing an additional way to move from business to business. If sidewalks are safe and attractive they encourage shoppers to park in a location central to their needs and walk to various stores. If sidewalks are drab, or in poor condition, shoppers will often drive directly to their destination and park near the store entrance. After shopping they tend to drive to their next destination, or leave the area entirely.

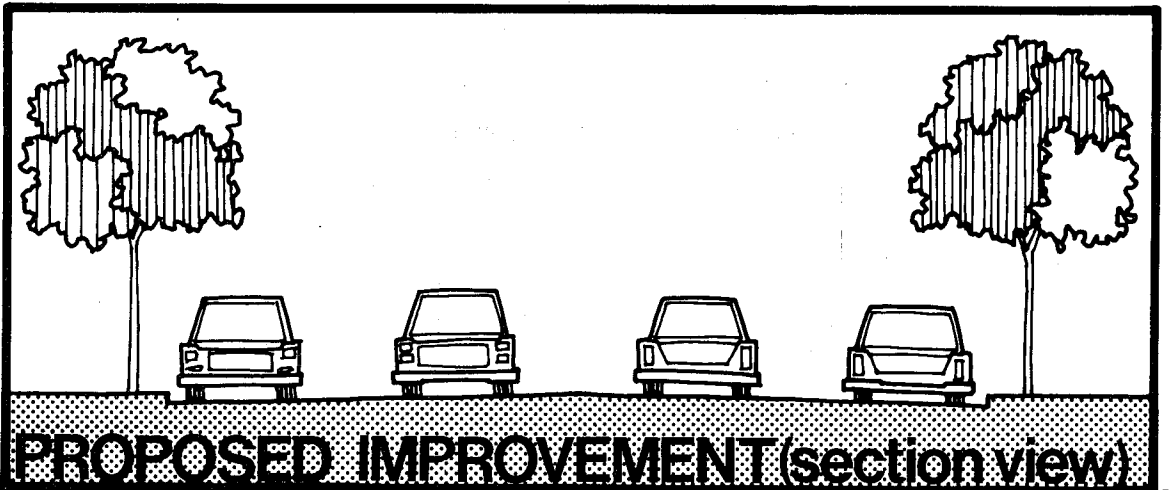
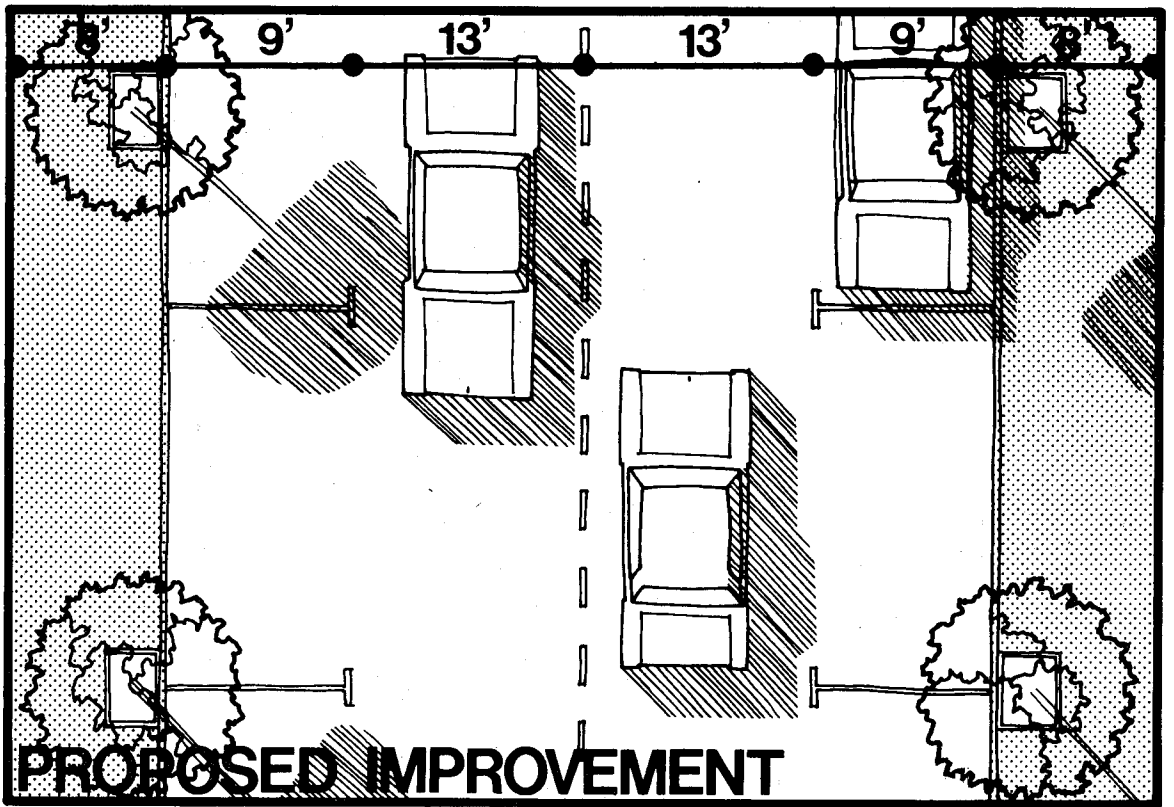
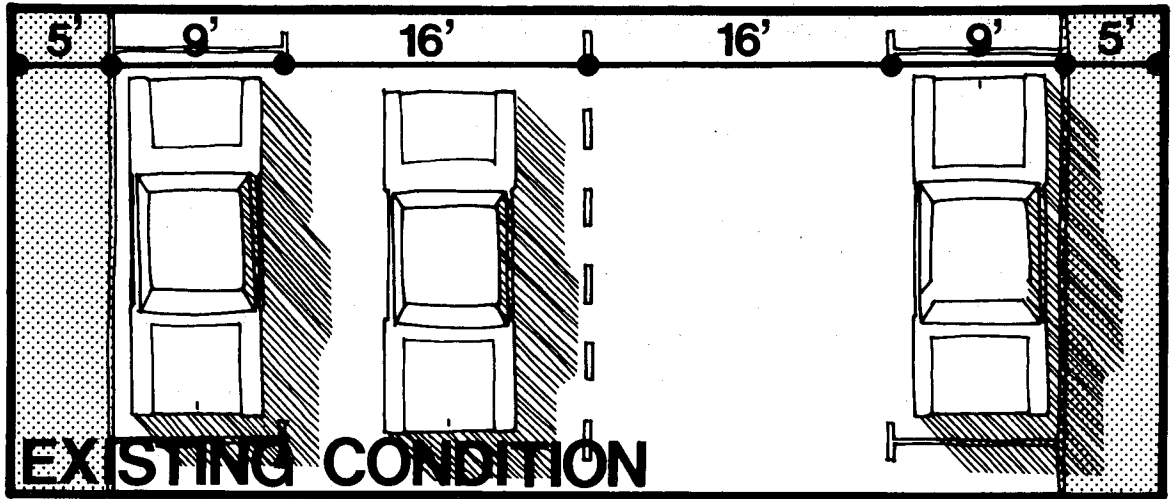
In a business district like Vashon, where many stores front directly on the street, good sidewalks become even more important as a link to community parking areas. When good sidewalks pass by attractive window displays, impulse buying becomes more significant.

There are two purposes of this capital project:

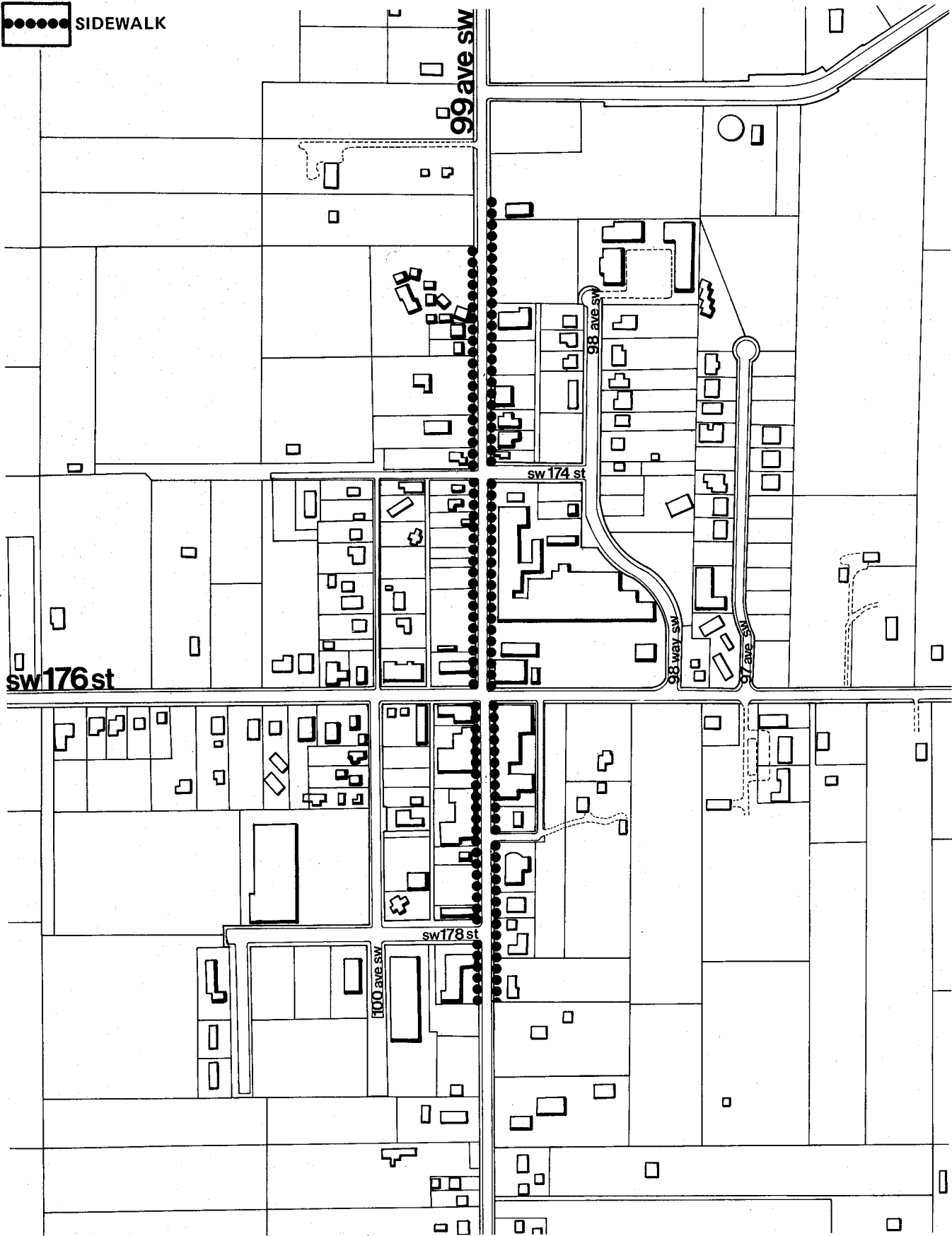
1. To provide safe, attractive sidewalks along both sides of 99 Ave SW, and
2. To provide a major visual upgrading of the core of the business district.

The key aspect of this proposal involves widening the sidewalks from 5 feet to 8 feet and planting street trees on both sides of 99th Ave SW. Currently, travel lanes along this street are 16 feet wide and would be narrowed 3 feet each. This would result in travel lanes that are 13 feet wide, which would still exceed County standards. Street trees, planted as shown, would be clear of the existing awnings which are on many Vashon businesses.

This improvement would have an immediate functional and visual benefit to the core of the commercial area without impacting the way in which the street functions. The following pages describe the location of this improvement and the probable visual result.



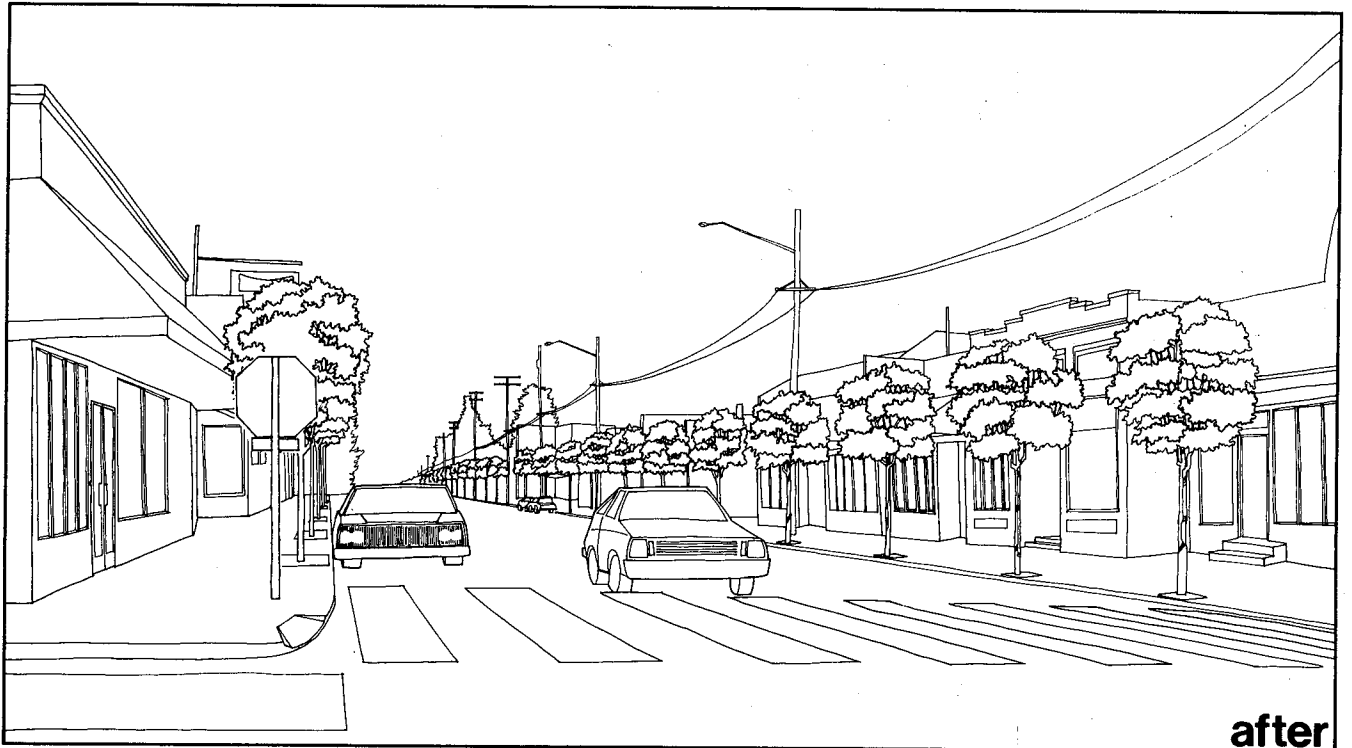
Project 1:Phase 1,Location



View south down 99ave.sw. from sw.176st.



before



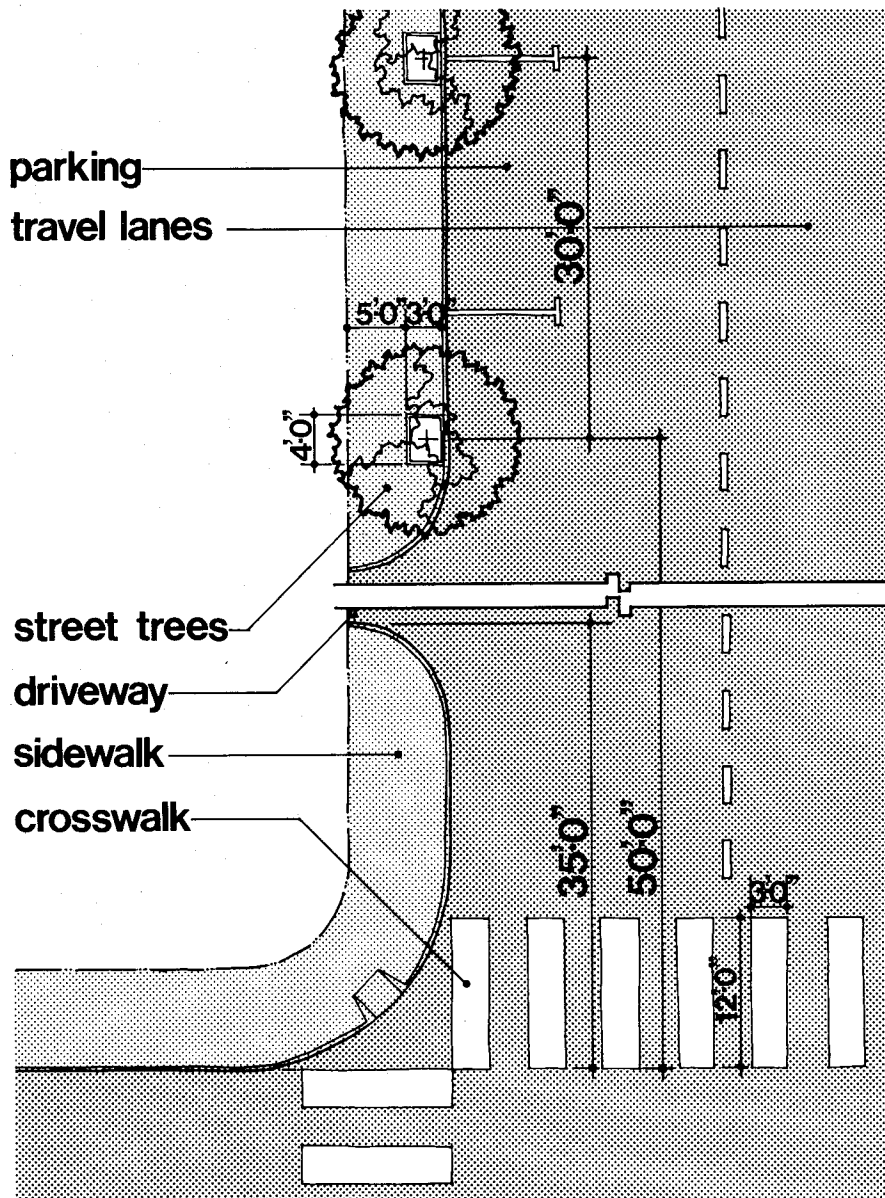
after

Project 1:Phase 2

Provide sidewalks along portions of SW 174th St, 98th Way SW, SW 176th St, 100th Ave SW and SW 178th St.

The map, opposite, depicts the extent of this project. The segments which make up this project will connect good existing sidewalks in Vashon, completing the sidewalk system. Many of these segments will link the commercial area to existing and future multifamily developments around the town of Vashon.

The design of Phase 2 should be the same as that proposed for Phase 1: 8 foot wide sidewalks with street trees planted 30 feet on center. The drawing below depicts a typical sidewalk. The on-street parking shown should be optional for Phase 2 areas depending on specific parking needs.



Project 2

Aquire and develop a park site near the center of the business district, adjacent to 99th Ave SW, between SW 174th St and SW 176th St.

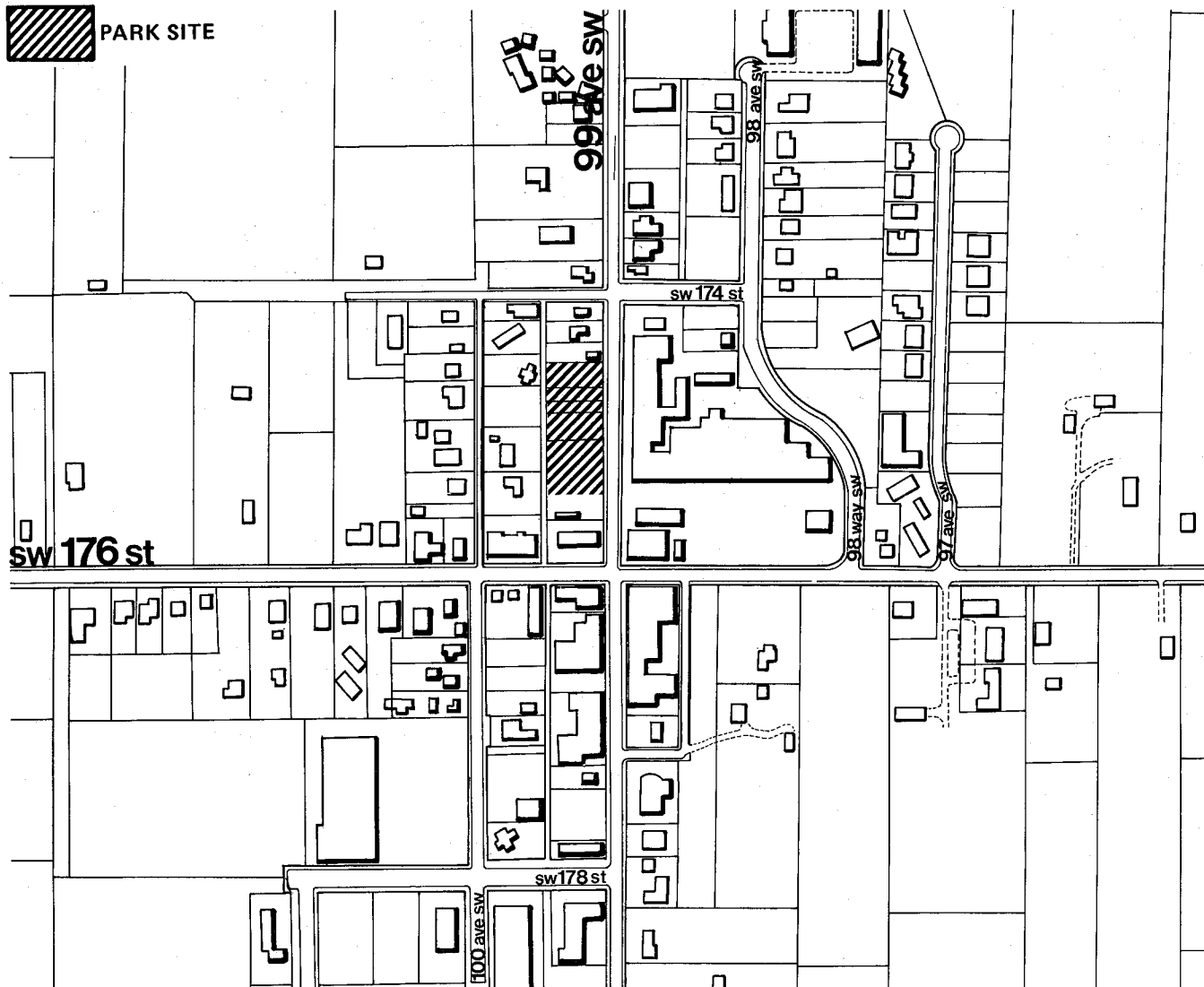
The location map, below, indicates the proposed location of a new town park. A central feature of small communities across the country is the town park. The town of Vashon is fortunate to already have Ober Park. This new facility would provide additional benefits to the town. Its central location would make it suitable for a wide variety of community activities.

The drawing, opposite, depicts one possible method of developing this park. The specific design should be the subject of further study. Some of the elements shown should be a part of any design, including:

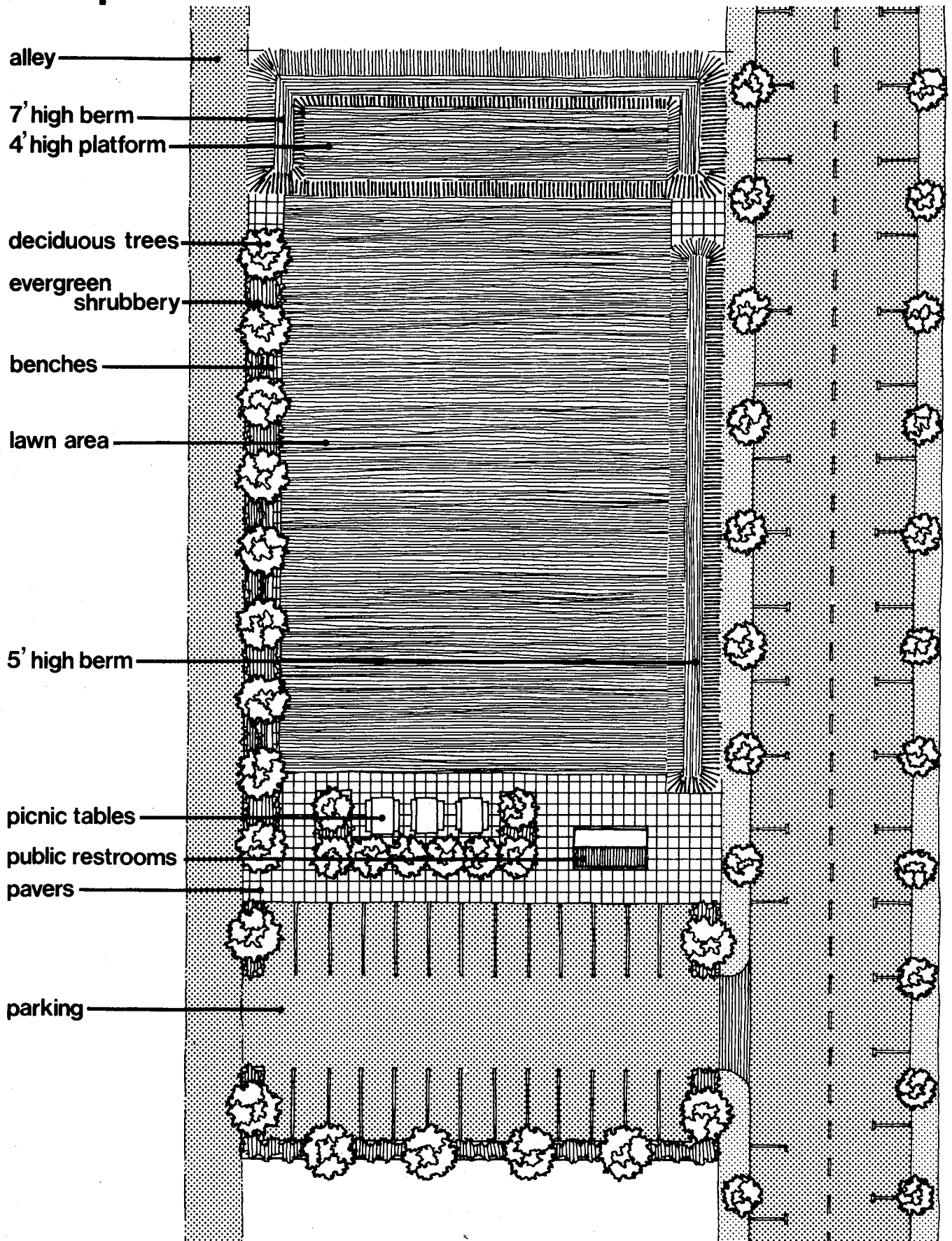
- o A parking area for both park and business district use,
- o A public restroom,
- o Picnic tables, benches and wastecans,
- o An elevated "platform" for special events, and
- o A large lawn area.

The design shown is intended to accomodate a wide range of events. Flexibility should be a key element of any design.

Location Map



One possible Site Plan



Project 3

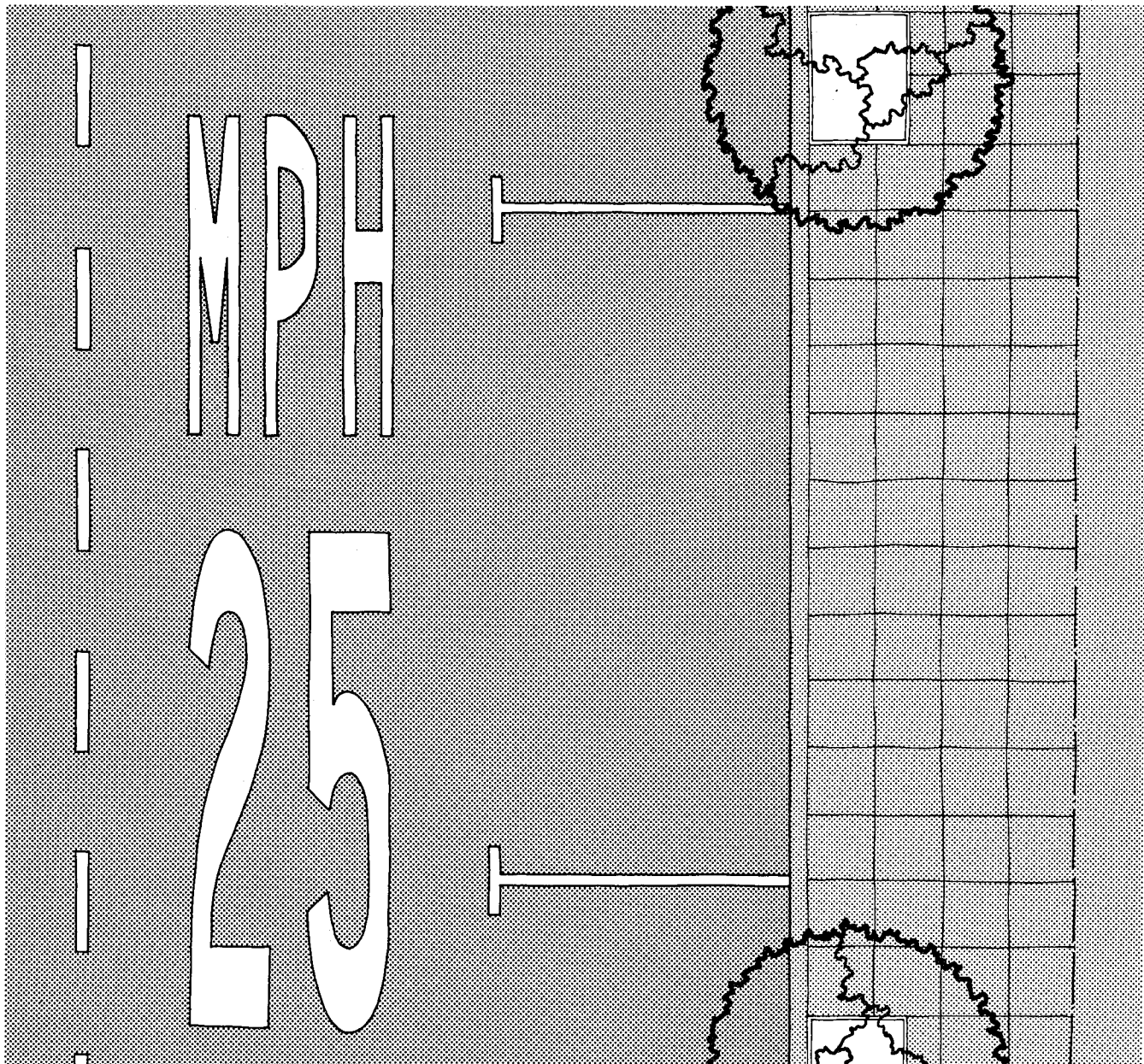
Define the entrances to the business district with signs and pavement markings at about SW 171st St and 99th Ave SW on the north; at about SW 182nd St, if extended, and 99th Ave SW on the south; at about 103rd Ave SW, if extended, and SW 176th St on the west; and at about 97th Ave SW and SW 176th St on the east.

The feeling of "entrance" is important in making people aware that the town of Vashon is a special place. This project proposes that four entrances to the business district be defined along the two major arterials, 99th Ave SW and SW 176th St.

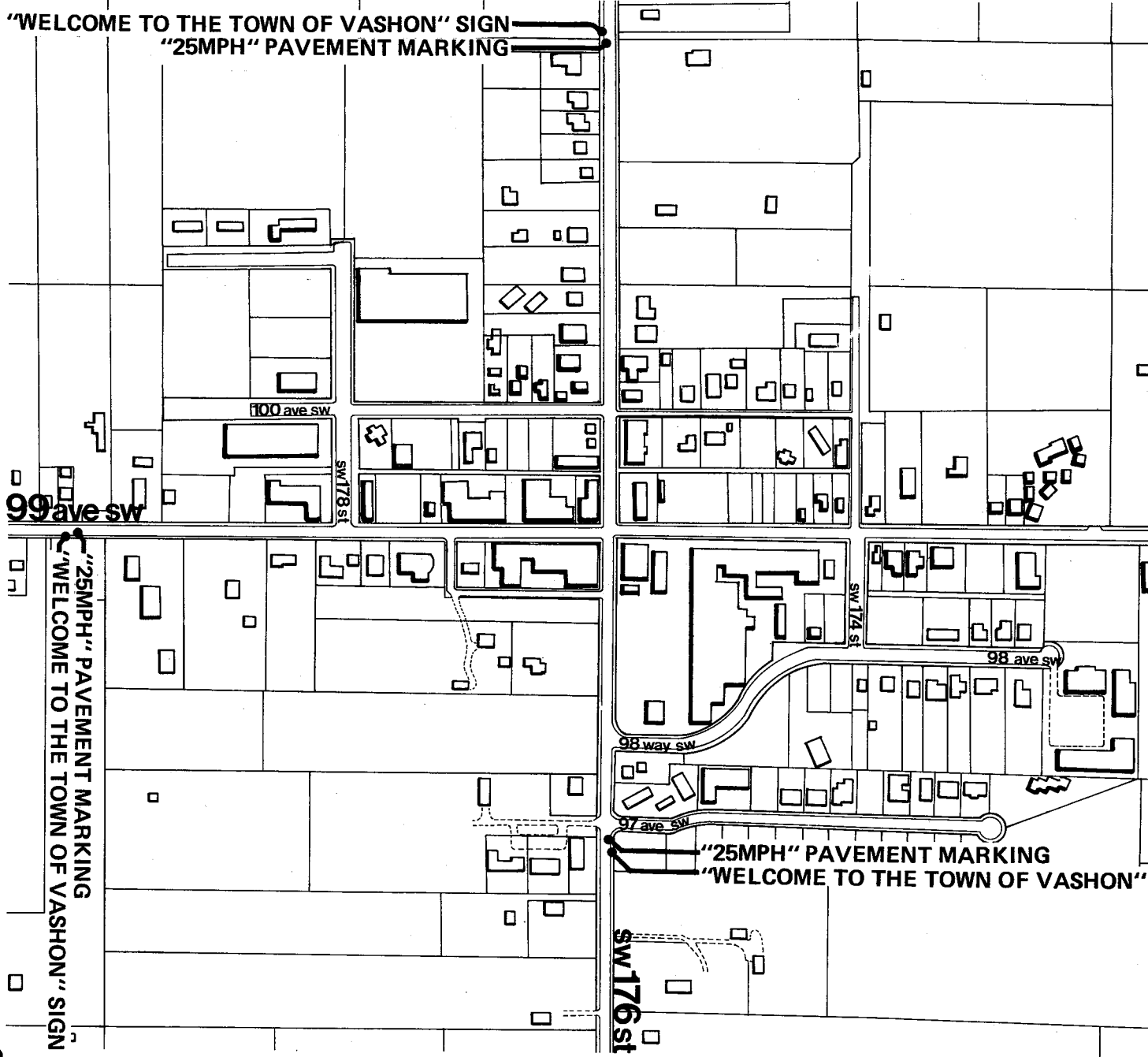
The sidewalk improvements proposed in Project I: Phase I will help emphasize the feeling of "entrance". This project proposes two additional elements; "25 MPH" pavement markings which will also encourage compliance with the existing speed limits, and "Welcome to the town of Vashon" signs at the edge of the street. A typical pavement marking is shown below. The map, opposite, shows the proposed location of these improvements.

The "Welcome to the town of Vashon" sign should be designed by members of the community, perhaps as a result of local design competition. Not only should the design of the sign come from the community, but the competition itself could help improve community spirit.

Typical Pavement Marking



"WELCOME TO THE TOWN OF VASHON" SIGN
"25MPH" PAVEMENT MARKING



Project 4

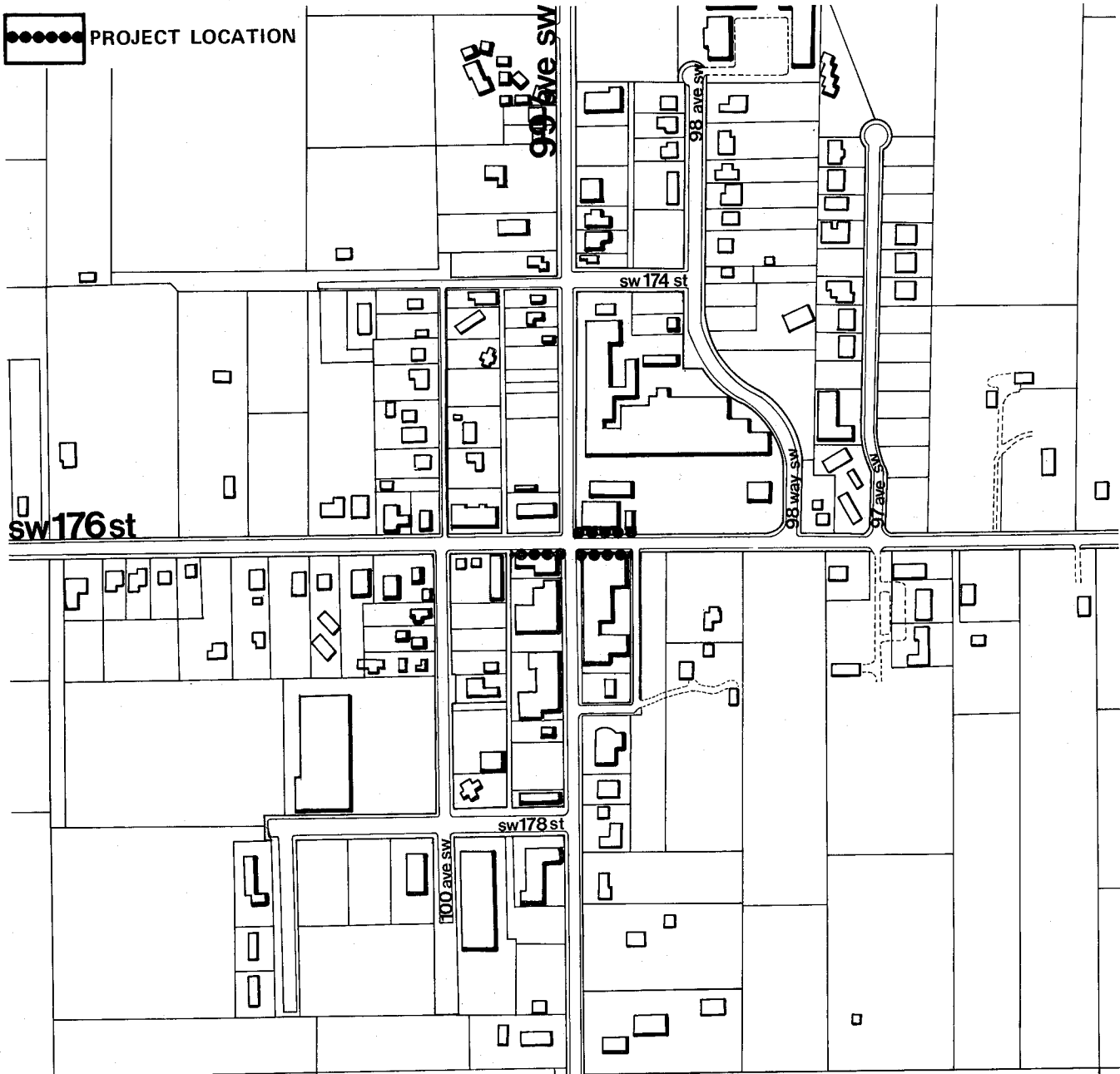
Provide a parking improvement by upgrading on-street parking along SW 176 St, directly west and east of 99 Ave SW.

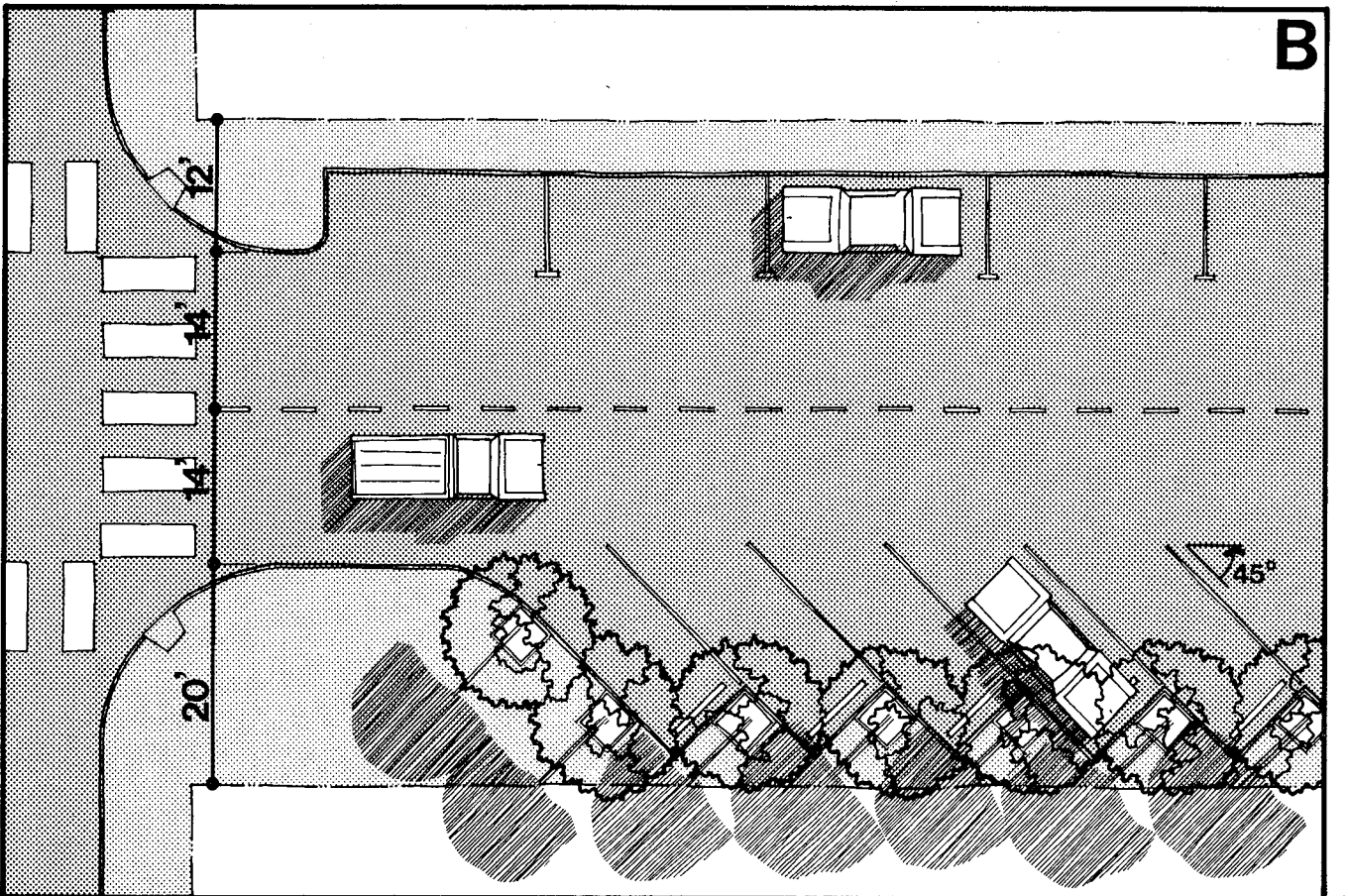
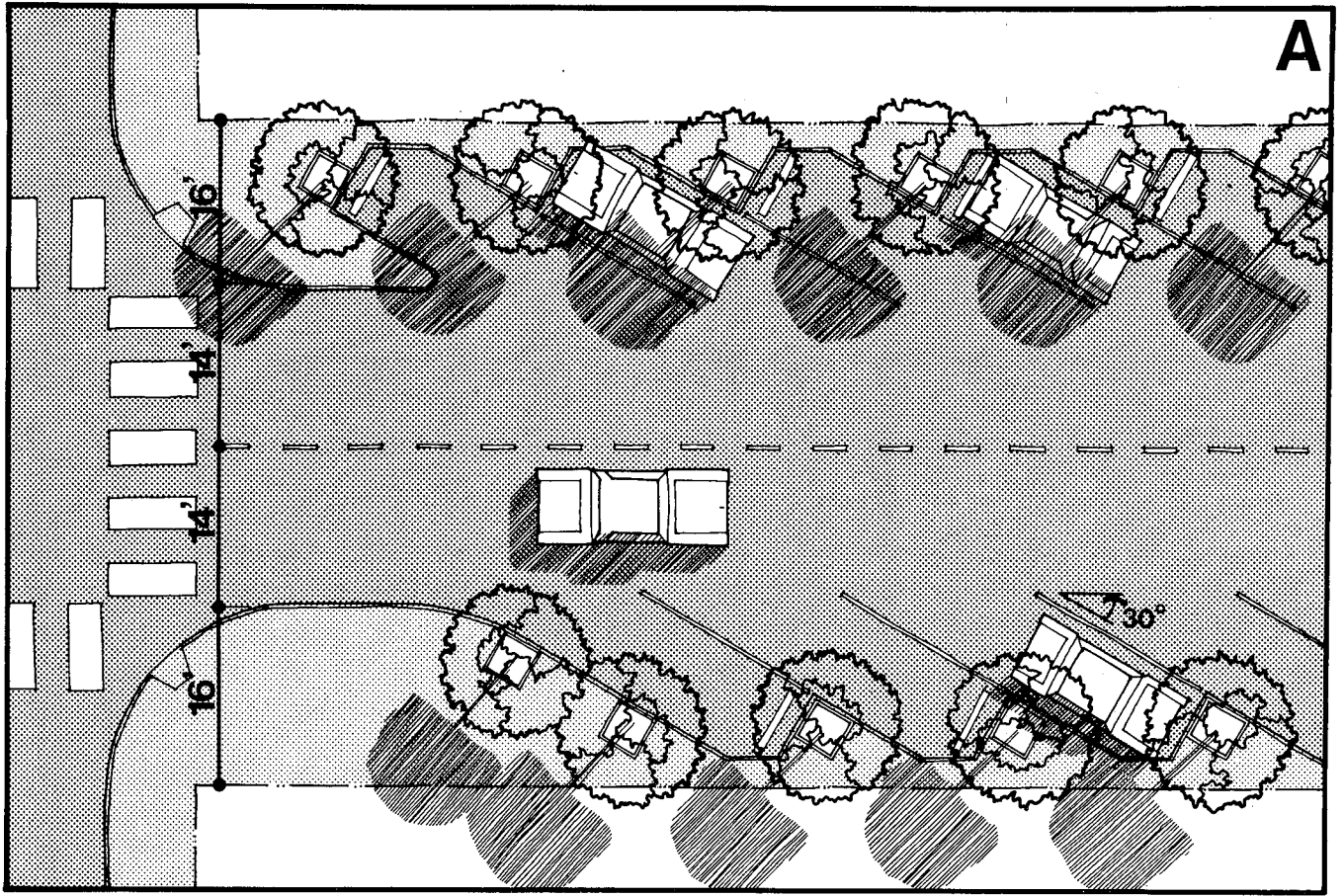
The map, below, indicates the location of these improvements. The following description will focus on improvements east of 99th Ave SW. The design for the south side of either alternative could be used west of 99th SW.

Currently, vehicles park perpendicular to the southside of the street. This type of parking creates conflicts with east-west traffic when vehicles are backing out of the spaces. The proposal depicted on the opposite page, would modify the parking arrangement to angle parking, either 30 degree or 45 degree.

Alternative A would modify both sides of the street to 30 degree angle parking. Alternative B would change only the south side of the street to 45 degree angle parking. Both alternatives include improved sidewalks, street trees and pavement striping.

Location





Development Guidelines

This portion of the Recommendations Section contains guidelines for new and existing developments within the town of Vashon. Two methods would be used to implement these guidelines.

One method would rely on voluntary action. Existing businesses could improve their property consistent with the proposed guidelines, to contribute to a general upgrading of the business district.

The second method would be to apply the guidelines as conditions of new development. Conformance to these guidelines would be required during review of building permit applications and future subdivision and rezone requests.

Both methods of implementing the development guidelines should be used.

Streets

The map, opposite, depicts a proposed future street system for areas surrounding the town of Vashon.

As discussed in the section on potential zones, future development around Vashon will have a significant impact on the existing road system. If only existing streets are used to provide access to developing properties, traffic congestion will increase significantly. For this reason, the following street system is proposed.

The proposed street system shown opposite has two elements:

1. Collector arterials, and
2. Local access streets

Collector arterials provide for circulation throughout the community and also provide access to adjacent properties. Local access streets are designed to provide access to abutting properties.

Since the primary role of collector arterials is community-wide circulation, a specific location for these streets is recommended. Providing access is the purpose of local access streets making their location more dependent on the form of individual developments. For this reason the location of these access streets may vary; the location depicted on the map opposite should be considered flexible.

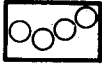
The purpose of these street guidelines is to ensure that the goals of good community-wide circulation and adequate access to individual properties, are met. These street guidelines provide a framework for new development. After adoption of this development guide, those streets identified as collector arterials should be surveyed and established by ordinance. This step would ensure that the right-of-way for these future streets is reserved. Since the location of local access streets is flexible, these streets would not be surveyed and established.

The responsibility for constructing these streets would rest with the private property owner. As individual properties develop, each property owner would be required to construct that portion of the proposed street which lies on their land. Using this method, streets would be developed as needed and the road system would gradually expand. If all property around the town of Vashon is eventually fully developed the complete road system shown would result.

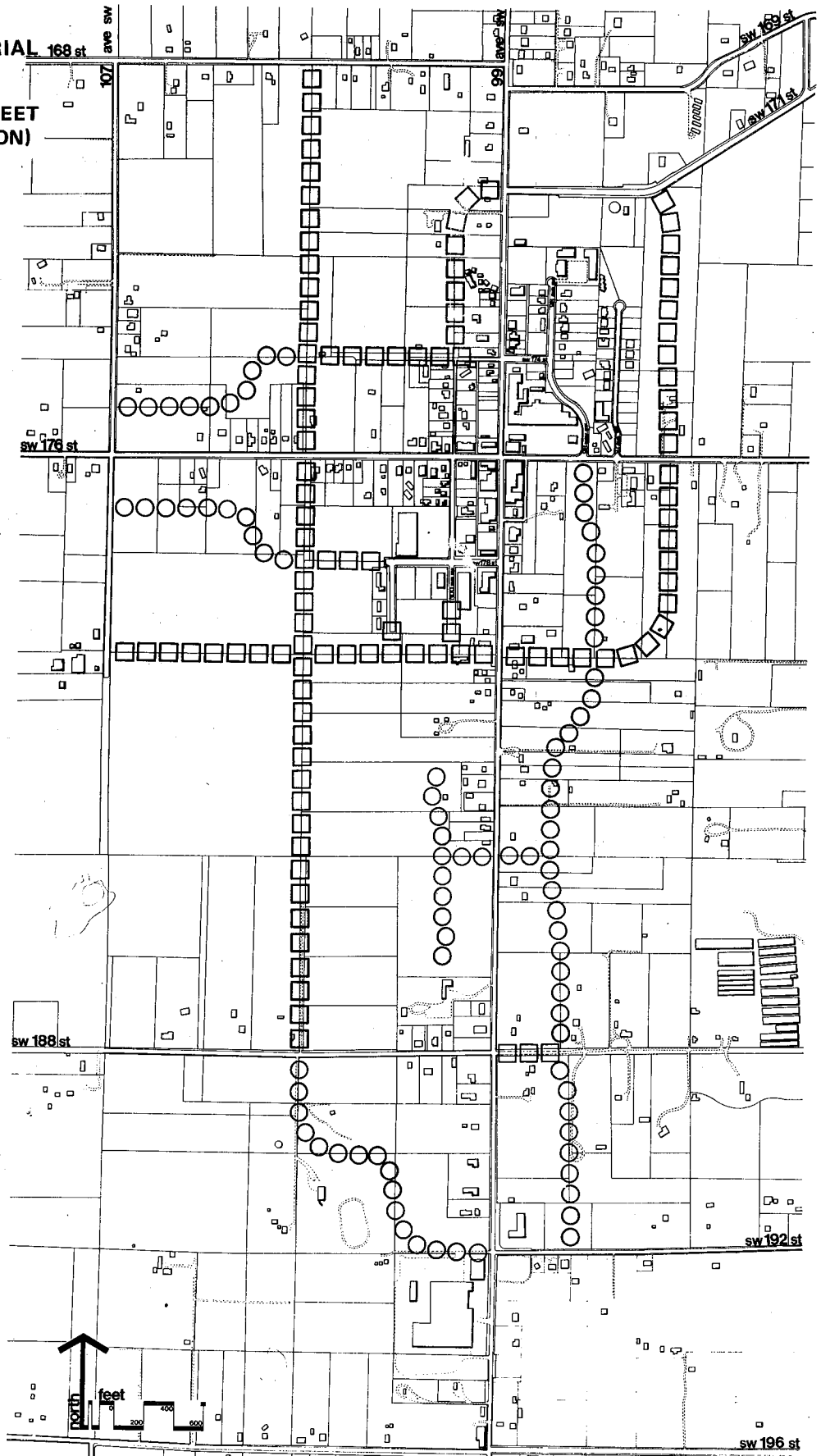
Street System



COLLECTOR ARTERIAL
(FIXED LOCATION)



LOCAL ACCESS STREET
(FLEXIBLE LOCATION)



Sidewalks

In addition to the sidewalks proposed as capital projects, sidewalks are recommended as a condition of new development. The drawing, opposite, shows a typical sidewalk design. The map which follows indicates where these sidewalks should be developed.

Also shown in the drawing, opposite, is a proposal for crosswalk striping. This method of marking crosswalks, wide white bars, has been used successfully in other areas of the country. It is especially effective in commercial areas where drivers are often distracted by advertising signs and traffic congestion. If crosswalks are striped in this fashion, all area crosswalks should be similarly striped. A driver who is watchful for this bolder type of marking may not see the current narrow parallel lines.

STREET TREES

Street trees provide visually pleasing results at low cost. They soften and help define the edges of the street. They also provide a more pleasant environment for the pedestrian and shopper.

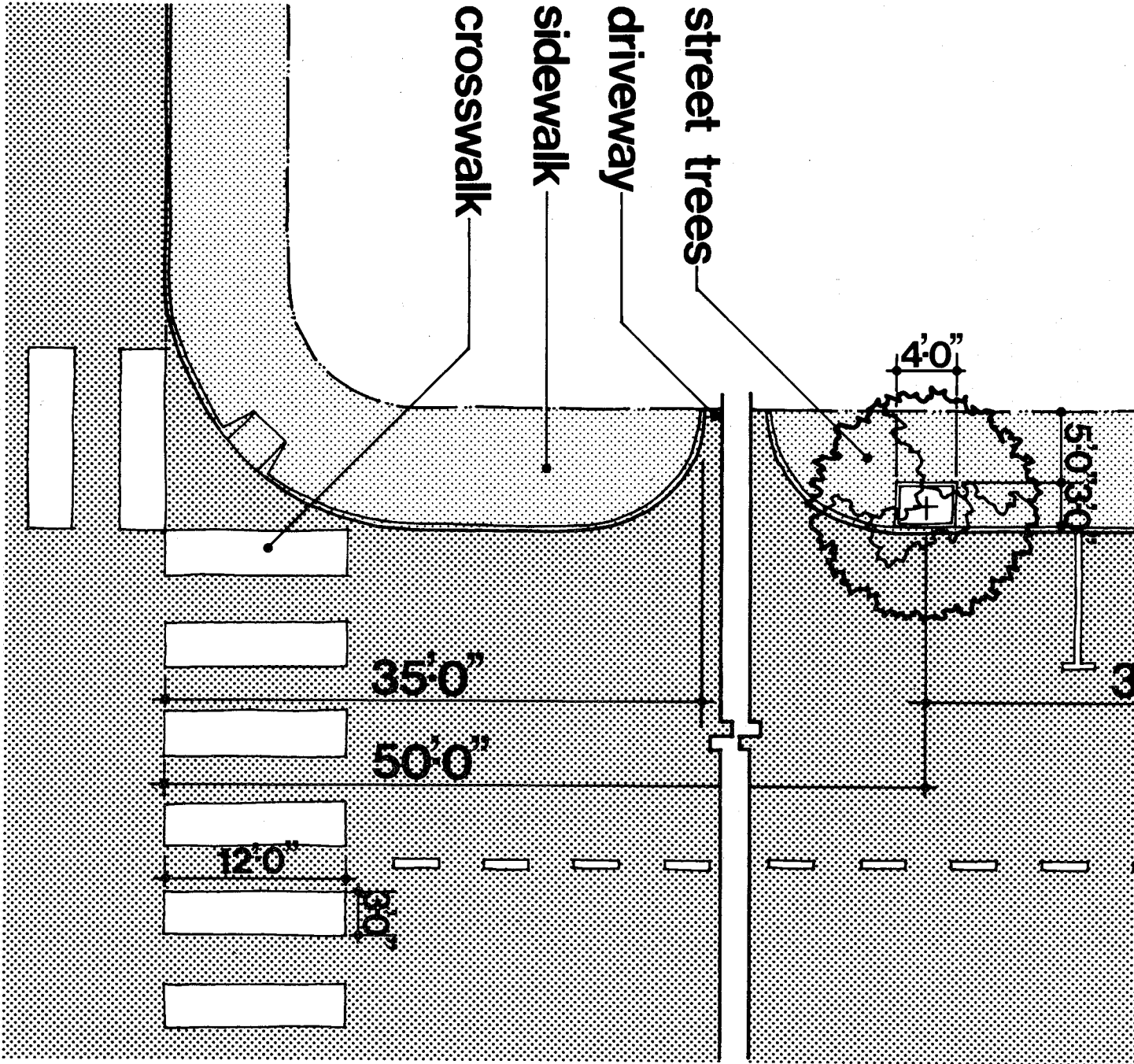
Street trees should be placed in openings three to four feet in diameter to ensure that an adequate amount of moisture reaches the soil. These openings can be covered in a variety of methods. Iron tree grates provide protection and allow for the easy passage of moisture. Perforated brick or concrete pavers are not as visually rich but serve a similar purpose. A dense, low-lying evergreen ground cover can also be used but should be pruned periodically so it will not encroach on the sidewalk. Any method used should allow for expansion to accommodate tree growth.

Street trees should be planted a maximum of thirty feet, trunk to trunk. Closer spacing is often appropriate. It is better to add one extra tree than to not plant one at all. Trees should be placed about two feet from the street edge, three feet if space allows. This distance will afford some protection from passing vehicles, especially tall vans and buses.

Deciduous trees are recommended for use as street trees. Given our climate with its numerous gray days, it is desirable to have maximum sun penetration in winter and some shade in summer, which deciduous trees provide. Also, most evergreen species do not lend themselves to the pruning of lower branches which is necessary for clearance. Many deciduous species develop naturally into a canopy type growth, which allows sufficient clearance.

The following are some commonly recommended species, there may also be other species suitable for use as street trees.

| Genus | Species | Variety | Common Name | SMALLER TREE | MEDIUM STREET | LARGE BOULEVARD |
|----------------|---------------------|---------|------------------------|--------------|---------------|-----------------|
| Acer | campestre | | Hedge maple | | • | |
| Acer | dauidi | | David's maple | | • | |
| Acer | platanoides | | Norway maple | | • | |
| Acer | pseudoplatanus | | Planetree maple | | | • |
| Acer | rubrum | | Red maple | | • | |
| Acer | saccharum | | Sugar maple | | • | |
| Aesculus | carnea | | Rhorsechestnut | | • | |
| Aesculus | hippocastanum | | Horsechestnut | | | • |
| Betula | nigra | | Black birch | | • | |
| Betula | papyrifera | | Paper birch | | • | |
| Carpinus | betulus | | European hornbeam | | • | |
| Carpinus | caroliniana | | American hornbeam | | • | |
| Castanea | mollissima | | Chinese chestnut | | | • |
| Castanea | sativa | | Spanish chestnut | | | • |
| Cercidiphullum | japonicum | | Katsura tree | | • | |
| Dovidia | involucrata | | Dove tree | • | | |
| Fagus | sylvatica | | European beech | | | • |
| Fagus | sylvatica cuprea | | Copper beech | | | • |
| Fagus | sylvatica purpurea | | Purple beech | | | • |
| Ginkgo | biloba | | Ginkgo | | | • |
| Gleditsia | triacanthos inermis | | Thornless honey locust | | • | |
| Liquidambar | styraciflua | | Sweet gum | | • | |
| Liriodendron | tulipifera | | Tulip tree | | | • |
| Magnolia | kobus | | Kobus magnolia | | • | |
| Malus | spp. | | Flowering crabapples | | • | |
| Platanus | acerfolia | | London plane | | • | |
| Prunus | spp. | | Flowering cherries | | • | |
| Quercus | borealis | | Red oak | | | • |
| Quercus | coccinea | | Scarlet oak | | • | |
| Quercus | ilex | | Holly oak | | | |
| Tilia | cordata | | Linden basswood | • | • | |
| Umbellularia | callifornica | | California laurel | • | | |
| Zelkova | serrata | | Zelkova | | • | |



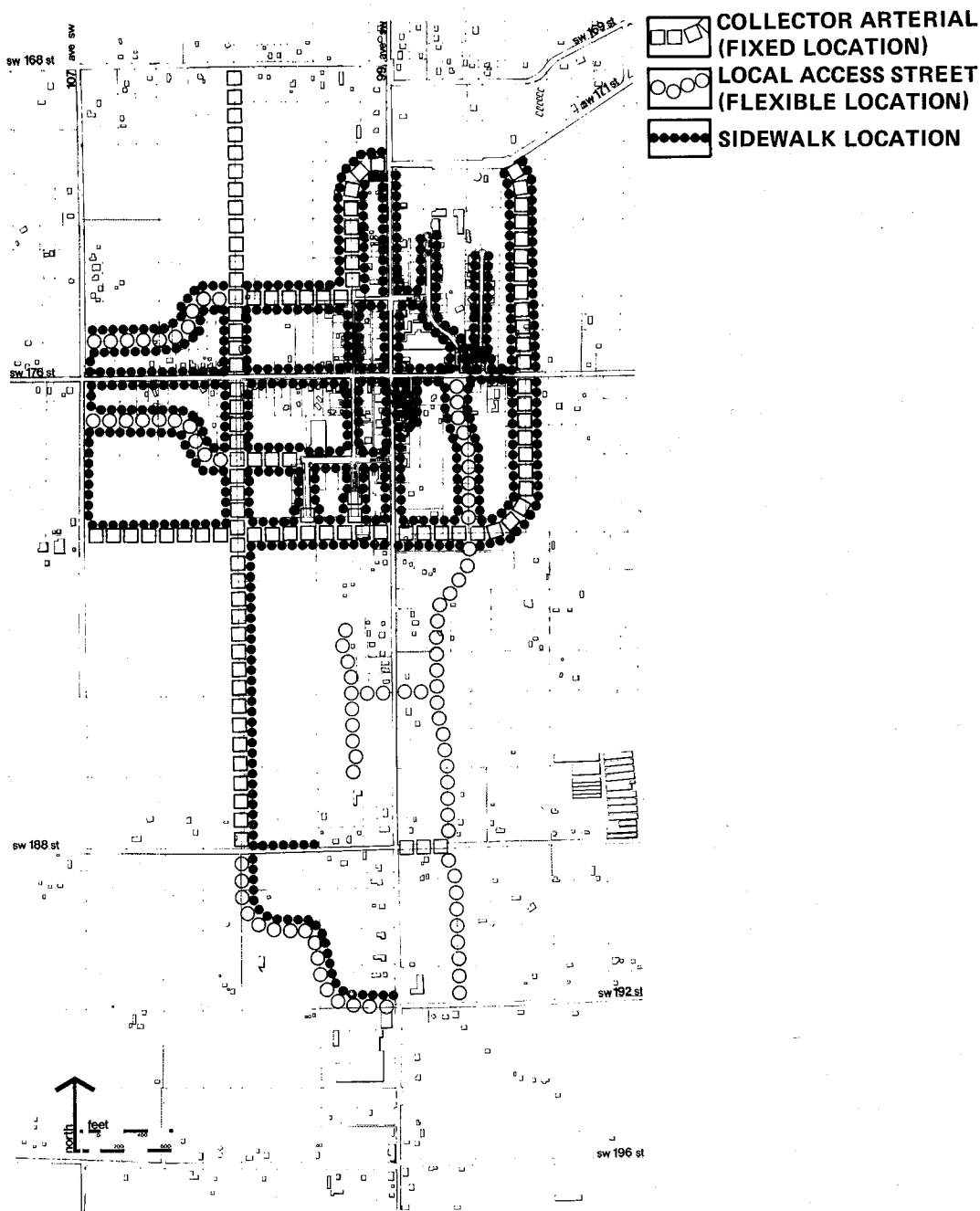
Sidewalks(con.)

The map, below, indicates where new sidewalks with street trees should be developed. The sidewalks shown would be developed in one of three ways:

- o By King County as part of a capital improvement project
- o By King County and property owners as part of a local improvement district*
- o By property owners as a condition of new development.

Basically, these improvements should be developed on all street frontage adjacent to multi-family, commercial, or public/institutional development. Sidewalks should be developed on at least one side of streets in industrial areas. In areas where sidewalks exist, some minor improvement or tree planting may be all that is needed.

The sidewalk network will link residential areas, industrial developments and the business district.



* Briefly, LID's are often appropriate when property owners want to undertake a major improvement. Generally, a portion of the project is paid for by property owners, based on the percentage of the project which abuts their property. When 60% of the owners agree to participate, the LID is formed. One benefit of this method is that the property owners, together, pay only about 50% of the total project cost. The remainder may come from county road funds or federal grants. Costs can also be spread over a period of up to 20 years, resulting in a low per year cost to each individual.

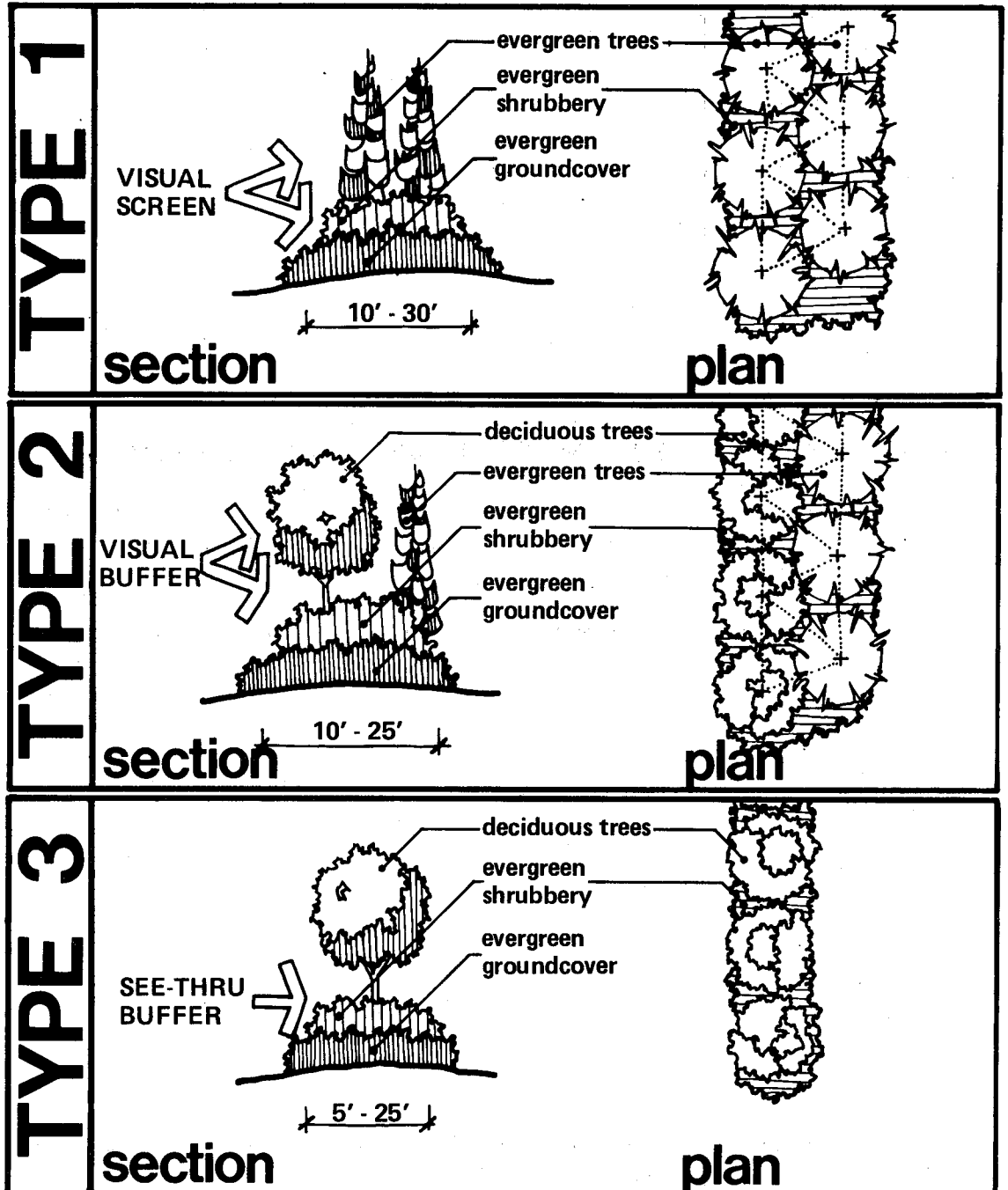
Landscaping

The guidelines in this section are based on the county-wide landscape ordinance. The intent of the ordinance is to:

1. Provide a landscaped buffer between different intensities of land use,
2. Provide landscaping along street frontage, and
3. Provide landscaping within parking lots.

Landscaping will result in reduced conflict between different land uses and a more attractive environment. New developments in the town of Vashon are required to comply with these guidelines. Existing businesses being remodeled would also have to comply, if the cost of remodeling is more than 50% of the value of the structure.

The drawings, below, depict the types of required landscaping. The drawings are meant to be a general guide, they do not preclude other forms of landscaping. The chart on the next page indicates where landscaping is required.



Landscaping(con.)

| Proposed Use * | Adjacent Zoning | Type | Width |
|---|---|------|-------|
| Mobile Home Park Multi-family & Townhouse | RS or S | 2 | 20' |
| Mobile Home Park, Multi-family & Townhouse | RMHP, RM, RT or RD, Public or Institutional Uses | 3 | 5' |
| Office in RM zones | RS, RD, RM, RT, RMHP, or S (except RM used for Office) | 2 | 10' |
| Office in RM zones | Office (RM used for office only), Public or Institutional Uses | 3 | 5' |
| Uses permitted in B or C zones; Public or Institutional uses, except parks or playgrounds, in all zones except Manufac- turing zones. | RS or S | 1 | 20' |
| Uses permitted in B or C zones; Public or Institutional uses, except parks or playgrounds, in all zones except Manufac- turing zones. | RM, RT or RD, Public or Institutional Uses | 1 | 10' |
| Any use proposed in a Manufac- turing zone. | R or S, Public or Institutional Uses | 1 | 20' |
| Any use proposed in a Manufac- turing zone. | BN, BC, CG or G | 2 | 10' |

Landscaping is also required along street frontages and within parking lots exceeding thirty stalls. A Type II landscaping strip at least 25' wide is required adjacent to freeways in RM, RMHP, RT, B, C, and M zones. The table below specifies the type and width of landscaping required along streets depending on the zoning of the site.

| Zoning | Type | Width |
|----------------------|------|-------|
| RS, RD, RM, RMHP, RT | 3 | 20' |
| BN, BC, CG, ML, MH | 3 | 8' |
| MP | 3 | 25' |

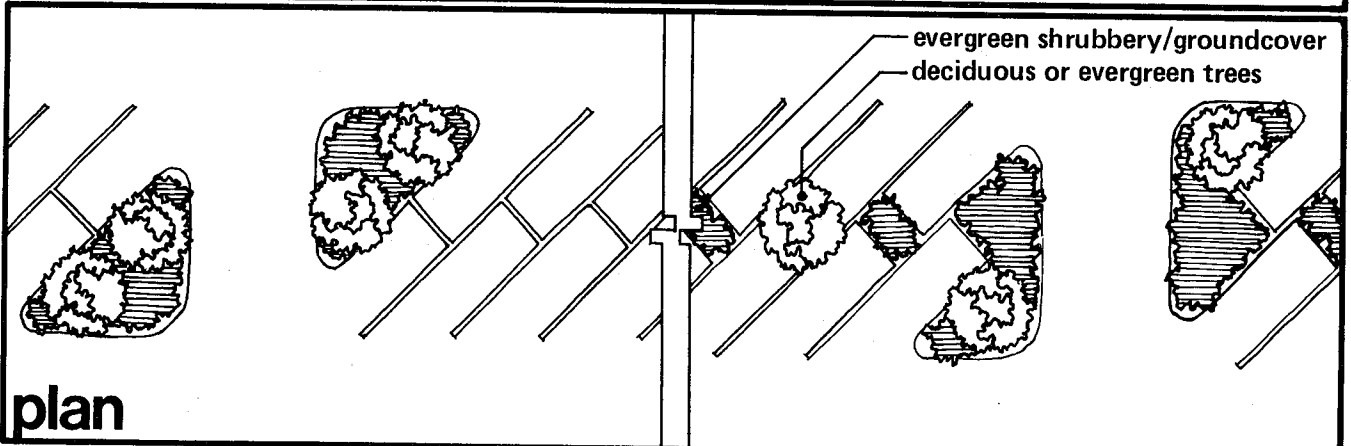
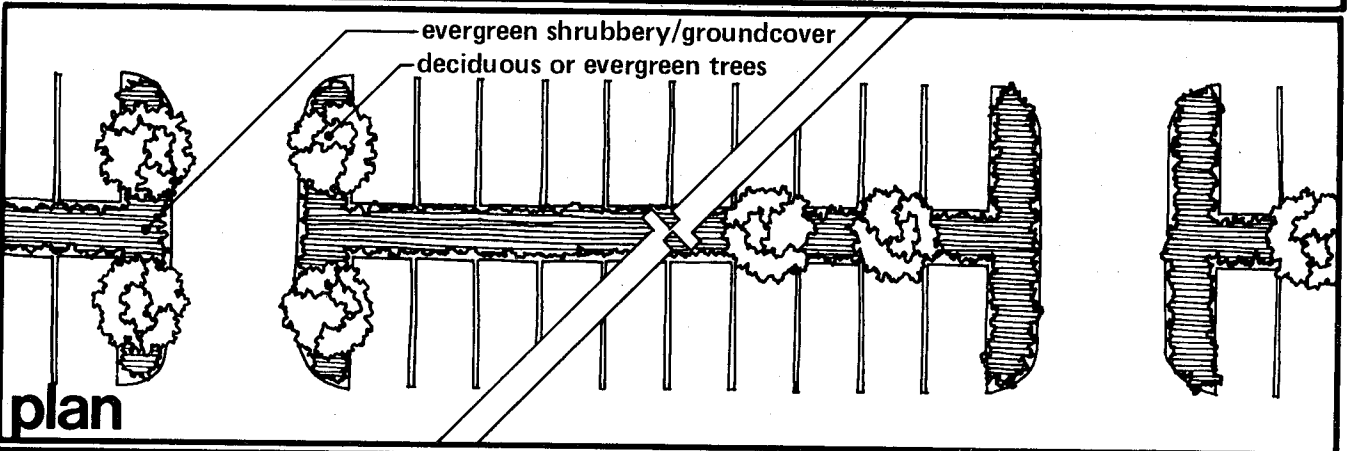
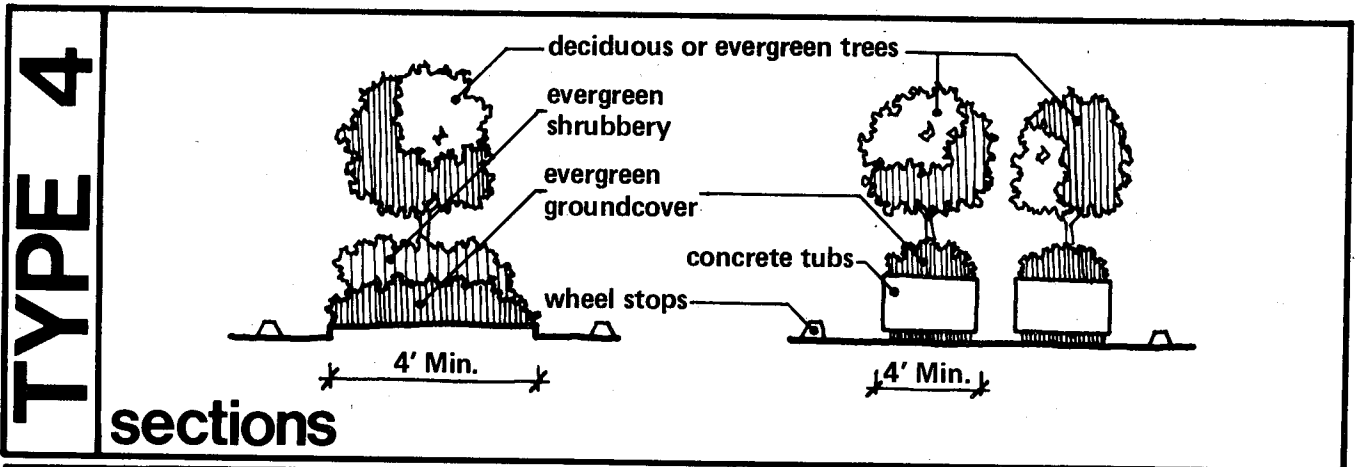
* Please refer to the Zoning Synopsis, page 5, for a complete description of these zones.

Landscaping (con.)

The drawing below, shows the possible form of landscaping in parking lots. The goal of these requirements is to soften large areas of parking with trees and groundcover. This landscaping is required as follows:

- o In areas with over 30 parking stalls, excluding other required landscaping, three percent of the area should be landscaped,
- o One tree for every five spaces should be provided, reasonably distributed throughout the parking lot,
- o No parking space should be more than 60 feet from some landscaping,
- o Permanent curbs and/or structural barriers should be provided to protect the plantings, and
- o A minimum of 40 percent of the trees should be evergreen.

Landscaping in parking lots can cause a dramatic visual improvement in any commercial area. It also can define parking rows and stalls, making parking lot circulation more easily understood. Deciduous trees are recommended for use in parking lots. They provide shade in summer and their canopy type growth does not restrict sight lines, an important safety aspect.



Implementation

The future form of the town of Vashon will be significantly affected by specific projects and by the actions of individual property owners. In some instances, property owners will bear the responsibility for voluntarily upgrading their property to the proposed development guidelines. In other cases, conformance to these guidelines would be required as a condition of site plan (building permit) review. Other implementation methods, such as local or road improvement districts, require the cooperation and support of the property owners who desire these improvements.

An improved business district requires a dedicated coalition of business people and property owners. It is their support, or lack of it, which will determine the future form of the town of Vashon.

Projects, Priorities, Responsibilities and Costs

This section contains the estimated cost of the various capital projects and their relative priority. It also indicates responsibility for implementing these projects.

The varying availability of funding may affect the starting dates of these projects. For this reason, no time frame is indicated. The priority of each project is the key element.

Estimated costs are preliminary. As these projects near implementation a more detailed analysis of soils, drainage, specific design elements, required right-of-way, etc. would be done by the responsible agency. This additional information could change the scope of work and the project cost.

Capital Projects

1. Develop an improved sidewalk system within the town of Vashon. Phase 1 would occur along both sides of 99th Ave SW and would extend from Ober Park on the north to approximately 170' south of SW 178th St. Phase 2 would provide sidewalks along portions of SW 174th St, 98th Way SW, SW 176th St, 100th Ave SW and SW 178th St.
2. Acquire and develop a park site near the center of the business district, adjacent to 99th Ave SW between SW 174th St and SW 176th St.
3. Define the entrances to the business district with signs and pavement markings at about SW 171st St and 99th Ave SW on the north; at about SW 182nd St, if extended, and 99th Ave SW on the south; at about 103rd Ave SW, if extended, and SW 176th St on the west; and at about 97th Ave SW and SW 176th St on the east.
4. Provide a parking improvement by upgrading on-street parking along SW 176th St, directly west and east of 99th Ave SW.

| PROJECT | | priority | | | resp. | est. cost | notes |
|---------|-----------|----------|---|---|---------------------------|-----------|--|
| | | 1 | 2 | 3 | | | |
| PROJECT | 1 PHASE 1 | * | | | KC DPW PROPERTY OWNERS | 245,000 | Developed by King County Dept. of Public Works, Funded in part by an LID |
| | 1 PHASE 2 | | * | | KC DPW PROPERTY OWNERS | 192,000 | Developed by King County Dept. of Public Works, Funded in part by an LID |
| | 2 | | * | | KC DPW KC PARKS | 325,000 | Developed By King County Dept. of Public Works and Parks Division |
| | 3 | | | * | KC DPW | 6,000 | Developed by King County Dept. of Public Works |
| | 4 | | | * | KC DPW | 27,000 | Developed by King County Dept. of Public Works. |

