ATTACHMENT 1

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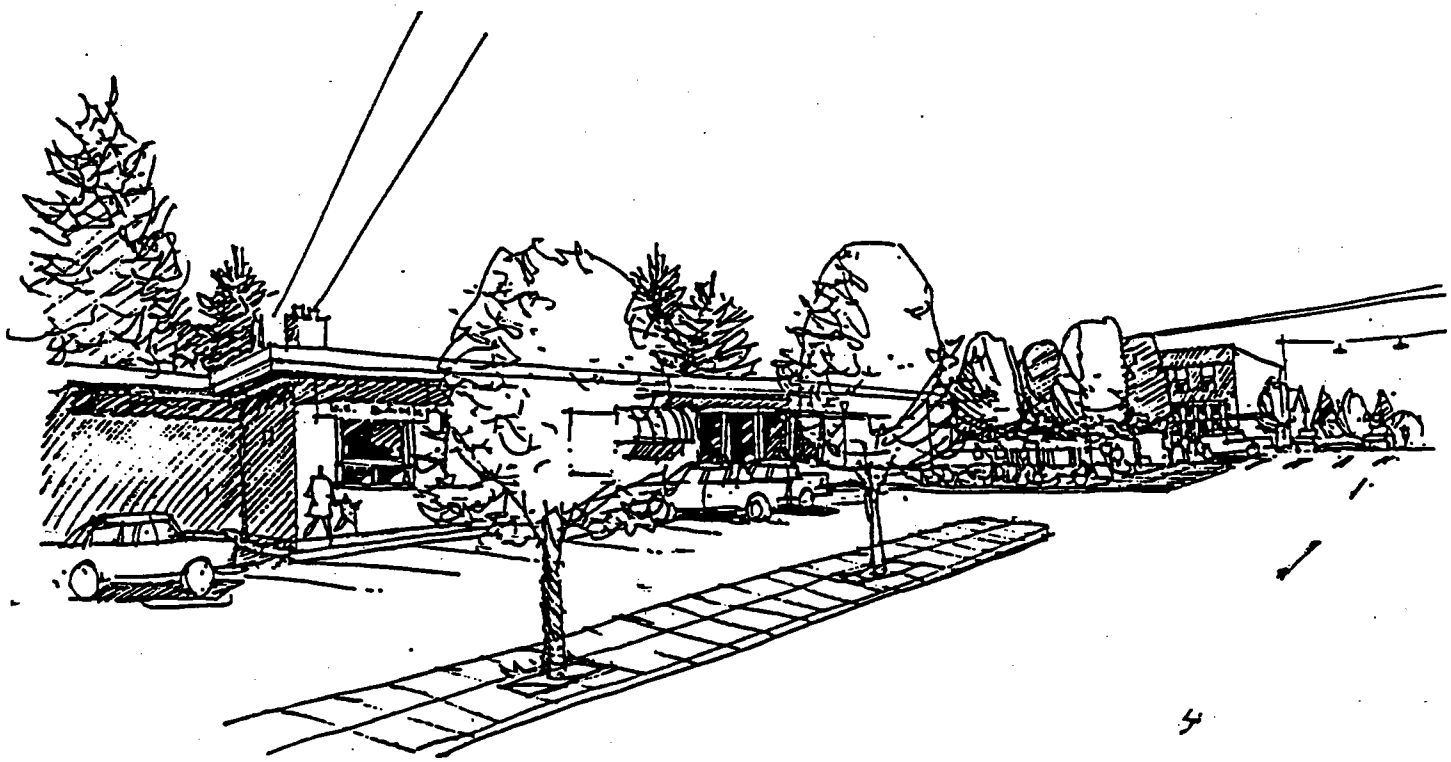
Vashon Town Plan



King County
June 1996

12395

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The County Council acknowledges the significant work of the Vashon Town Plan Committee of the Vashon-Maury Island Community Council which proposed the 1994 Vashon Town Plan on which the adopted Plan is based. The Town Plan Committee was assisted by the following consultant team: Bredouw, Public Participation & Planning Services; Tonkin/Hoyne, Architects & Planners; Kasprisin/Pettinari Design; Dennis Tate Associates; Economic Consulting Services; and TDA, Inc.

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VASHON TOWN PLAN
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I. EXECUTIVE SUMMARY

In the spring of 1993, Vashon Island's Town Plan Committee and King County retained a consulting team to prepare a new plan for the unincorporated commercial heart of Vashon Island. This planning effort was undertaken to reflect the current desires of Islanders to protect this area's character and structure, and to guide any future development in directions consistent with this character.

The result was the proposed 1994 Vashon Town Plan. Because the County's planning structure had changed under the State Growth Management Act and the 1994 King County Comprehensive Plan (KCCP), the proposed Plan was revised to comply with KCCP, including policy I-209, relating to subarea plans. The Vashon Town Plan, as a subarea plan, includes (1) applicable Comprehensive Plan policies relating to Rural Towns; (2) policies for the Town Planning Area on such topics as land use, circulation, parks and residential areas; (3) proposed implementation actions. The Town Plan identifies policies from the Vashon Community Plan (1986) which are to be deleted and replaced by its policies.

For purposes of the Plan, Vashon Island is referred to as such, and the area surrounding the intersection of Vashon Highway and Bank Road is referred to by its historic name, Vashon. Center is an area around the intersection of Cemetery Road and Vashon Highway. Vashon is the commercial hub of the island, and the desired location for residential, commercial and industrial growth. Center is the geographic and agricultural center of the Island.

The Town Planning Area is shown on Figure 1. This Figure also shows the Rural Town boundaries for Vashon. These boundaries are revised from those of the Rural Town land use in the KCCP, primarily to include the industrial land use south and west of the KCCP Rural Town.

The Rural Town is to be a compact, pedestrian-friendly commercial development mixed with moderate density residential areas. While maintaining its the rural nature, the Town is to support diverse commercial activities, employment opportunities, cultural and educational facilities, parks and open space, and varied housing types arranged in neighborhoods.

The Plan proposes an expanded grid system of roadways to encourage traditional residential patterns and increased pedestrian traffic. Parking requirements in the central retail area are reduced. A network of open spaces is also proposed, along with street landscaping to make the area attractive to pedestrians.

To implement the policies of the VTP, there are certain proposed changes in land use and area zoning to be adopted concurrently with the Plan. Particularly, new industrially zoned land has been designated to encourage employment and residential zones are planned to provide housing for people to live affordably.

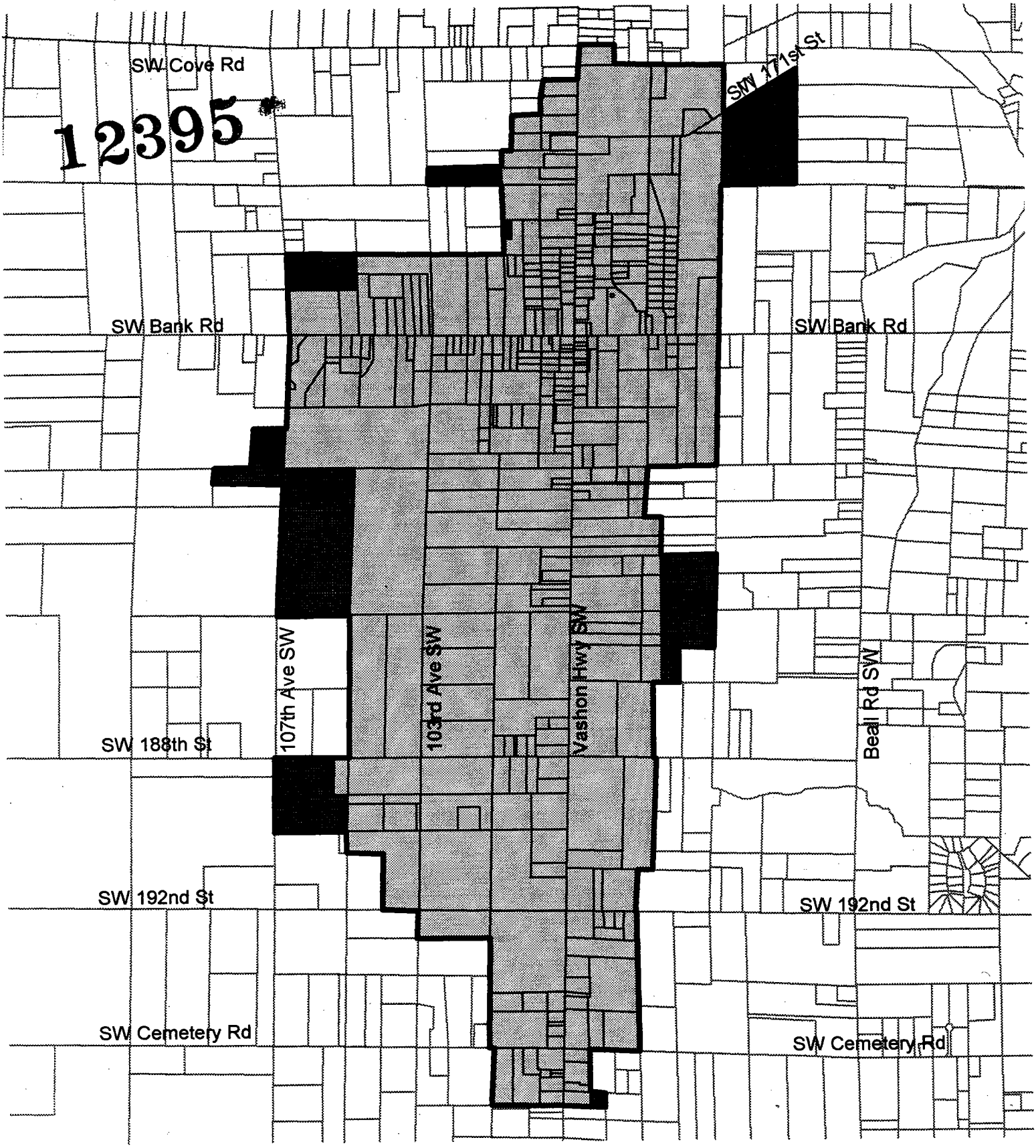

Figure 1. Vashon Town Planning Area
Proposed Land Use

Rural Town
Rural Residential

600 0 600 1200 1800 Feet

This map is for planning purposes only and is not guaranteed to show accurate measurements.

June 20, 1996

II. DEVELOPMENT OF THE TOWN PLAN

PURPOSE

Vashon, as it appears today, was never "planned". It evolved due to a combination of geographic, economic and transportation factors. Roads developed along the beach or on section lines between properties. Stores developed along these roads that connected beach landings to inland areas more conveniently accessible to farms or logging operations. The intersection at Vashon Highway and Bank Road is the focal point of Vashon Island. The oldest and most successful business establishments were founded at that intersection and many of today's most successful businesses are located here, the Thriftway shopping center being the primary example. Past fires have wiped out most of the old historic downtown, with the notable exception of Vashon Hardware, which has been in business since 1904.

This evolution has resulted in a typical Pacific Northwest small town, with a mixture of architecture from several eras and haphazard development based on quirks of history and residents' individuality. Vashon Islanders cherish this character and the Town Plan reflects their efforts to maintain it. This preservation consensus does not preclude agreement that the town lacks some important amenities: a permanent home for the outdoor Saturday Market, affordable housing, a performing arts center. All are desired by the community.

Growth pressures in Vashon have illustrated the limitations of the regulatory tools in the Community Plan in achieving its stated goals of maintaining rural character, as opposed to a suburban appearance. Recent development proposals have forced a re-examination of allowable height, scale and parking.

The objective of the plan is to direct gradual growth and infill development so that it best meets the needs of the community and does not over tax infrastructure. The intent is to seek ways to reinforce Vashon's traditional small town values, character and structure. It is also intended that the Plan provide some predictability to Vashon landowners as to future development potential, and give Island residents a description of likely changes which, based on utility availability and market forces, are expected to be gradual. Most important, it provides a blueprint for changes.

MANAGEMENT OF THE PLANNING PROCESS

The 1994 Vashon Town Plan was funded by King County and written by a consulting team under the direction of the Town Plan Committee, a group of volunteer Islanders appointed by the Vashon-Maury Island Community Council.

The Town Plan was designed to develop a land use, design, and implementation plan for the commercial center of Vashon Island, an unincorporated part of King County. The island's population has exceeded County forecasts, and with the passage of the statewide Growth Management Act, the Community Council sought to revisit the island's goals and regulations for its main commercial center.

The Community Council appointed a Town Plan Committee in 1992 to update the Town's 1983 "Business District Development Guide". While this Guide was officially adopted by the County Council, its recommendations had not been implemented. When the 1986 Vashon Community Plan was adopted, much of the island's allowable development density was reduced (due to Islanders' wishes, and water and sewage restrictions), but the zoning in the Town of Vashon was not adjusted to reflect the newly adopted policies.

PUBLIC PROCESS

While the Town Plan Committee (TPC) was charged with hiring the consultant and managing the funds and process, the entire effort was community-directed. The approach used was to involve as many Islanders as possible. Announcements of TPC meetings appeared in The Beachcomber, the local weekly newspaper, and were open to the public. Newspaper articles, fliers, and other printed material described the study's progress and its findings.

Among the problems mentioned by the public were lack of local (Island) control, lack of an entity to ensure maintenance of amenities (e.g., public restroom, mini-parks, flower boxes/baskets, clean-up), housing costs vs. lower-income Islanders' needs, lack of commercially-zoned land for sale, parking, and an uncertain availability of drinking water. The opportunities identified by Islanders included local enthusiasm and expertise, a town that has not experienced rapid development, and the natural limitation on growth imposed by an uncertain availability of drinking water.

TPC members worked closely with property owners, and held numerous public meetings to bring owners' goals into the planning process. Every owner's proposal was considered and voted on by the TPC.

Overall, the basic values the community wanted to see reflected in the Plan include:

- A friendly and safe place (where we know each other and frequently talk to people we don't yet know);
- A "small town character" (rural, not suburban);
- A Town to serve Islanders' needs: provide affordable housing; keep the Saturday Market alive and well; don't make Vashon too "cute", and, thus, cater to tourists or upscale folks;
- A Town where pedestrians are more important than cars.

Most people just want Vashon to stay as it is, and not recognize the growth potential under existing regulations.

III. PLAN STRUCTURE

KING COUNTY COMPREHENSIVE PLAN

The King County Comprehensive Plan (KCCP) directed the drafting of the Vashon Town Plan through (1) setting forth the structure and required content for a subarea plan, and (2) setting the general policy framework for what a Rural Town should be.

Subarea Plans. The Vashon Town Plan is a subarea plan as described in RCW 36.70A.130 and the KCCP policy I-209[1]. The policy reads as follows:

I-209 Subarea plans should provide detailed land use plans for local geographic areas. Subarea plans implement and shall be elements of the King County Comprehensive Plan and shall be consistent with the County's Comprehensive Plan's policies, development regulation and Land Use Map. The subarea plans should be consistent with functional plans' facility and service standards. The subarea plans may include, but are not limited to:

a. Identify policies in the Comprehensive Plan that apply to the subarea;
b. Plan specific land uses and apply implementing zoning, consistent with the Comprehensive Plan;
c. Identify the boundaries of Unincorporated Activity Centers and Rural Towns;
d. Recommend establishment of new Unincorporated Activity Centers if appropriate;
e. Recommend additional Open Space designations and park sites;
f. Recommend capital improvements, the means and schedule for providing them and amendments to functional plans to support planned land uses;
g. Identify new issues that need resolution at a countywide level, and
h. Identify all necessary implementing measures needed to carry out the plan.

Rural Town Policies. The following KCCP policies relating to Rural Towns specifically apply. The VTP complies with these policies.

R-302 King County hereby designates Fall City and the Town of Vashon as unincorporated Rural Towns. Boundaries of the designated Rural Towns are shown on the Comprehensive Plan Land Use Map. Subarea plans may review and recommend minor adjustments to these boundaries, but such adjustments shall not allow significant increases in development potential for a town, and shall not allow increased development intensities closer to environmentally sensitive areas than existing boundaries would.

R-303 Commercial and industrial development in the Rural Area may locate in Rural Towns if utilities and other services permit, to provide employment, shopping, services and housing opportunities that will reinforce the fiscal and economic health of these communities.

R-304 Rural Towns may contain higher density housing than permitted in the surrounding Rural Area if utilities and other services permit. Development density in Rural Towns may approach that achieved in Rural Cities.

[1] This Plan is also governed by KCCP policies I-215 and I-216. It complies with the direction given in both the policies.

R-305 Rural Towns serve as activity centers for the Rural Area and may include several or all of the following land uses, if supported by necessary utilities and other services and if scaled and designed to protect rural character:

a. Retail, commercial and industrial uses to serve the surrounding Rural Area population and to provide support for resource industries and tourism;
b. Residential development, including single family housing on small lots as well as multifamily housing and mixed-use developments;
c. Other commercial and industrial uses, including commercial recreation and light industry; and
d. Public facilities and services such as community services, churches, schools and fire stations.

R-306 Rural Towns should be compact, promoting pedestrian travel as well as automobile access to most commercial and industrial uses, although these uses are often mixed throughout the towns. New development should be designed to strengthen the desirable characteristics and the historic character of the town, be supported by necessary public facilities and services, and be compatible with historic resources and nearby rural or resource uses. New industrial uses should locate where they do not disrupt pedestrian traffic in established retail areas of town or conflict with residential uses.

Definitions of operative policy language. The shall, will, should, and may are used in this Plan as defined in the KCCP, Chapter One, Section V.A. as follows:

> "Shall" and "will" in a policy mean that it is mandatory for the County to carry out the policy, even if a timeframe is not included. "Shall" and "will" are imperative and nondiscretionary--the County must make decisions based on what the policy says to do. "Should" in a policy provides non-complusory guidance, and establishes that the County has some discretion in making decisions. "May" in a policy means that it is in the County's interest to carry out the policy, but the County has total discretion in making decisions.

VASHON COMMUNITY PLAN (1986)

The Vashon Community Plan, as stated in King County Code 20.12.320, is an amplification and augmentation of the KCCP for policy and area zoning for Vashon Island. This VTP amends the Community Plan by deleting policies that specifically dealt with the Rural Town, and changing land use and amending zoning for the Town Planning Area. Appendix A lists the policies deleted from the Vashon Community Plan.

VASHON TOWN PLAN FORMAT

A Vashon Town Plan prepared in 1994, by contract, under guidance of the TPC provided the vision and objectives for this Town Plan. To meet the requirements of the Growth Management Act and the King County Comprehensive Plan, the Plan was restructured. Generally, the explanatory text from the 1994 Plan is included to furnish context for policies. The policies (printed in bold) are extracted and edited from both the 1994 Plan and

the corresponding proposed Special District Overlay. The implementation section is generally that from the 1994 Plan. Two appendices from 1994 are also included: Existing Conditions and Vashon History.

IV. POLICY RECOMMENDATIONS

The development of the Vashon Town Plan was guided by principles adapted from the Vashon Community Plan:

- Maintain the rural character of the town and Island
- Encourage a compact town center in Vashon
- Encourage pedestrian activity in Vashon
- Encourage open and green space
- Encourage economic diversity
- Protect environmentally sensitive and natural areas
- Encourage affordable housing
- Expand small business opportunities in the planning area
- Emphasize residential and commercial infill
- Encourage mixed-use development in commercial areas
- Allow industrial employment to grow with the population
- Avoid strip development or spot zoning
- Protect existing land uses, not necessarily existing zoning
- Encourage development of vacant lots for businesses and residences
- Protect public safety
- Protect groundwater quality
- Develop recommendations that will result in the planning area relating appropriately to the rest of the island

For purposes of the Plan, Vashon Island is referred to as such, and the area surrounding the intersection of Vashon Highway and Bank Road is referred to by its historic name, Vashon. Center is an area around the intersection of Cemetery Road and Vashon Highway. The Rural Town is the entire area with designated Rural Town land use, i.e., it encompasses Vashon and Center, and surrounding residential areas and industrial areas (see Figure 1).

LAND USE

The land use policies are intended to strengthen existing land use patterns, while achieving the goals of compact development, employment opportunities, and affordable housing.

L-1 Development in the Rural Town should maintain the rural nature and service orientation of the commercial areas of Vashon and Center, with compact, pedestrian-friendly commercial development mixed with moderate density residential development.

L-2 The Rural Town should support diverse commercial activities, employment opportunities, cultural and educational facilities, parks and open space, and varied housing types arranged in neighborhoods.

In order to create contiguous rural town land use, the boundaries of the Rural Town of Vashon are revised as allowed in KCCP policy R-302. The revision does not increase development potential nor does it change the impact to sensitive areas since, primarily, the boundary revision moves the existing industrial land use into Rural Town land use.

L-3 The boundaries of the Rural Town land use shall be as described in Figure 1.

The following policies replace policies V-10 through V-14 from the Vashon Community Plan. The VTP policies express the vision that Vashon's residential development would be intensive in relation to other residential areas on the Island but it would not exceed the development that can be accommodated by existing or planned services.

L-4 In order to fully utilize existing services including sewers, Class I water, public transportation and shopping, Vashon is planned to accommodate the most intensive residential development on the Island, as mixed use and infill.

L-5 Vashon should continue to be the major commercial business center on Vashon Island.

L-6 The area between Vashon and Center should be designated R-1 in order to separate the two commercial nodes and to allow for the development of moderately-priced housing along the Vashon Highway.

L-7 Multifamily rezones for housing projects for senior or disabled citizens, or for low-income citizens, for up to twelve dwelling units per acre, should be allowed in areas zoned R-8 provided they meet other applicable Town Plan, Community Plan and Comprehensive Plan policies.

Policy L-8 broadens the locations of mixed business and residential to the full Rural Town.

L-8 Mixed business and residential uses are encouraged in the Rural Town.

Policy L-9 replaces V-16 in the VCP. It indicates, along with L-10 and L-11, that "light" industrial uses are appropriate and that commercial services should be in the Town.

L-9 Commercial and light industrial land uses should be concentrated in the Rural Town where water, wastewater and transit services are available and adequate.

L-10 Future light industrial development on Vashon Island should only occur on property in the Rural Town, and with industrial or potential industrial zoning. Industrial development, therefore, should be clustered south and west of Vashon and near existing manufacturing uses.

L-11 Light industrial development should have adequate access to Vashon Highway, but is not to occur along the Highway.

L-12 Storage of heavy equipment may occur within industrially zoned land, but not along arterials.

CIRCULATION

Vehicular Circulation

The intent of the circulation recommendations are (1) to facilitate smooth and safe travel throughout the Town, and (2) to encourage traditional residential patterns and increased pedestrian traffic through use of a grid system of streets. Figure 2 shows conceptual road linkages; field surveys have not been prepared to determine actual feasibility. Actual alignments would be determined at the time of development proposals. A major consideration is keeping residential traffic separate from industrial traffic.

Two changes of circulation are not included in the VTP: traffic signals are not recommended to replace the four-way stops; a bypass of the main intersection in Vashon is not recommended. Also, the alleys in the planning area provide access to parking areas and for service vehicles. The Town Plan does not recommend any change to those functions at this time.

Public transit use has been addressed by land uses which are higher density residential and mixed use in Vashon. In addition, the urban design recommendations are intended to enhance the pedestrian environment and increase transit use. Also, the Ober Park park-and-ride facility is over-crowded and subject to vandalism and theft, many commuters park along Vashon Highway and in privately-owned parking lots before boarding Metro buses. A second park-and-ride facility is suggested.

C-1 The Town Planning Area vehicle circulation system should be a street grid structure that provides for efficient movement of people, goods, and services, and safe ingress/egress from businesses and residences.

C-2 King County should review and consider how to help implement traffic studies which may be prepared by other agencies such as the Vashon Chamber of Commerce and the Vashon Community Council.

C-3 A second park-and ride facility at the southern end of Vashon should be considered, possibly along with a large parcel development.

Non-Motorized Circulation

Pedestrian priority over motorized vehicles was a strong theme in the Town Plan from its inception.

Sidewalks and special pavings have been recommended to provide a safe and pleasant place for pedestrians to walk, including seniors, disabled, and children in strollers. Figure 3 shows the high priority (and secondary priority) locations for sidewalks, pathways, walkways or trails in the Town Planning Area. Primary activity areas include the Post Office, Beck's Market, Vashon Landing, Thriftway Market, and the Library (and the County Market site on Saturdays). Dashed lines in the northwest portion of Vashon indicate the vision of a walking trail/easement along the stream north of Bank Road, connecting with SW 174th Street and a potential community center site across from Ober Park. A pathway would extend north from 100th Ave SW. For the southwest quadrant of Vashon, the concept of connecting 98th Way SW southward, then back to Vashon Highway, would be realized when a development proposal is implemented on those parcels.

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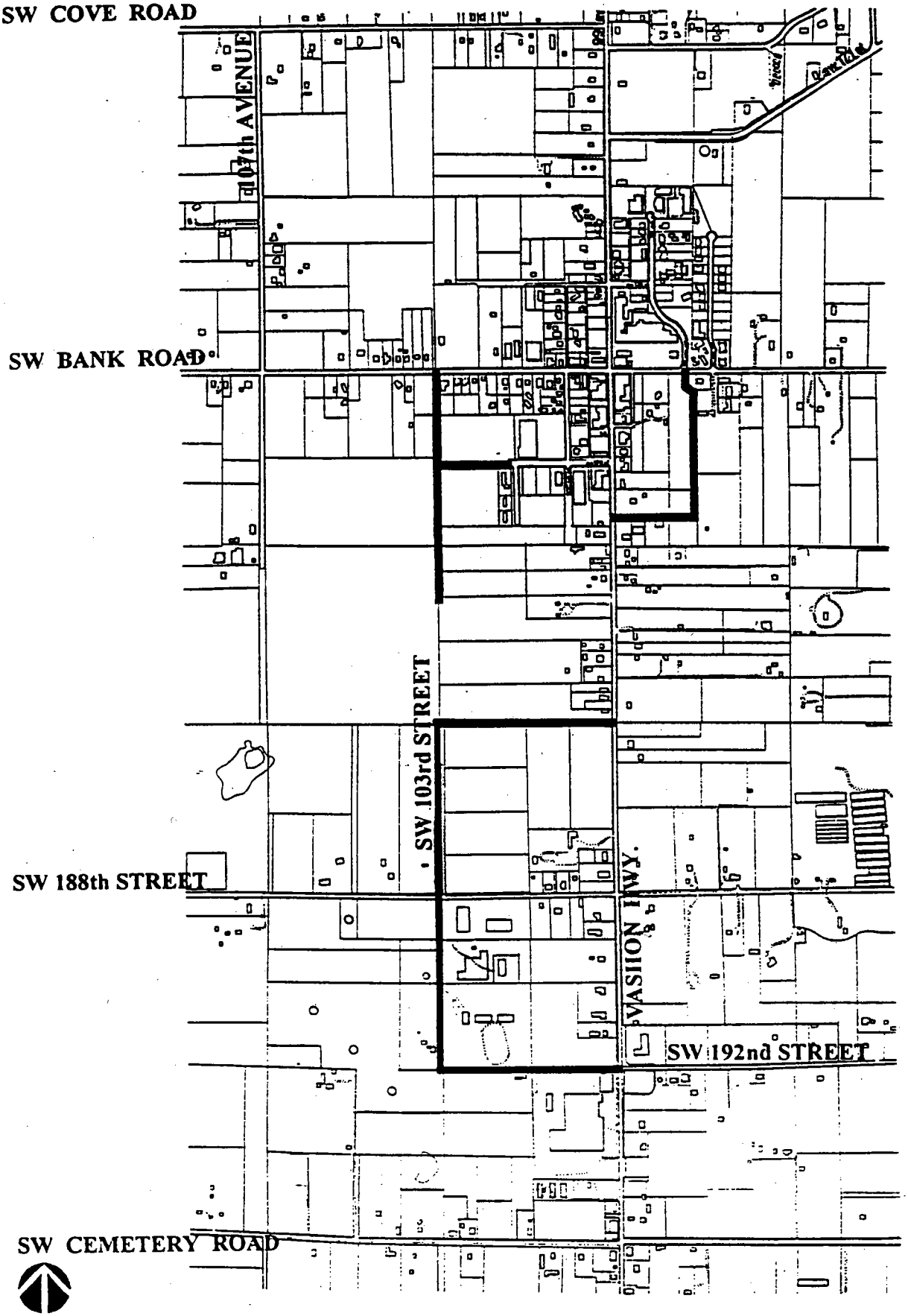
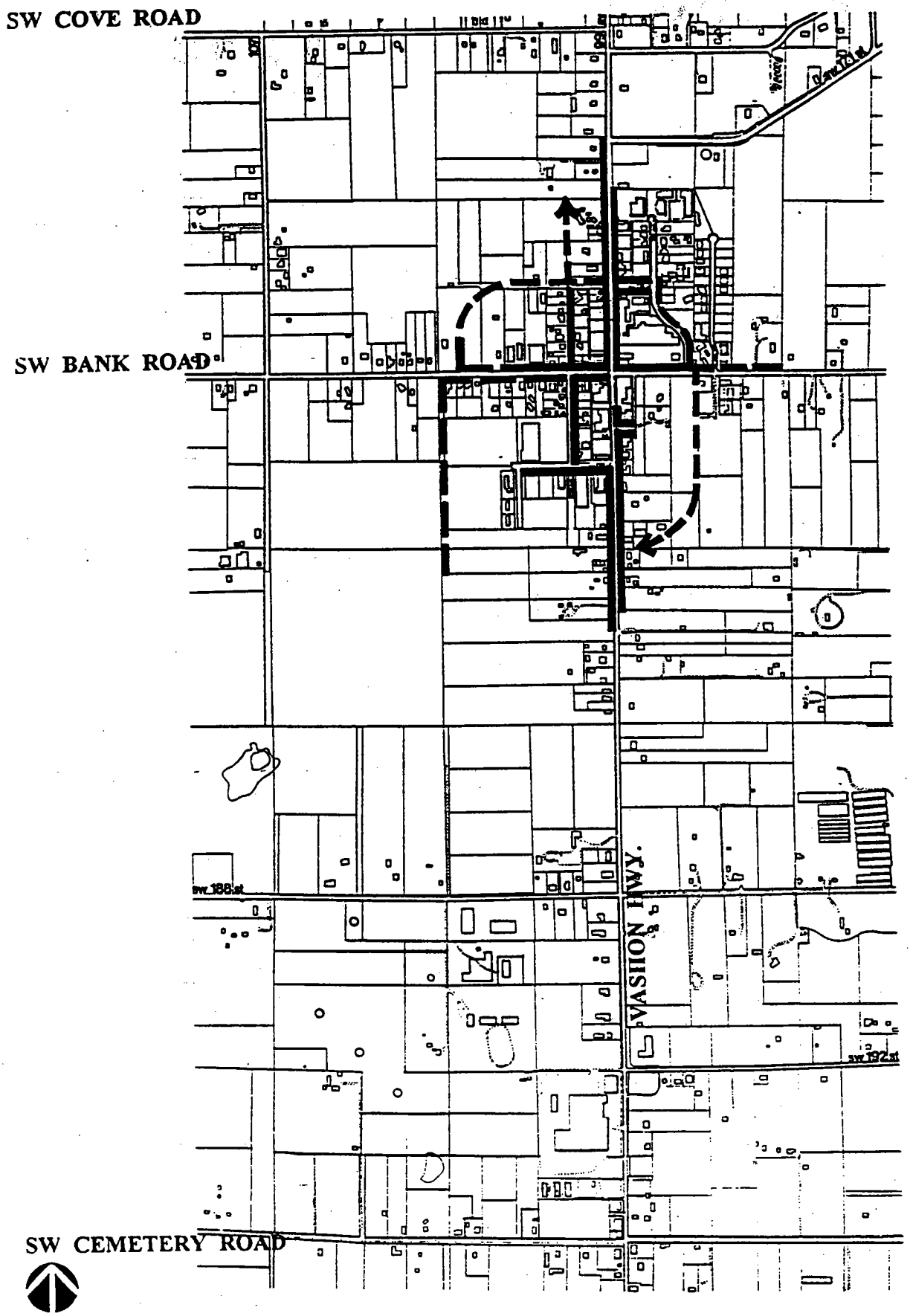


Vashon Town Plan

PROPOSED ROAD

VEHICULAR CIRCULATION
FIGURE 2



Vashon Town Plan

FIRST PRIORITY

SECOND PRIORITY

PEDESTRIAN CIRCULATION FIGURE 3

No specific recommendations have been made for bicycles or equestrians in this Town Plan policies over provisions already in effect through King County regulations.

C-4 Safe pedestrian travel should be provided for by installing sidewalks, trails, paths or other separated walkways in locations shown on Figure 3. Pedestrian facilities should be placed where people walk and congregate naturally, with thought to how the land will continue to develop over the long term.

C-5 Pedestrian facilities should be provided for along 103rd Avenue SW, south of Bank Road, to allow employees in the industrial areas to the south to walk to Vashon.

Parking

Off-street parking requirements are proposed to be waived for parcels in the Parking Reduction Zone (Figure 4) to encourage infill and existing businesses to redevelop, and to eliminate the need to demolish older buildings when remodeling or expanding. Although Islanders and visitors experience a parking problem at certain, popular locations on peak activity days, there is plenty of parking throughout Vashon. The addition of new off-street parking is not required and, in this Zone, would not be consistent with Vashon's rural character or desired pedestrian orientation. In aggregate, an adequate amount of parking exists within a five minute walk from the main intersection.

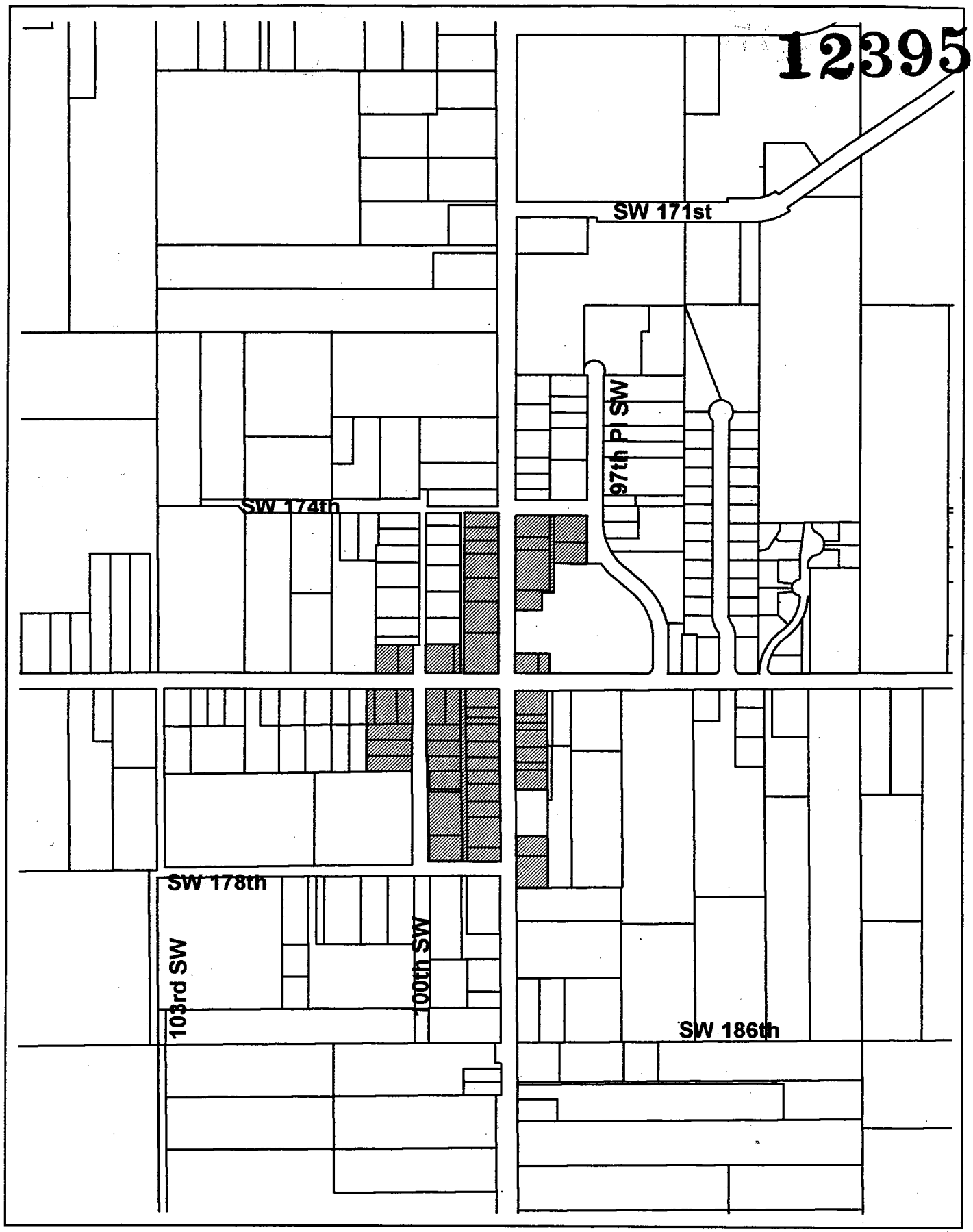
The County Zoning 21A.18.020D (authority and application section of the Zoning Code Chapter on Development Standards for Parking and Circulation) allows, under certain conditions, the director (of the Department of Development and Environmental Services) to waive parking requirements. Policy C-6 will be the policy basis for the director to honor requests for waivers.

C-6 The director shall honor requests to waive County Code parking requirements for commercially zoned properties in the Parking Reduction Zone (Figure 4), except that any waiver shall not reduce the number of existing parking spaces.

PARKS AND OPEN SPACE

A combination of public parks and open space and informal green spaces can result from public/private partnerships at the time of development of key sites. King County should help facility such partnerships.

The Vashon-Maury Island Park District has taxing authority which it uses to supplement King County Parks facilities and programs on the Island. The Park District now owns many of the park properties which it manages and maintains so as to customize service to Island residents. A combination of public park/open spaces and those incorporated in private developments as these occur is recommended in this Town Plan. Figure 5 illustrates possible sites and areas for future development by either public or private funds.



Vashon Town Plan
Figure 4. Parking Reduction Zone

Parcels in Parking Reduction Zone

0.65 0 0.65 1.3 1.95 Miles

Base map courtesy of Putnam Nespor Architects, Burton, Washington

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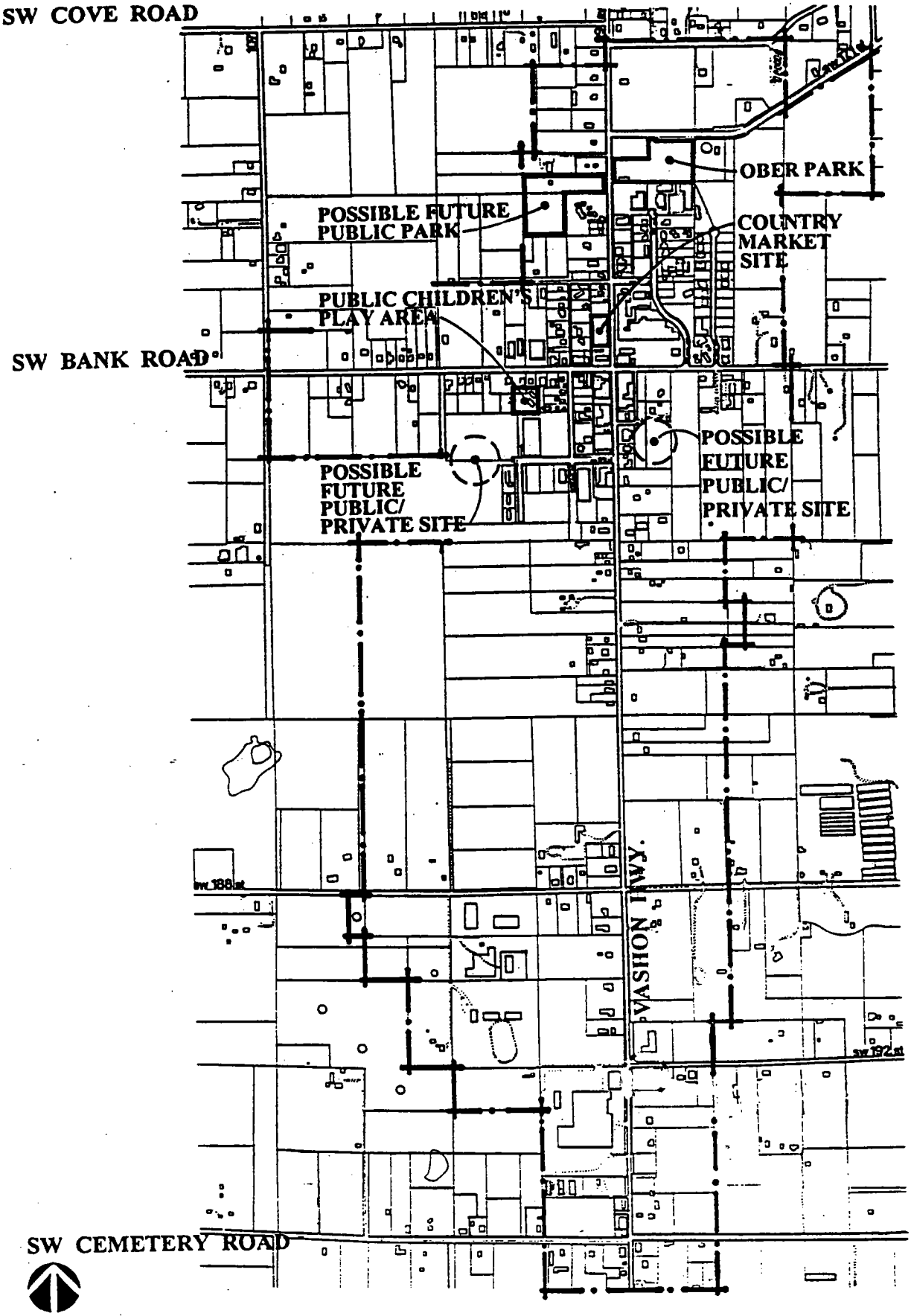

Vashon Town Plan

PARKS & OPEN SPACE
FIGURE 5R

Town Green and Green Network

Both single sites and connected small green spaces/pathways contribute to the concept of a Town Green, a central focal point for community gathering, and a Green Network.

A Town Green would accommodate civic occasions and festivals as well as provide a formal and informal gathering place for Islanders. A key function in Vashon is the Country (formerly Saturday) Market, which does not have a permanent home at this time. The Vashon-Maury Island Park District intends to acquire and develop a public park somewhere in Vashon, possibly connected with their efforts to expand Ober Park. Figure 5 shows possible sites for a Town Green/Country Market/public park in Vashon.

The Green Network concept serves to link green and open spaces with "green" pedestrian pathways. It would be accomplished by rigorous coordination among land owners, the Parks District, King County, and the Community Council.

P-1 Along with other agencies, King County should work towards developing a Town Green as an open space focus for Vashon. The Town Green should be centrally located, walking distance from the intersection of Vashon Highway and Bank Road, at least one-half acre in size and oriented toward daylight/solar access.

P-2 Along with other agencies and private ownerships, King County should work towards assembling a Green Network using land and/or use intensity trade-offs to secure centrally located and community benefit sites and walkways.

Landmark Trees

The Vashon Landmark Tree Program, through the Vashon-Maury Island Audubon Society's Conservation Committee, has identified valuable trees throughout the island. Its primary emphasis is to grant recognition to trees and tree owners, without suggesting any restrictions or requirements Figure 6 shows trees in the Rural Town found to be of significance by this program, and is included here as a reference when making decisions about appropriate planning in the Town.

P-3 Mature and established trees and vegetation represent a community resource and should be retained and expanded whenever possible.

URBAN DESIGN

This Urban Design element complements the Land Use element. The design recommendations for Vashon were arrived at carefully, in order to continue their historical "unplanned" appearance.

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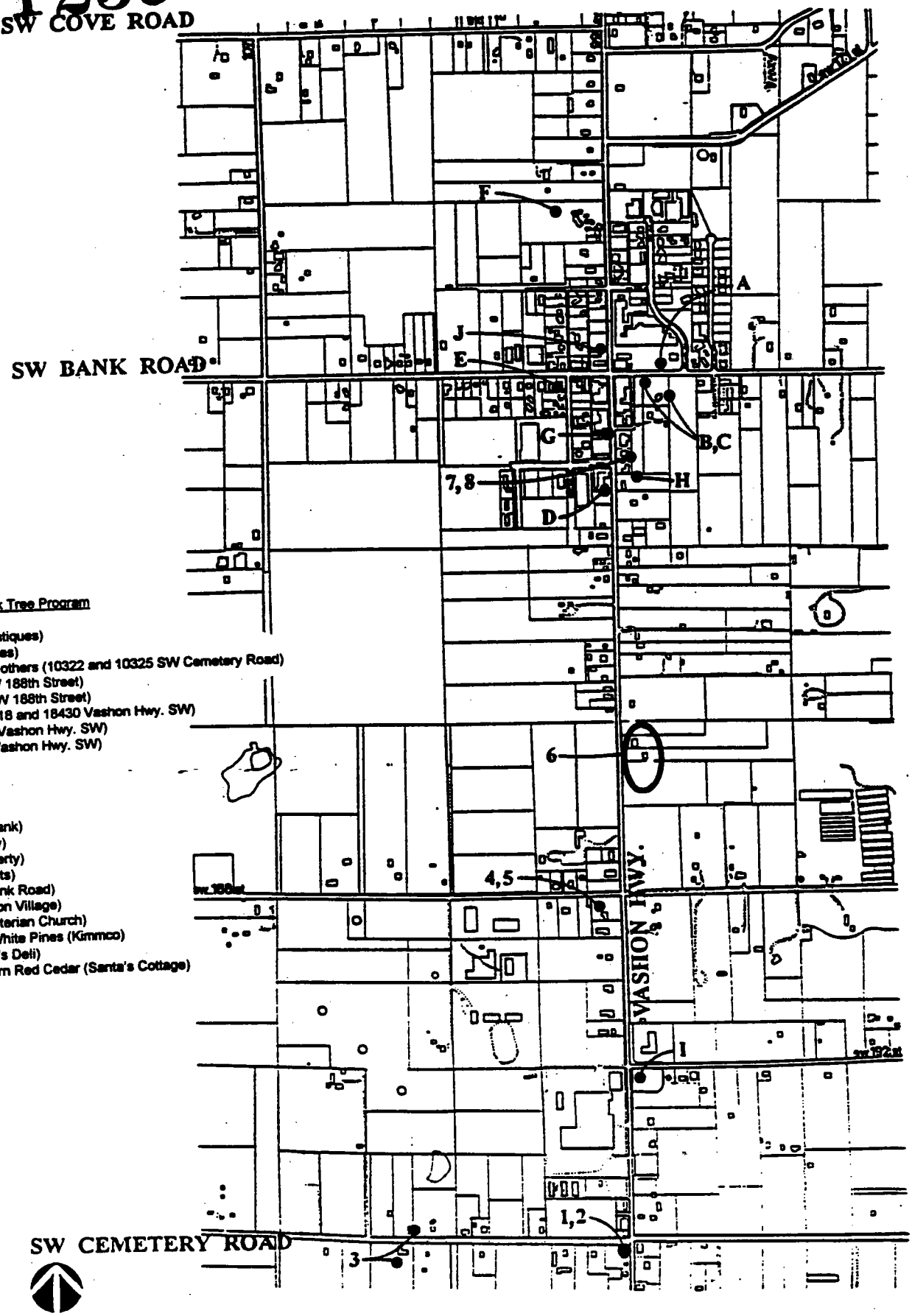

Officially Included in Landmark Tree Program

1. Black Walnut (Owen's Antiques)
2. Butternut (Owen's Antiques)
3. Sassafrass, daimyo oak, others (10322 and 10325 SW Cemetery Road)
4. Copper Beech (9915 SW 188th Street)
5. Pin Oak, others (9915 SW 188th Street)
6. Nine Black Locusts (18418 and 18430 Vashon Hwy. SW)
7. Coast Redwood (17722 Vashon Hwy. SW)
8. Italian Cypress (17722 Vashon Hwy. SW)

Not Yet Officially Included

a. Silver maple (Seafirst Bank)
b. Tulip (Eernisee Property)
c. Monkey (Eernisee Property)
d. Monkey (Napa Auto Parts)
e. Monkey (10007 SW Bank Road)
f. Chestnut (west of Vashon Village)
g. Norway Spruce (Presbyterian Church)
h. Western and Eastern White Pines (Kimmco)
i. Sequoia (south of Mom's Deli)
j. Douglas Fir and Western Red Cedar (Santa's Cottage)

Sidewalks/Pathways

While location of sidewalks and new roads are described in the Circulation element, above, the appearance of these facilities is also important. Currently, in Vashon, there is a hodgepodge of sidewalk widths, paving patterns, and curb and gutter details, and these activity areas are not connected. Most of the sidewalks, where they do exist, are in poor condition and/or do not connect with one another; this can encourage people to drive from one shop to another, exacerbating congestion and parking problems. The current King County standards for sidewalk, curb and gutter may be too suburban in appearance as opposed to rural, however, and other options should be explored (e.g., rolled curbs).

The recommendation of this Plan is for a new system of eight to ten-foot-wide sidewalks or separate pedestrian pathways. Figures 7 and 8 illustrate the concepts. Construction of a walkway system throughout Vashon will help define the compact core area with a safe, well-defined, and friendly street area that, together with the parking reduction provision, will invite and encourage people to leave their cars parked and walk between shops and buildings. Proper coordination among property owners and developers should result in privately-owned and maintained walkways between and behind buildings to allow for diagonal movement through the town. These private walkways also will allow for connections to private and public parking areas.

The northwest corner of Vashon's main intersection (site of the US Bank) is highly used by pedestrians and would benefit from structural and design improvements. Frequent pedestrian-vehicle conflicts occur at this parking lot, and a reconfiguration would greatly improve pedestrian safety and comfort.

No sidewalks or formal walkways are currently recommended for the portion of the Rural Town south of Vashon.

UD-1 A safe, well-defined, pedestrian-friendly walkway system should be provided throughout Vashon, including coordinated privately-developed walkways and green spaces.

Pedestrian Amenities

In addition to appropriately designed walkways and pavings, this Plan also recommends that Vashon pedestrians are provided with pedestrian amenities.

UD-2 Government and community efforts should be coordinated so as to phase in sidewalks with street improvements, including tree plantings, and to provide pedestrian amenities as follows: public restroom, benches, trash receptacles, community information kiosks, pedestrian scale streetlight system, street paving system, bike racks, crosswalk design, and ADA accessibility features.

Signage

Conflicts among various types of circulation could be reduced with a system of signage for optimizing traffic flow, parking, transit and bicycle users.

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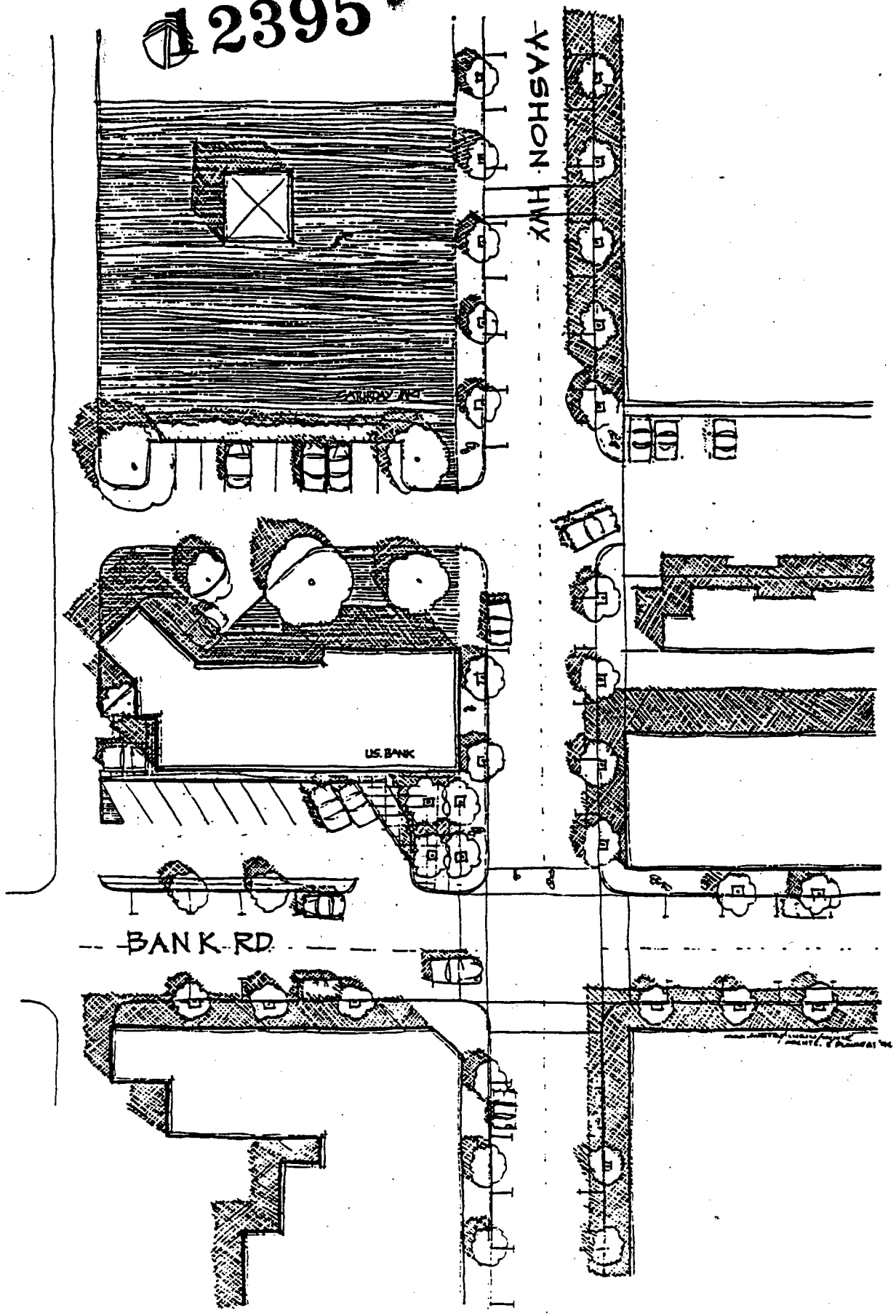

Vashon Town Plan

LANDSCAPE & SIDEWALK CONCEPTS
FIGURE 7

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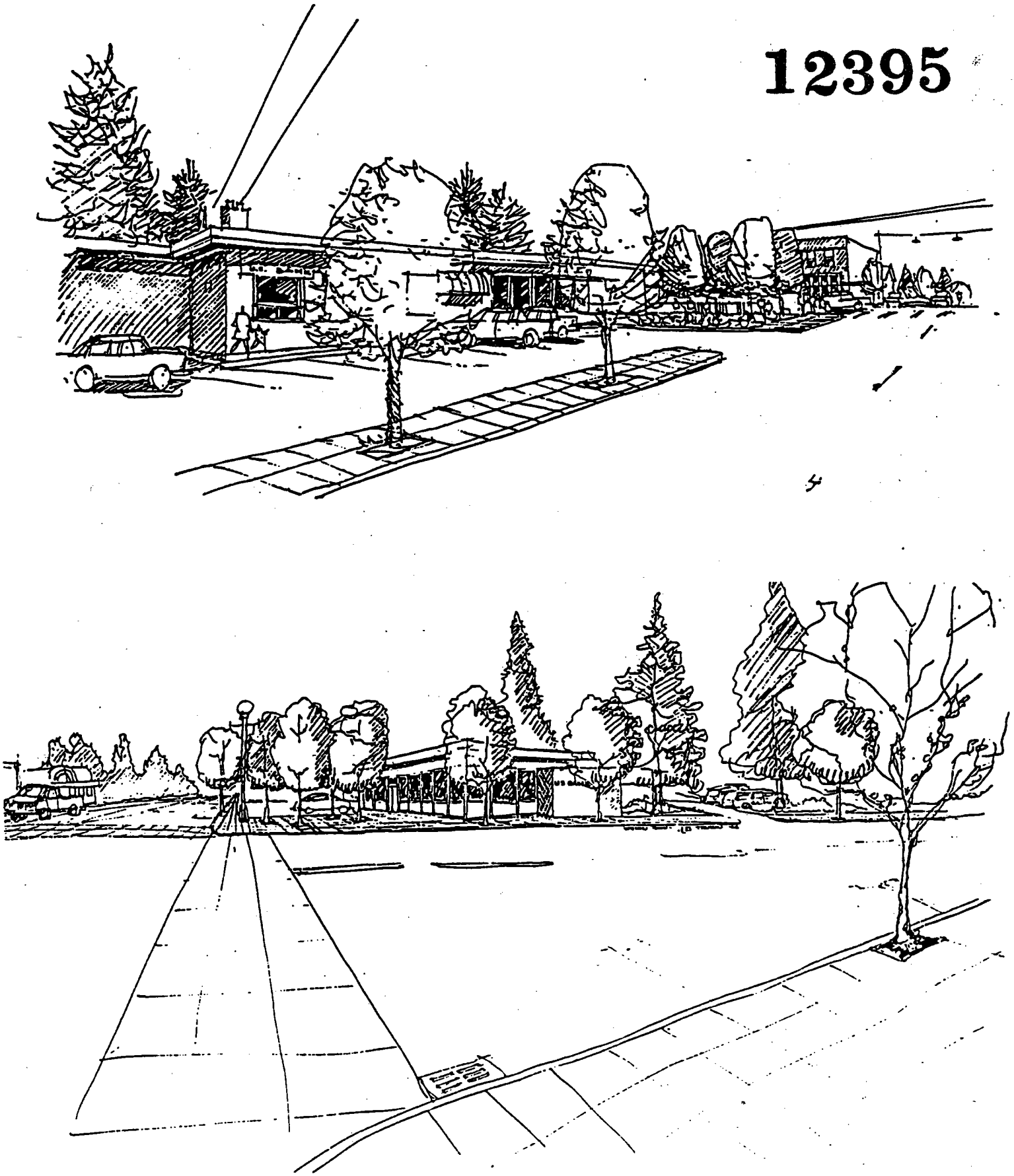

Vashon Town Plan

U.S. BANK
CORNER CONCEPT
FIGURE 8

12395

UD-3 A signage system to guide pedestrian, bicycle, vehicle and transit traffic so as to optimize flow and reduce conflicts should be provided.

HISTORIC PRESERVATION

Overview

Vashon and Maury Islands' historic and architectural heritage is particularly rich and diverse, represented by buildings and landscapes. The preservation of these resources provides many benefits to the Island: historic resources maintain a tangible connection with the historic and prehistoric past, providing a sense of stability, and aesthetic value to communities, particularly in times of rapid change. Like wetlands, salmon streams, and other sensitive environmental features, historic resources also have intrinsic value as places of tradition and meaning.

King County Historic Preservation Program

Historic preservation requires governmental action to insure that resources important to all Island citizens, embodying values of broad public benefit and interest, are maintained. Preservation of historic and archaeological resources is one of the fundamental goals of local government planning under the State Growth Management Act and is articulated in the King County Comprehensive Plan.

In King County, the identification, evaluation and protection of cultural resources is the responsibility of the Historic Preservation Program. Currently, the Historic Preservation Program is working closely with Vashon Allied Arts, the Vashon/Maury Island Heritage Association, and a Citizens Advisory Committee to identify and encourage the local preservation of cultural resources important to future Island generations.

The Historic Preservation Program initiated a survey in June of 1993 as a first step towards the identification and evaluation of historic resources. Inventoried properties may be eligible for landmark designations.. Cultural resources within and adjacent to the Rural Town boundaries are listed in Appendix D.

H-1 The preservation and sensitive restoration of historic or culturally significant sites in the Rural Town should be encouraged in order to maintain the Town's character and to preserve tangible reminders of the Town's history.

RESIDENTIAL DEVELOPMENT

Residential development within the Rural Town can occur through new residential developments, in mixed used developments, and through infill. While the existing parcel layout is not anticipated to change substantially as residential infill occurs, recent multiple family developments are not in keeping with Town's scale and character. These projects,

constructed on narrow and deep lots, have little relationship to the street and adjacent residential units, locating parking and carports next to adjacent developments.

The intent of this Plan is to reinforce and strengthen the preferred existing residential characteristics of Vashon, namely the small town scale, and to identify the single family residence in landscaped or natural settings. Figure 9a&b illustrate the special housing types of single family attached, multiplex, and cottages. Figure 10a-d illustrate development schemes that are encouraged in the Rural Town.

R-1 **New housing units, in building type and site development, should be reflective of the established development patterns of their neighborhoods.**

R-2 **Only the housing types listed shall be allowed in residential zones depending on site location and layout: Single Family Detached; Single Family Attached; Single Family with Attached Accessory Unit(s); Cottages as Accessory Units or in Clusters or Commons; Multiplexes (Duplex, Triplex, or Fourplex houses).**

R-3 **New development or major redevelopment is encouraged of rural character and to use one of the following development schemes as illustrated and described on Figure 10 a-d:**

- **small lot subdivisions to provide affordable housing in a traditional grid configuration;**
- **cluster housing to protect natural features as networks of open space;**
- **commons housing to encourage a traditional neighborhood in combination with clustering;**
- **farmstead to preserve existing housing and achieve infill; or**
- **in commercial zones, mixed use with residential above or attached to the commercial building.**

R-4 **Accessory units should be permitted in existing single family residential neighborhoods per 21A.08.030 but should not be allowed as attached and/or detached accessory units in new small lot subdivisions or in clusters or commons configurations.**

R-5 **Cottages should be allowed as accessory units on larger lots with existing single family houses and within clusters or commons developments as primary units if combined with other unit types to diversify scale, character, and tenant type.**

R-6 **New single family neighborhoods of eight or more homes should include open space oriented toward at least one street.**

R-7 **Multiplexes should be allowed as infill within existing single family detached residential areas when the area is zoned for the proposed number of units and where, as much as possible, the structures maintain a single family character. For example, each unit should have a separate exterior entry with an exterior covered area (porch, patio, or deck) and a bounded open space; and parking is at the side and/or rear of the building.**

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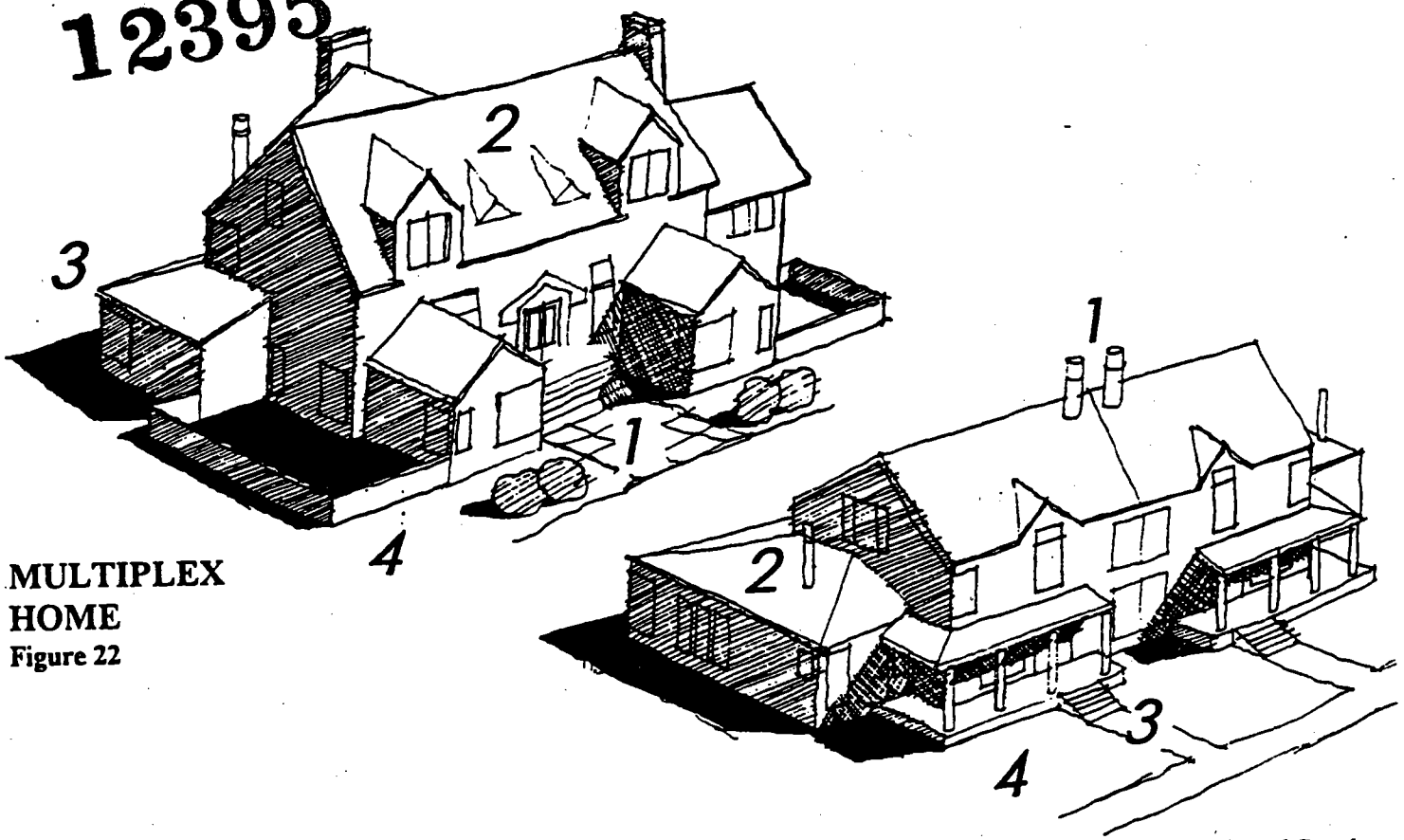

MULTIPLEX HOME
Figure 22

Source: Kasprisin Pettinari Design

Multiplex homes resemble single family detached houses, yet contain multiple units.

Features include:

1 common ground level entry(s) for all units
2 stacked units within building interior
3 physically disadvantaged ground level units
4 common open space areas for building tenants

SINGLE FAMILY ATTACHED WITH ACCESSORY UNITS
Figure 16

Single family attached housing may contain accessory units of 40% or less of the prime unit's square footage.

Features include:

1 common wall(s)
2 attached units (one or two stories in height)
3 separate ground level entries
4 attached covered front entry

FIGURE 9A

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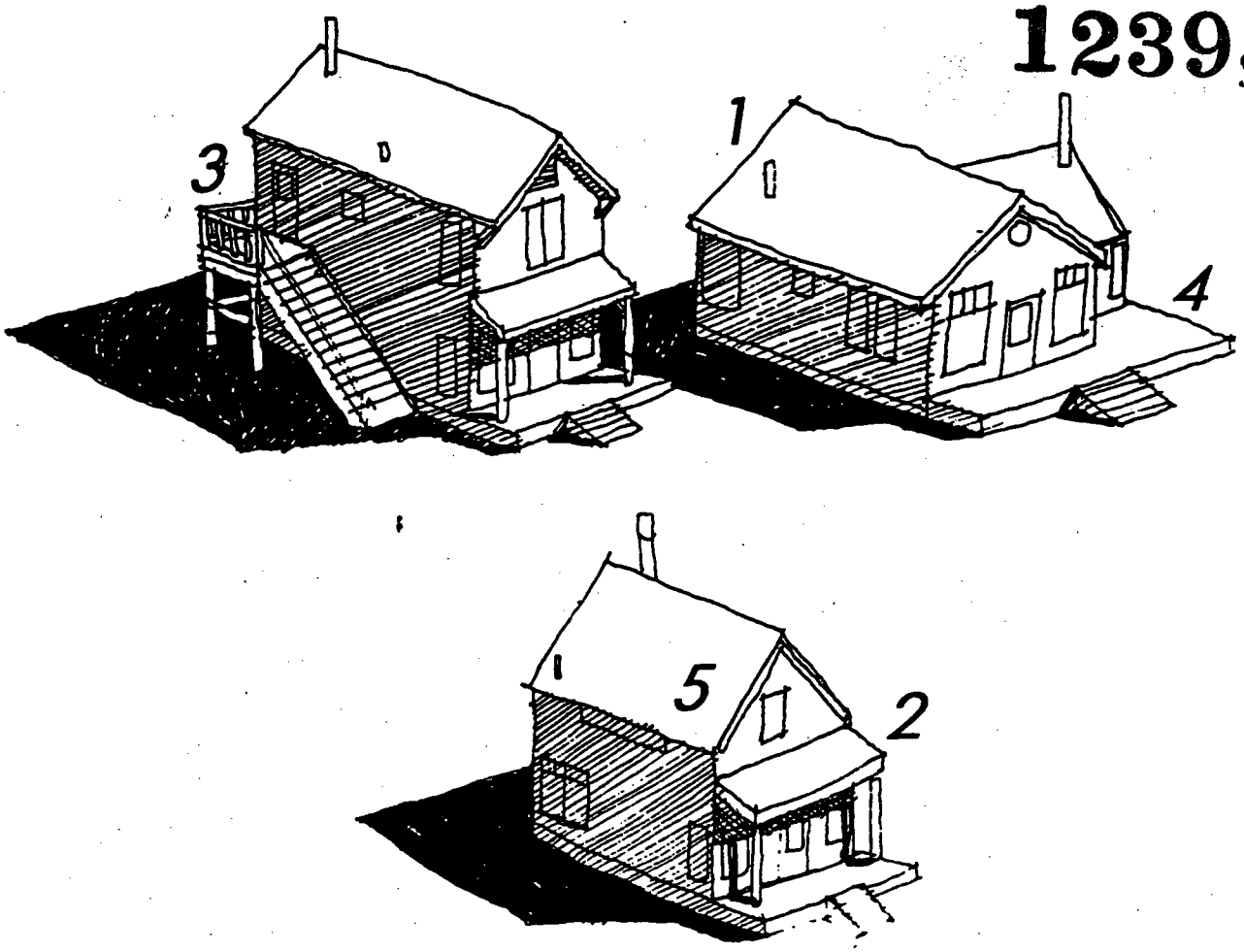

Source: Kasprisin Pettinari Design

Cottages

Cottages provide affordable and rural character housing types, used both as accessory buildings or in a cluster with at least one additional building type.

Three examples are illustrated below: a two (2) story building; a one and one-half story building with sleeping loft; and, a one story building.

Features include:

two story building

1 roof pitch at least 4 in 12 inches
2 covered front facade exterior space
3 exterior access to second story
4 contiguous outdoor open space

one and one-half story building

5 sleeping loft

COTTAGES
FIGURE 9B

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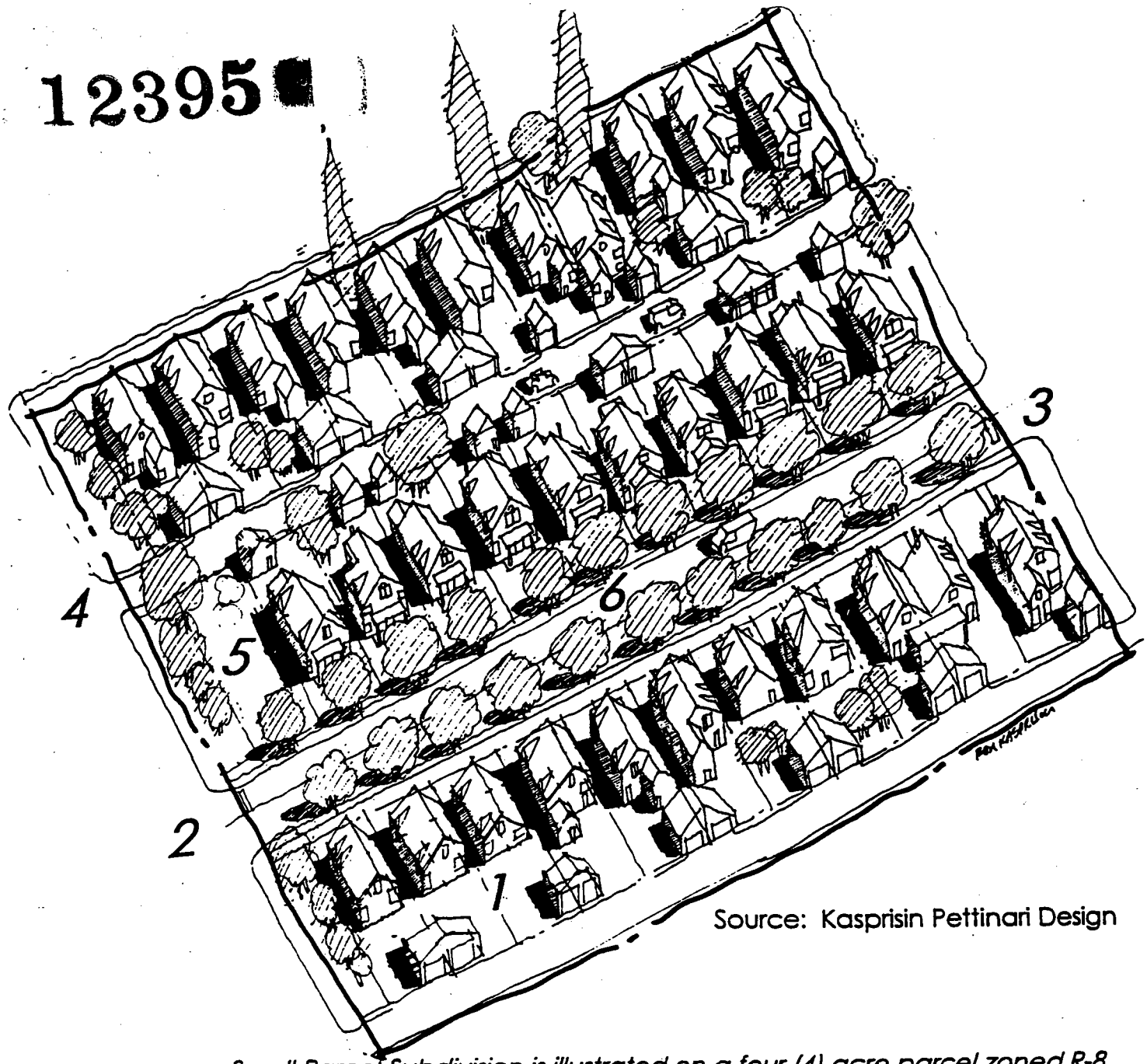


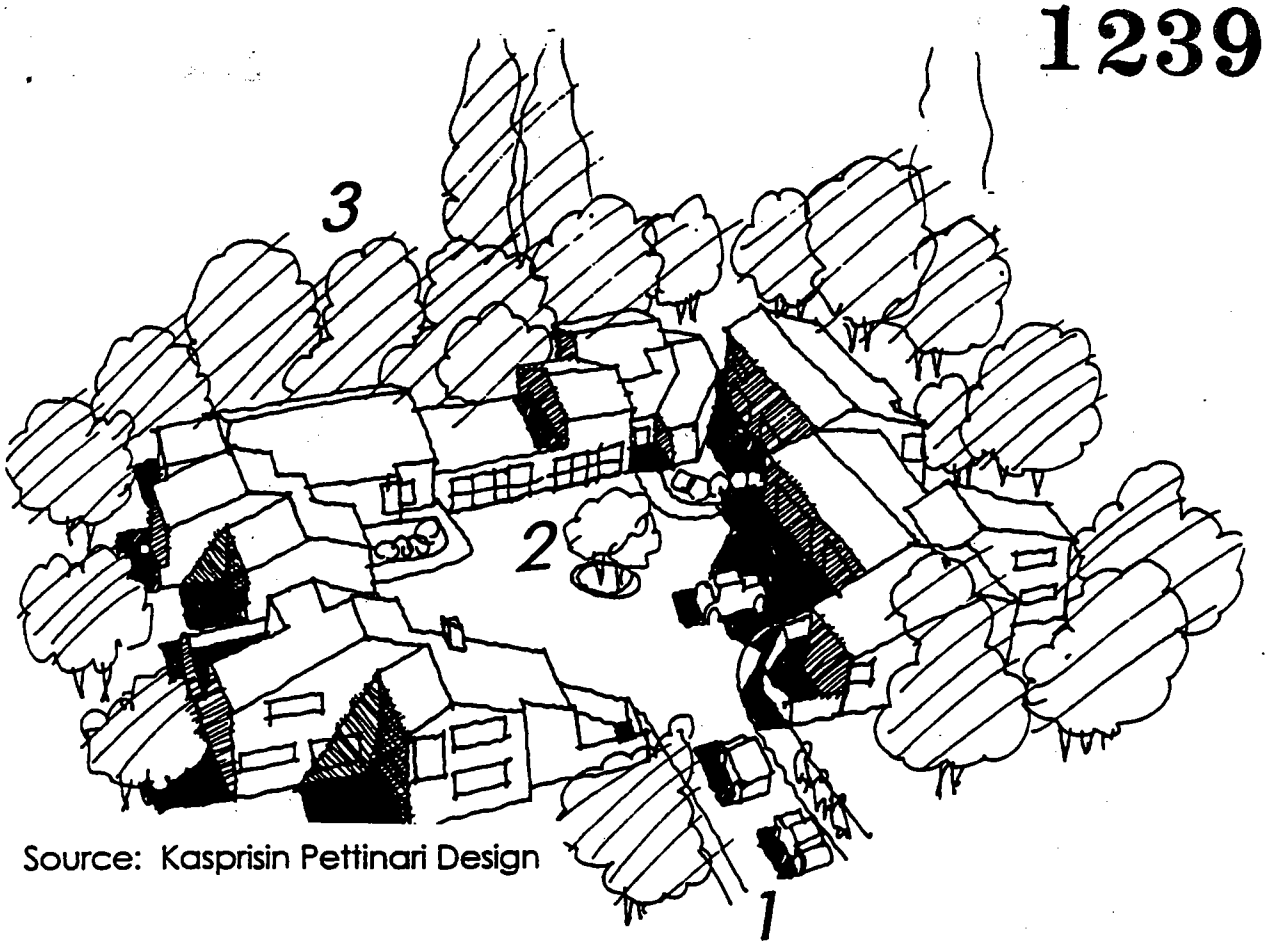
Source: Kasprisin Pettinari Design

Small Parcel Subdivision is illustrated on a four (4) acre parcel zoned R-8.

Features include:

1 *40 feet by 100 feet parcels with single family detached or attached building types, each with an attached covered front deck/porch*
2 *60 feet maximum (40 feet preferred) residential street right-of-way*
3 *pedestrian sidewalk on both sides of street*
4 *twenty (20) feet wide service alley to the rear of residential parcels, accessing garages and on-site parking; shared where feasible*
5 *common open space*
6 *street tree landscaping*

SMALL LOT SUBDIVISION FIGURE 10A



Source: Kasprisin Pettinari Design

Cluster Housing

Cluster Housing consists of attached and detached housing units centered around an interior parking court.

Features include:

1 *common access drive*
2 *garage doors oriented away from street view*
3 *common open space (wetlands, woods, play areas, etc.) shared by multiple clusters*

CLUSTER HOUSING FIGURE 10B

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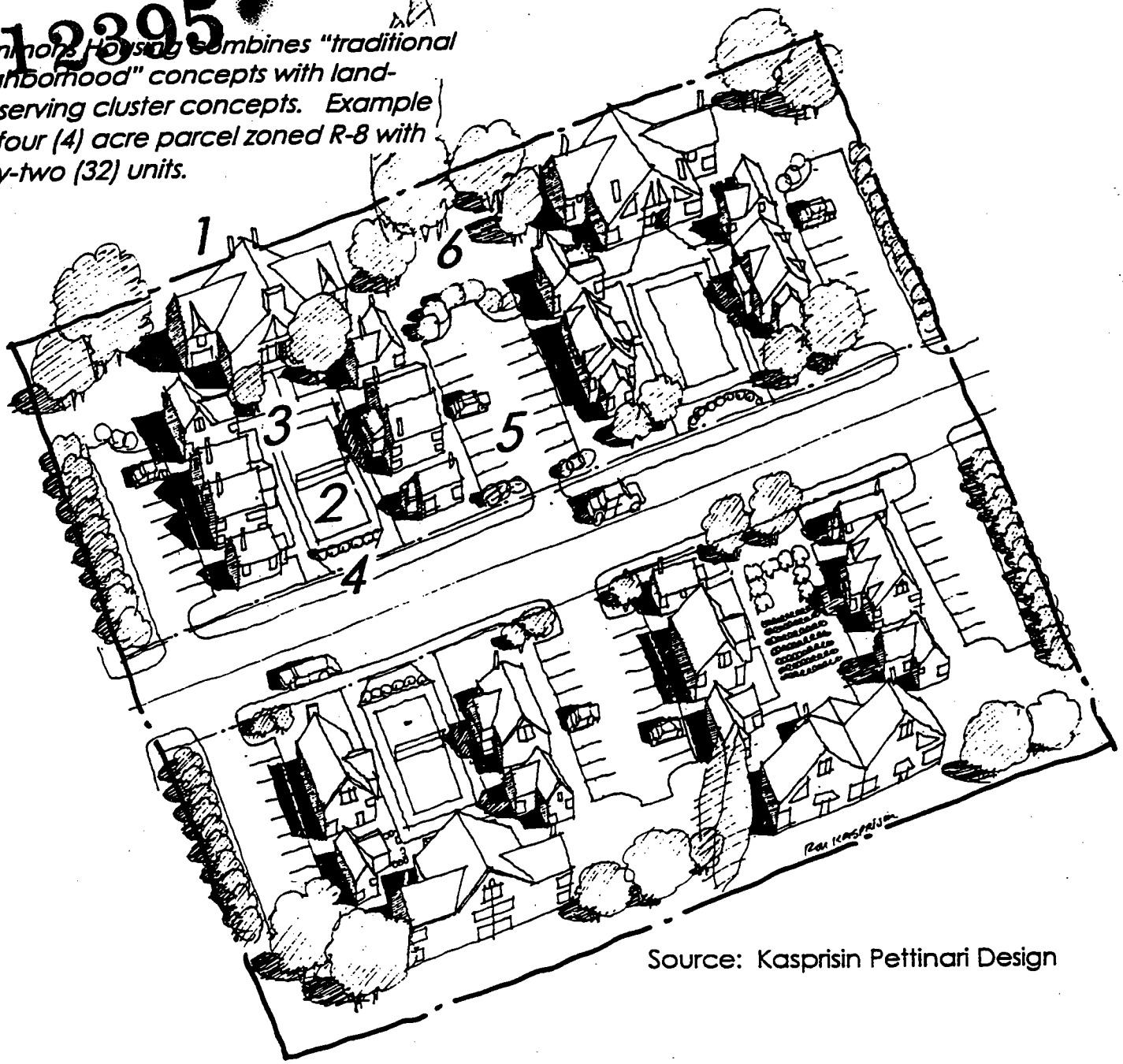
Commons Housing combines "traditional neighborhood" concepts with land-conserving cluster concepts. Example is a four (4) acre parcel zoned R-8 with thirty-two (32) units.

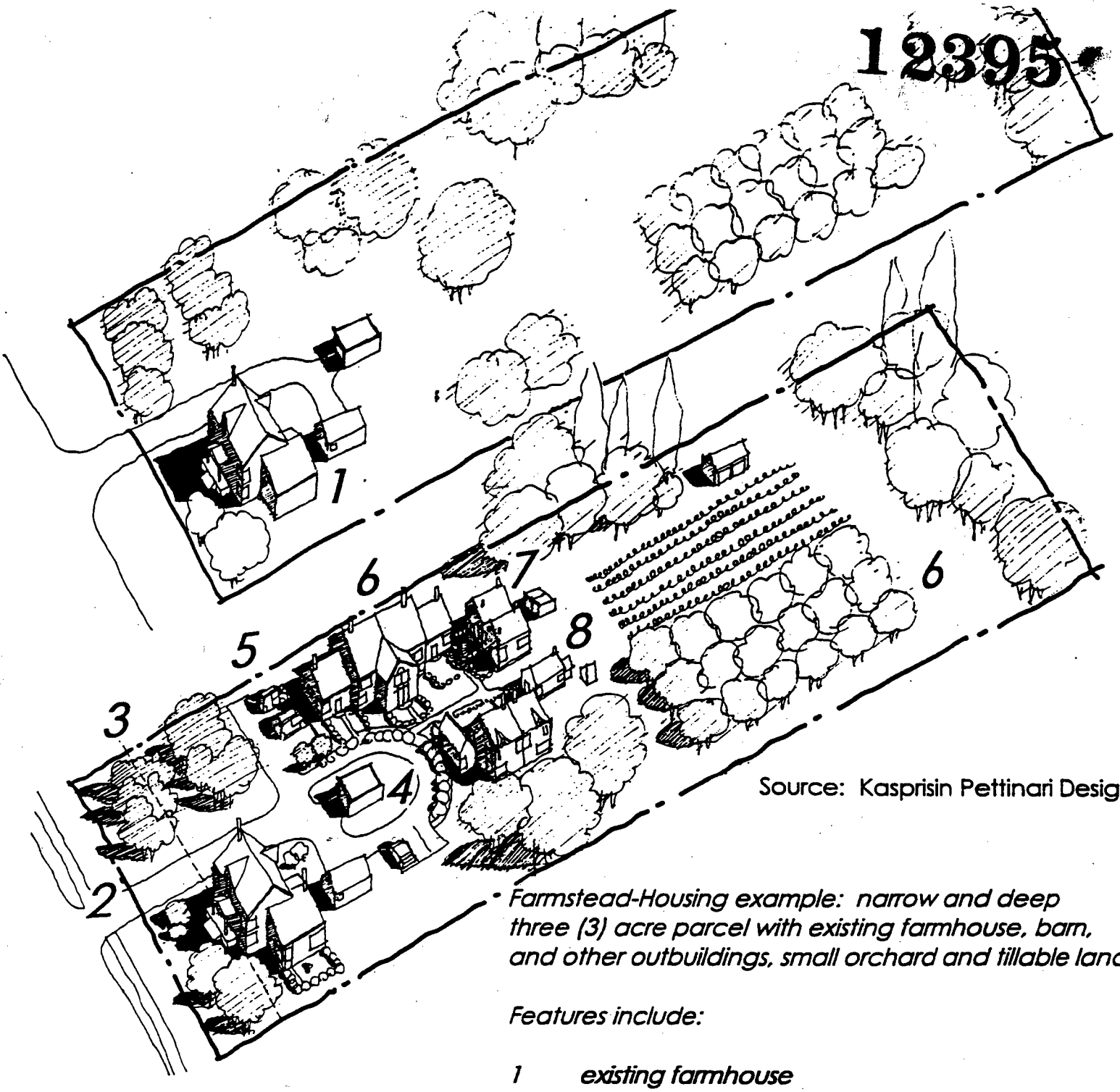


Source: Kasprisin Pettinari Design

Features include:

1. *a cluster of diverse building types: multiplex homes, multiplexes, single family attached and detached, and cottages*
2. *a common open space area for use by commons tenants at a minimum size equal to one volleyball court and out-of-bounds*
3. *individual open space areas for each unit, contiguous to the unit*
4. *one side of the commons oriented to the primary pedestrian street, or sidewalk leading to the pedestrian street*
5. *shared parking perpendicular to the street*
6. *protected open space between commons clusters*

COMMONS HOUSING FIGURE 10C



Source: Kasprisin Pettinari Design

Farmstead-Housing example: narrow and deep three (3) acre parcel with existing farmhouse, barn, and other outbuildings, small orchard and tillable land.

Features include:

1 *existing farmhouse*
2 *common access drive*
3 *front yard setback consistent with average of nearby parcels*
4 *small scale interior service drive*
5 *shared parking*
6 *"multiplex home" in farmhouse style*
7 *single family attached building types*
8 *cottages*
9 *protected tillable land*

FARMSTEAD HOUSING FIGURE 10D

V. IMPLEMENTATION

The Vashon Town Plan provides a policy direction to shape the future of the Rural Town. The Plan will be implemented both through zoning (see the Area Zoning section below) and the through the options available to the community and to King County and other jurisdictions described in this section.

Much of the challenge of successful implementation is in identifying funding sources for individual projects. The Vashon Community Council is an important body to help in implementing the Plan. The Chamber of Commerce and the Parks District are other key organizations.

The VCC "Implementation Group"

King County, through its elected representatives and their staff, and the Vashon-Maury Island Community Council's (VCC) Town Plan Committee provided leadership and direction throughout the Town Planning process. They encouraged and received widespread input and public discussion. As the Plan moves into the implementation phase, it becomes very important that the Island form a group or groups charged with carrying on the visions and directions it contains.

The Community Council has and will continue to designate work groups to identify and prioritize projects to implement the Plan. Since much of the Plan is concerned with the business and commercial core of Vashon, it is logical that the town's business and service organizations should be instrumental in its fruition. The VCC's Town Plan working group might include representatives from the business and professional associations, Island service providers, owners of property within the planning area, and any individuals with an interest in the council's charge.

This working group could focus on implementation of various aspects of the Plan, could create ad hoc citizen groups to add energy to specific efforts, and could organize lobbying and grant writing as needed. The group could also act as liaison and clearing house for other organizations which may wish to work on implementing particular aspects of the Plan. It would be charged with providing a structure to ensure the continuity and sustained effort that will be necessary to make this Plan a reality.

The Community

Through input and participation, the whole Vashon Island community can influence the future shape of the Town Planning Area. This active community support and interest is important for soliciting external assistance and also signals potential businesses, developers and property owners what is and what is not desirable within the community. Such community input and participation is directly appropriate and useful for planning and, to some extent, design activities.

The Island community, by its sheer numbers, can provide a large amount of energy to activate and accomplish plans. Traditionally on Vashon, informal groups have taken on specific projects or short term activities, and even occasionally large capital projects. This pattern of "barn-raising" appears well established in the Vashon community, evidenced by festivals and other community events and projects, and could be used to implement Town Plan recommendations.

Public Agencies

King County has the responsibility for planning, regulating, and financing many aspects of Vashon's community life. For example, King County (through the Puget Sound Regional Council) could access federal ISTEA (Intermodal Surface Transportation Efficiency Act) funds to implement certain Vashon Town Plan recommendations. ISTEA funds related to "Transportation Enhancement Projects" could be used for such Vashon projects as:

- provision of facilities for bicycles and pedestrians
- acquisition of scenic easements and scenic or historic sites
- scenic or historic highway programs
- landscaping or other scenic beautification
- historic preservation
- mitigation of water pollution due to highway runoff

Vashon Island has a school and a park-recreation district as well as water and sewer districts. These agencies have access to a share of the tax base as well as the ability to charge fees and borrow money. These districts are more locally oriented and potentially more politically responsive, but have limited ability to raise funds and limited purposes which restrict their applicability to the Plan's recommendations.

Public - Private Partnerships

There are many informal or project-specific ways that public bodies and private groups can form partnerships to accomplish community improvement. Two tools formalized in Washington State law are the road improvement district (R.I.D.) and the business improvement area (B.I.A.). Both are methods for groups of households, businesses and/ or property owners to formally associate and behave like quasi-government entities for specified well-defined small areas. The R.I.D. and B.I.A. allow private parties to bind together to raise funds through taxes and/or borrowing in municipal securities markets (i.e., tax-exempt instruments using the general governments, in this case, county).

A road improvement district (R.I.D.) can be formed upon petition to the County by a group of property owners in a specific area to fund specific public improvements related to roads and auxiliary improvements.

While R.I.D.s and L.I.D.s (local improvement districts) are used to finance infrastructure improvements in a relatively small compact area, a business improvement area (which may be used to fund small capital projects) more often provides operating funds to implement programs or services for a small business district. B.I.A.s have been used for promotional

campaigns, to staff merchant's organizations, to operate parking programs, security and clean-up programs, and even a trolley system. The cost of these programs is levied like a business tax in relation to size of business (e.g., number of employees, square feet of businesses) or level of business activity (e.g., percent of gross income or sales).

Once a plan and development regulations are in place, portions of large projects or continuous projects could be undertaken by individual businesses or property owners according to the specifics of the overall plan. The potential for success for this tool rests squarely with the strength of the group consensus; needed are the commitment of individuals and a supervisory body to arbitrate and mediate. This assures that the letter and intent of the plan are followed.

Private Organizations

Government assistance is not necessarily a required condition for business district improvement. Many business centers and other neighborhood projects have been successfully implemented through joint community action to get things done. Business and community members can formally link themselves to an organization that is constituted for the express purpose of encouraging and sponsoring a community project. Trusts and non-profit corporations can hold land so that development can be controlled; operate as non-profit firms; and raise funds through grants and other activities. Specific projects can be undertaken through a non-profit organization rather than relying solely on government action.

Schedule for Infrastructure Improvements

Following is a generalized listing of and schedule for the major recommendations for improved infrastructure presented in the Town Plan King County should work with the other agencies identified to implement the improvements.

APPENDIX A:

Vashon Community Plan - Policies proposed to be deleted by the Vashon Town Plan

V-10. In order to fully utilize existing services including sewers, Class I water, public transportation and shopping, the Town of Vashon is planned for intensive residential development. This would occur immediately adjacent to the business center and extend to the limits of the sewer Local Service Area.

V-11. In addition to areas zoned for multifamily development prior to the adoption of this Plan, new area of multifamily development area planned within the sewer Local Service Area (LSA) at the Town of Vashon. Where properties are at least 660 feet from Vashon Island Highway and are adjacent to areas planed for manufacturing purposes, multifamily development should occur at densities of 18 unit per acre. All other areas are planned for multifamily development at densities up to 12 dwelling units per acre.

V-12. Multifamily rezones for elderly housing projects at densities up to 24 dwelling units per acre should be allowed at the Town of Vashon provided they meet other applicable community Plan and County policies. These rezones should be conditioned upon HUD (U.S. Housing and Urban Development), Farmer's Home Administration or other governmental agency approval or they should be for government sponsored projects.

V-13. Multifamily rezones for low/moderate income family housing projects at densities up provided they meet other application Community Plan and County policies. These rezones should be conditioned upon HUD, Farmer's Home Administration or other governmental agency approval or they should be for government sponsored projects.

V-14. Single family rezones for moderate income housing projects at densities up to 9 dwelling units per acre should be allowed at the Town of Vashon provided they meet other application Community Plan and County policies. These rezones should be conditioned upon HUD, Farmer's Home Administration, FHA, Veteran's Home Administration or other governmental agency approval or they should be for government sponsored projects.

V-16. Intensive commercial and industrial land uses should be concentrated at the Town of Vashon and nearby areas where water, wastewater disposal and transit services are available and adequate.

V-18. The Town of Vashon should continue to be the major commercial business center on Vashon Island.

V-19. Mixed business and residential uses are planned in the Town of Vashon surrounding the existing business center.

V-24. Future industrial development on Vashon Island should be clustered south and west of the Town of Vashon and near existing manufacturing uses.

V-25. Industrial development should have adequate access to the Vashon Highway, but is should not occur in a strip along the Highway.

V-41. The preservation, restoration, and adaptive use of historic sites on the Vashon Island should be encouraged in order to maintain the character of existing communities on the Island and to preserve tangible reminders of the Island's history.

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Schedule	Agencies
1996-1998	
• Improvements to US Bank Corner	King County; Vashon Community Council; US Bank
• Sidewalks (or pathways), street lights and other street improvements (See Figure 3)	King County, Vashon Chamber of Commerce, Vashon Community Council
• Town Green/Network	King County Vashon Park District Vashon Community Council Vashon Island Country Market Vashon Land Trust Private Developers Local Banks, Individual Donations
• Public Restroom	Chamber of Commerce Vashon Park District King County Rotary, Kiwanis, Individual Businesses
• Affordable Housing	King County King County Housing Authority Vashon household Vashon-Maury Senior Center
• Enlarge Ober Park Building	Vashon Park District King County
• Protect Vashon Landing (17526 Vashon Highway)	Property Owner King County
• Restoration of Key Historic Properties	King County Property Owners
1997-2000	
• New Streets	King County Private Developers
• Park-and-Ride	King County Private Developers
• Performing Arts/Community Center	Vashon Parks District Vashon Allied Arts King County
• Community Information Kiosk	King County Vashon Island Country Market Chamber of Commerce
• Circulation Study	King County
• Public Open Space (10232 Bank Road)	Vashon Land Trust
2001-2020	
• Sidewalks (or pathways), street lights and other street improvements (See Figure 3)	King County, Vashon Chamber of Commerce, Vashon Community Council
• Bike Racks	King County

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Appendix B

Vashon Town Plan

Existing Conditions Report

Storefront Vashon Town

Dennis Tate Associates
January 10, 1994

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12395

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I. PURPOSE

The purpose of this report is to document the existing physical and regulatory conditions within the Vashon Town Planning Area, as a foundation for development of a Town Plan that will guide the future growth and development of the main commercial, industrial, and higher density housing areas of the island. The plan is intended to provide design guidelines, development/implementation strategies, and policies that will reinforce the desired town character and functions based on the objectives of the residents, merchants, property owners, and users of the town.

The existing conditions analysis was prepared by review of existing plans and documents such as the King County Zoning Ordinance, the Vashon Community Plan, the Vashon Sewer and Water Districts Comprehensive Plans, and the King County Sensitive Areas Map Folio. The analysis also included site visits and interviews with county staff and consultants familiar with the town.

The following report and graphics summarize the key findings of the existing conditions analysis.

(Note to the Reader: During the course of this study the Town Planning Area (TPA) was extended south along Vashon Highway. Because of this, some of the report focuses on the Vashon area only and does not address Center. Center and the southerly portion of the TPA have been included where necessary.)

12395

II. Existing Conditions

A. Physical Conditions

The following are the key physical conditions affecting the development of the Town of Vashon:

1. Size and Boundaries

- The Town Planning Area is roughly bounded by SW Cove Road on the north and SW Cemetery Road on the South, (see Figure 1). The distance from the northern boundary to the southern boundary is about 2 miles; the east-west distance is about 3/4 mile. The boundaries of the planning area are based on existing zoning, existing land uses, the current sewer system service area, the water district service area, physical characteristics and natural features that suggest "edges" to the town, and the zoning map titled "Town of Vashon" in the 1986 Vashon Community Plan.

- The main commercial area is centered around the intersection of Vashon Highway SW and SW Bank Road with the majority of all retail sales and service functions and a majority of all existing multi-family residential developments within a quarter mile of this intersection.

2. Existing Parcelization and Building Forms

- Parcels within the study area reflect rural character, with the smallest lots being located along the commercial areas fronting on to Vashon Hwy. with 50', 100', and 200 foot wide lots typical and larger parcels located outside the commercial zoned areas being 1, 2 and 5 acres in area.

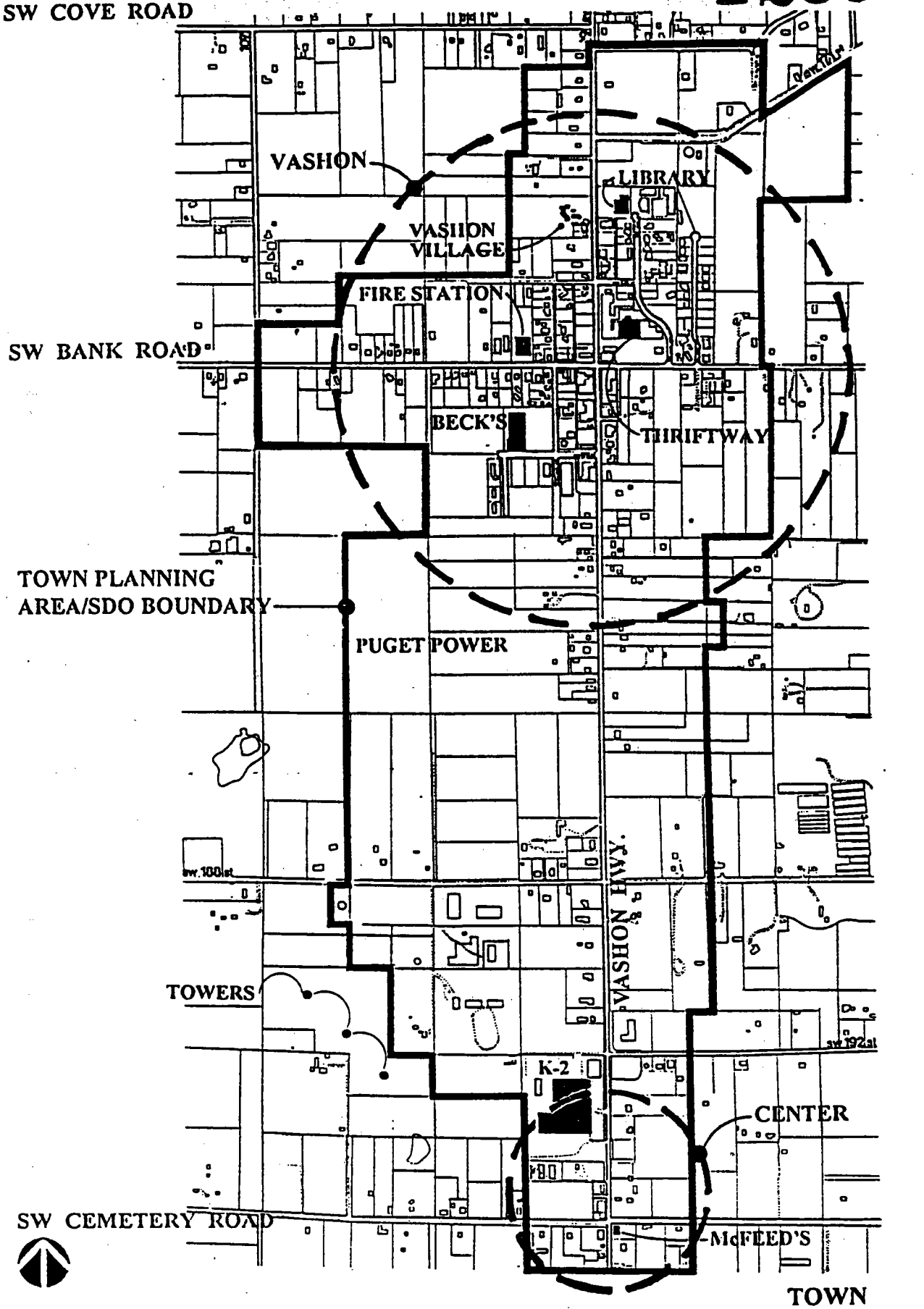
- Parcels along Vashon Highway have an east-west orientation to maximize the number of frontages along the "main street", while larger lots outside the commercial area have a north-south orientation with frontages along streets such as Bank Road (see Figure 2).

- Vashon Highway is a two-lane street with parking on both sides and some sidewalks (sidewalks are interrupted or non-existent along portions of the commercial area). Within the central business district the right-of-way is 60 feet. For a number of years the County has required dedication of 20 feet of additional width for new projects fronting on Vashon Highway SW, so the right-of-way varies from 80 feet to 100 feet south of Vashon.

- Buildings within the commercial area reflect the various periods of development in the town with older buildings being built up to the property lines and covering almost 100% of their sites. Newer buildings tend to be set back from the street with surface parking lots located in front of stores.

- Most commercial buildings in Vashon are a single story with the exception of Vashon Landing, a two-story brick building at the corner of Vashon Highway and Bank Road and the two-story buildings adjacent to the Vashon East Mall (Thriftway).

- Within the area south of Vashon to Center, land ownership includes a number of five-acre or larger parcels. Residentially zoned land includes undeveloped and agricultural uses, some single family homes, a church and a duplex. One home has been converted to a veterinary office. Older commercial buildings near Vashon Highway front closely on the street with little or no off-street parking and are historically significant to the Island.



TOWN PLANNING AREA
Figure 1

Vashon Town Plan

- Industrial uses in the Town Planning Area include one major employer (K2 Corporation) and several smaller manufacturers. All have been developed with off-street parking, landscaping and standards similar to current planning requirements. Buildings are one- and two-story and include wood framed and metal industrial type buildings.

3. Existing Land Uses

- The Town of Vashon is a mix of retail sales and services, restaurants, financial and real estate companies, building suppliers, professional offices, medical clinics, entertainment and civic functions, and social services (see Figure 3). In short, the Town provides most of the necessary public services for the community.

- The Town is centered around the intersection of Vashon Highway and Bank Road with the major retail sales and services located along Vashon Highway between Ober Park on the north, the Texaco Service Station on the south, the Seattle First National Bank on Bank Road to the east, and the new fire station also on Bank Road, on the west.

- An area of mixed single family homes and a new multi-family condominium is located to the northeast of the center of town along two cul-de-sac streets (97th & 98th Avenues SW). The property parcels are more typical suburban-sized tracts with medium density housing. Another area of multi-family housing is located to the southeast of the center of town off SW 178th Street near Beck's Market (Vashon Plaza).

- Two "civic" service nodes are located in the town. One the Vashon Library, Ober Park and the Metro Park and Ride lot, is located to the north of town at the intersection of Vashon Highway and SW 171st Street. The other, the new King County Fire Station facilities, the Vashon Land Trust, Senior Center, and Teen Center along Bank Road to the west of the center of town.

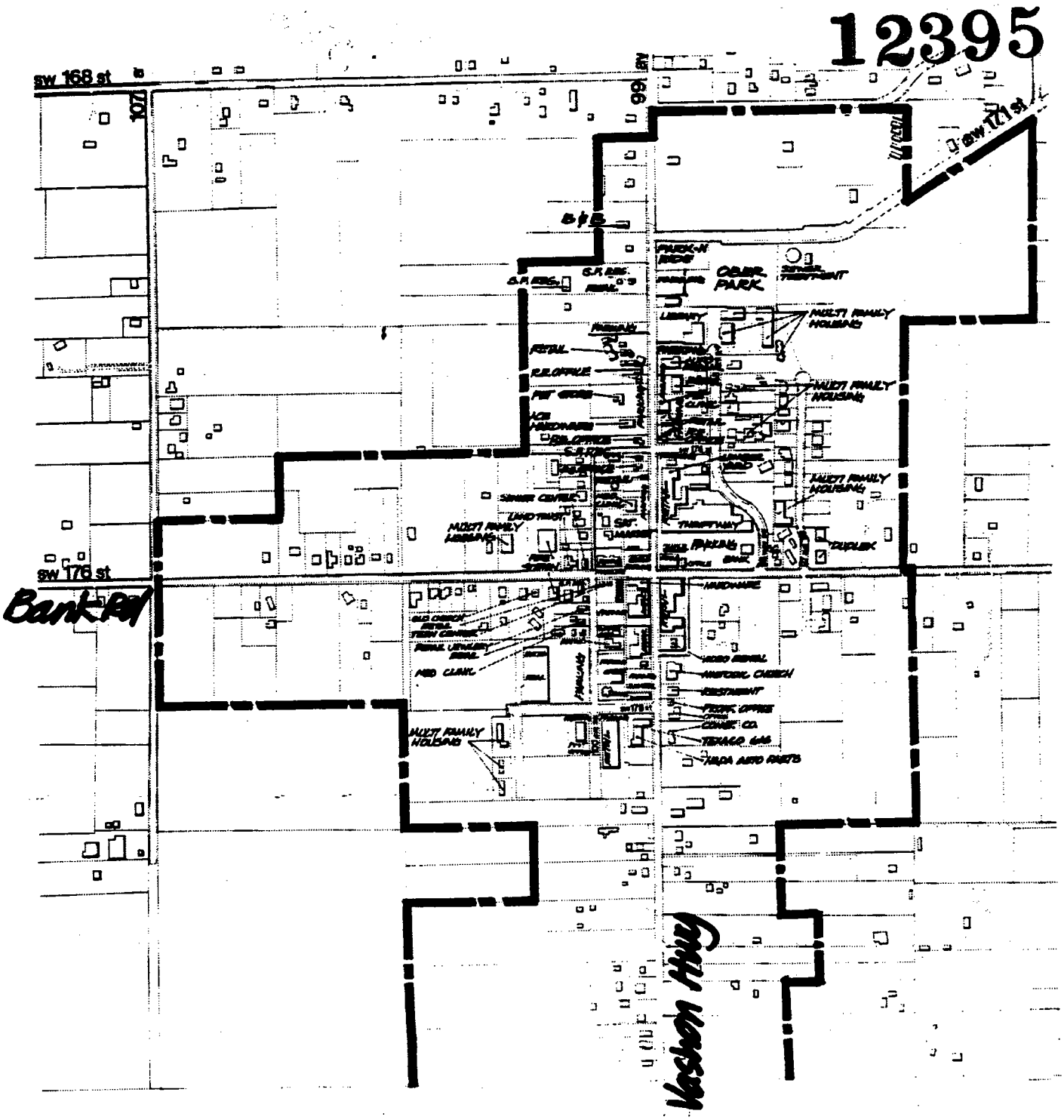
- Another major retail center is situated around the Vashon Plaza and includes the Post Office located along SW 178th Street and 100th Ave. SW.

- Two utility district offices are located in the town. The Vashon Sewer District is located at the sewage treatment plant along SW 171st Street north of town, and the King County Water District No. 19 offices are located on 100th Ave. SW near Beck's Market.

- Two large vacant land areas that are zoned for medium and high density multi-family residential uses are located north of town between SW 171st Street and Gorsuch Road. These two areas have zoning designations for 18 and 48 units per acre respectively. Another large vacant parcel zoned for 18 units per acre is located to the southwest of the center of town just south of Vashon Plaza (Beck's) along SW 178th Street and 100th Ave. SW

- A number of vacant and under-utilized parcels are located within the study area that have commercial or multi-family zoning designations.

- Historical and architecturally significant structures within the study area include the Tjomsland House, the Gorsuch Store, both on the King County Historic Sites Survey and have P-suffix identification, and the Presbyterian Church, all on Vashon Highway.



Vashon Town Plan

LAND USE INVENTORY

VASHON TOWN PLAN COMMITTEE • BRUCE D. • JENNIS EVE ASSOCIATES •

Figure 2

The 1993 King County Zoning Ordinance consolidates the categories M-L, M-P and M-H into a single new category, I (industrial). When referring to existing conditions, existing M categories are referred to, recognizing they will change to I when the new maps are adopted.

Areas zoned manufacturing include approximately 45 acres currently in use as industrial and 13 vacant acres. In addition, there are approximately 95 acres zoned GP or AR5 with potential manufacturing designation; some are developed with single family housing, some in agricultural use, and a substantial portion vacant.

Manufacturers on Vashon Island employ approximately 800 to 900 persons, fluctuating seasonally. These numbers include employment on sites in the study area which are appropriately zoned, and uses beyond this area which have spot zoning or are not appropriately zoned.

A small portion of the potential manufacturing zone is located within the existing King County inventory of wetlands. A significant additional portion may be wetlands. Most of the area is extremely flat. In some areas, mandatory wetlands plants are intermixed with mandatory uplands plants. Soils fall near the boundaries of classification between hydric or not hydric. Times of seasonal water levels approach critical standards. Only a careful delineation can determine actual wetlands boundaries. On some sites, the meandering wetlands combine with their buffers and setbacks to make development impractical or significantly reduce the portion of the site which may be developed.

A smaller business node exists around the intersection of Vashon Highway SW and SW Cemetery Road, including retail sales and services, a lumber yard, a heating oil distributor, veterinary, earthwork company, the County road department equipment yard, and mini-storage. North of these are located a service station, athletic club, offices and the police station.

4. Sensitive Areas

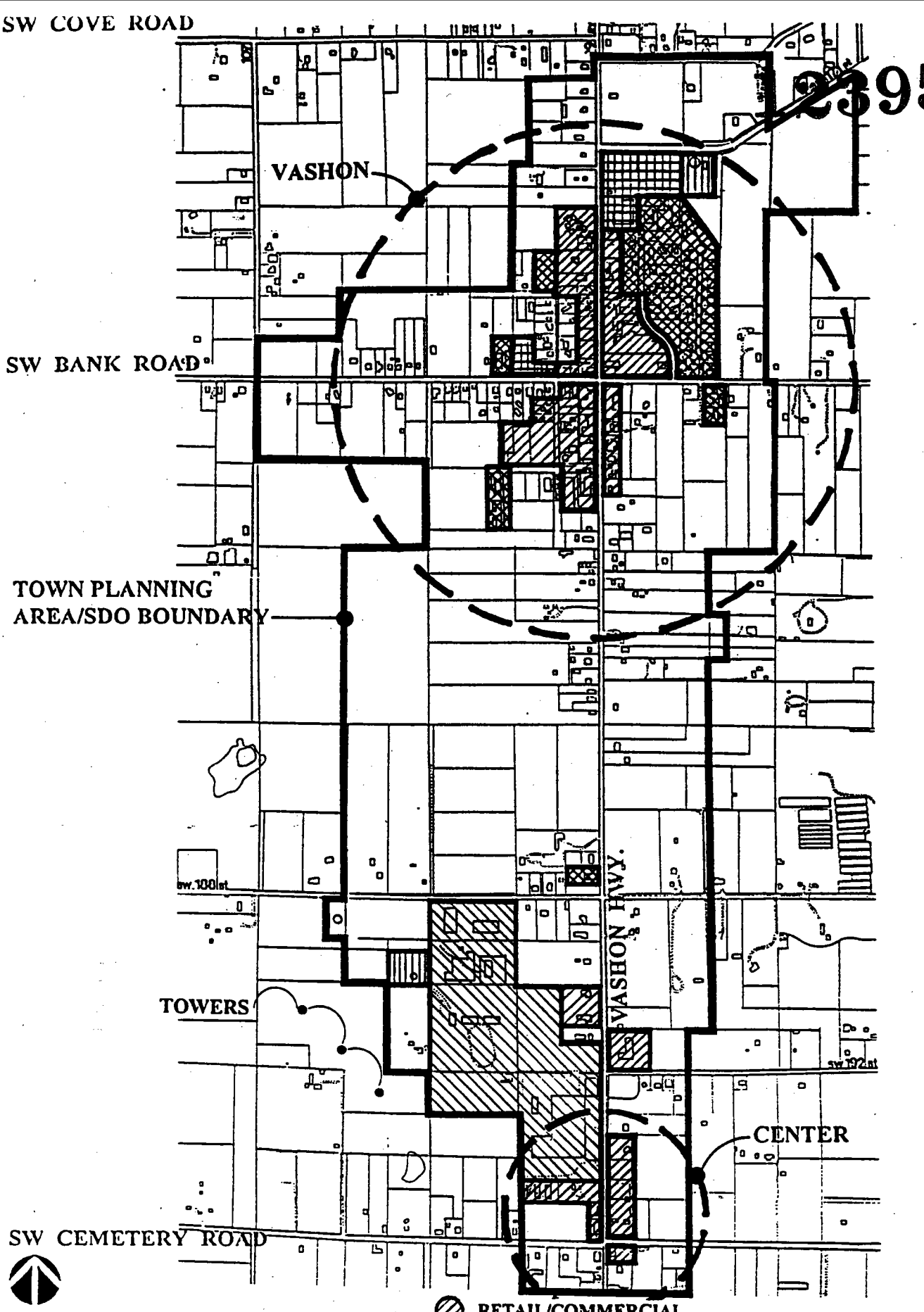
- The King County Sensitive Areas Folio and Wetland Inventory indicate that the town planning area does not have seismic, landslide, erosion hazards, or significant wetlands. However, a 100-year floodplain area is indicated on maps east of 97th Ave. SW and running north-south between Bank Road and SW 171st Street. This floodplain also extends south of Bank Road a short distance (see map). There is also a small stream and spring located along Bank Road near the intersection of 107 Ave. SW on the site of a proposed co-housing project. The King County Sensitive Areas Ordinance requires specific actions by developers to secure a permit for construction in a floodplain including:

  - A Sensitive Area Special Study that identifies all sensitive areas and their characteristics, assessment of the impacts of any alteration to a sensitive area or buffer, studies that propose mitigation, maintenance, monitoring and contingency plans, and bonds.

  - Disclosure of sensitive areas on plans.

Request a sensitive area review by the County

- Due to its location near streams, creeks, and aquifer recharge areas, the entire Town Planning Area will be required to control the quantity and quality of its storm water runoff and the impervious surface.



Vashon Town Plan

GENERALIZED LAND USE
Figure 3

5. Circulation / Transportation

- Vashon Highway is the major north-south arterial that runs through the town. This street has a 60 foot right-of-way and is currently two-lanes with sidewalks in some locations and parking along both sides.

- The main east-west street through the town is Bank Road which is also a 60-foot right-of-way with sidewalks in some locations and haphazard on-street parking such as along the north side of the Gorsuch Building (Vashon Hardware Store) where it is diagonal parking with no sidewalk. (The sidewalk may have been removed at some time to provide more parking.)

- The intersection at Bank Road and Vashon Highway is a four-way stop with stop signs, a flashing red light signal and pedestrian crosswalks. During AM and PM peak traffic periods and ferry landings, some traffic back-ups occur at this intersection, as well as on weekends during the summer months.

- Existing Metro bus routes #118 and #119 run along Vashon Highway with bus stops located near the intersection with Bank Road and at the Ober Park and Ride Lot.

- The 1992 King County Transportation Plan proposed three improvement projects within the planning area. Two were street improvements and one was a vehicular operational improvement. The projects are:

  1. Walkways: construct curb, gutter, and sidewalks. 1.25 miles in length. Vashon Commercial District. King County portion of construction budget is $381,000; remainder will be funded by private sources.(LID?) Priority: High.

  2. Signalization: Improve operation of the intersection of Vashon Highway and Bank Road. King County construction budget $95,000. Priority: Medium.

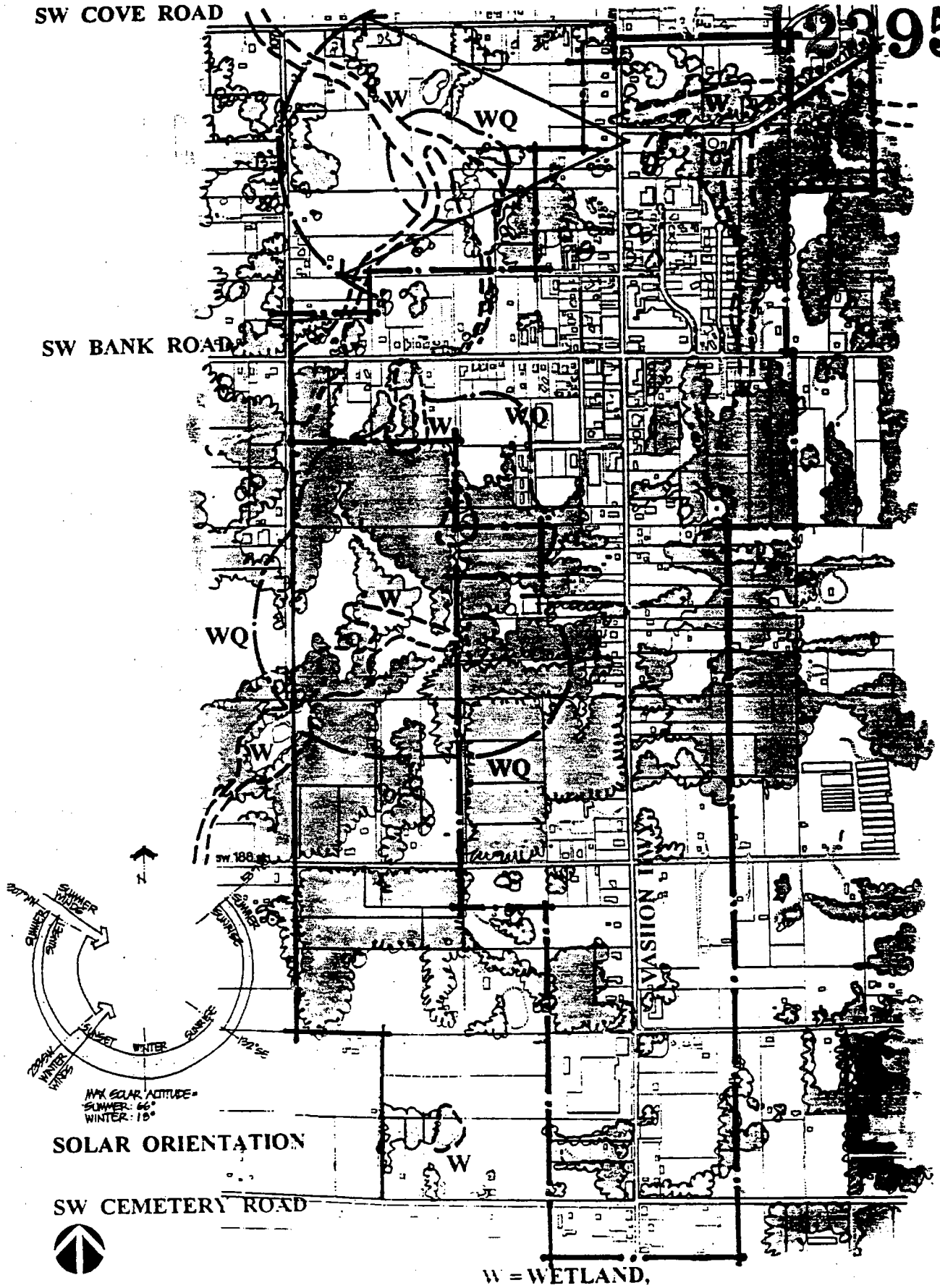
  3. Pave Shoulders: Bank Road from 107th Ave SW to 91st SW one mile in length. King County construction budget $290,000. Priority: Medium.

- Project descriptions and priorities are based on existing data and forecast information. As conditions in the community change, project scope and/or priority may change. Further study and design development, including an assessment of the environmental significance will be required for each project before its implementation.

6. Utilities

Sewer

The Vashon Sewer District provides sewer service to the Town Planning Area (see Figure 6). Most of the planning area is within the Local Service Area (LSA). The sewer district's comprehensive plan prepared in June 1992, indicates that there are certificates of sewer availability and money deposits for 260 equivalent residential connections outstanding, plus another 100 on the waiting list. The total connections may reach 1,500 equivalent residences within a decade or so. Currently there are 340 sewer connections to the system with about 1/3 of those being residential connections. This is equivalent to about 570 single-family residences.



SOLAR ORIENTATION

Vashon Town Plan

W = WETLAND, STREAM, FLOOD PLAIN (APPROX. BOUNDARY)

WQ = WETLAND MAY BE PRESENT, QUESTIONABLE

NATURAL FEATURES
Figure 4

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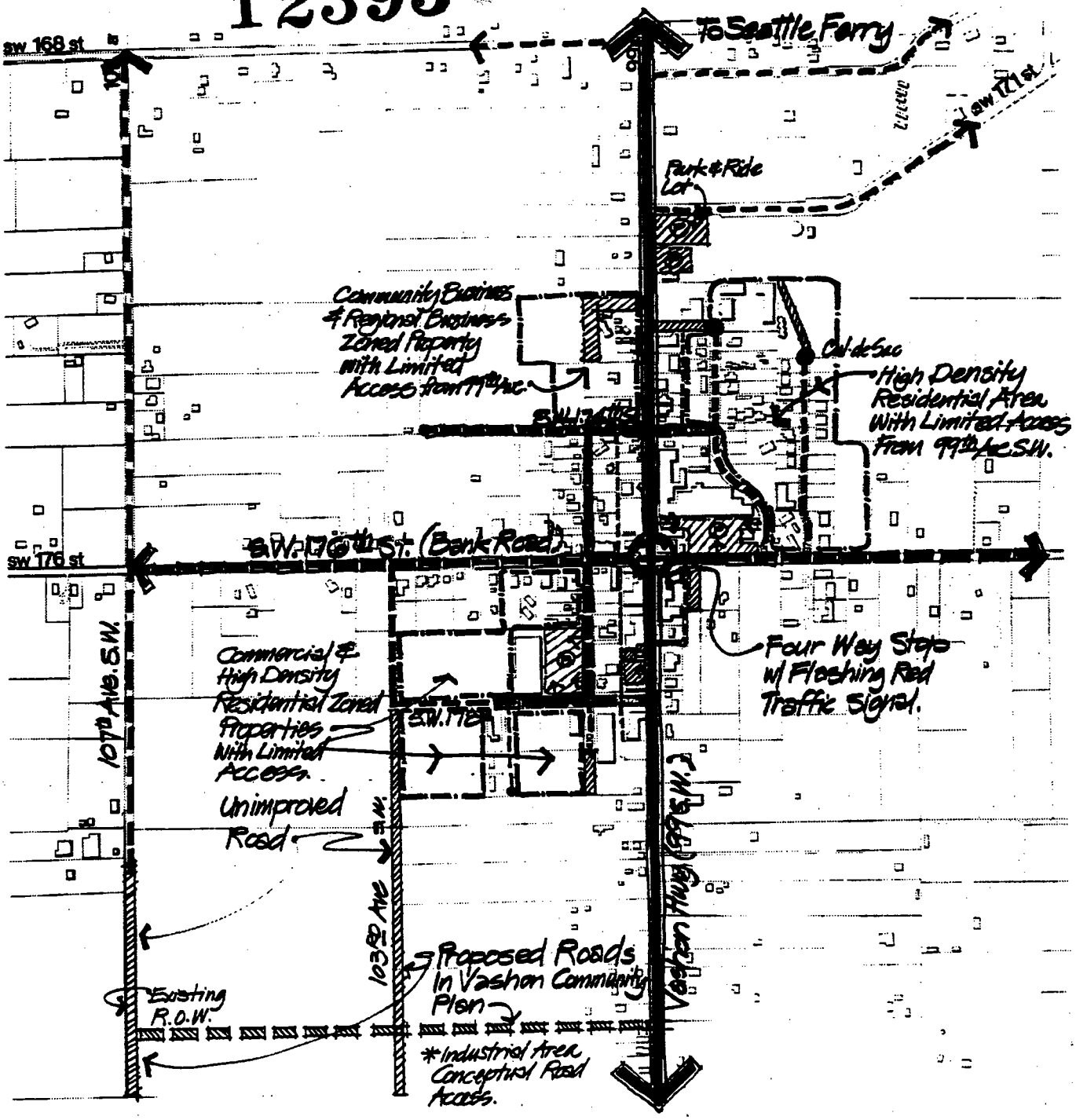


Vashon Town Plan

VEHICULAR CIRCULATION

VASHON TOWN PLAN COMMITTEE

Figure 5

- The existing sewage treatment plant currently processes 100-110,000 gallons of sewage per day. The maximum capacity of the existing plant is 166,000 gallons per day leaving 1/3 of the capacity left at this time. A typical household will produce about 150 gallons per day. This remaining capacity would permit an additional 400 houses.

- There is currently a moratorium on new sewer connections due to the outstanding certificates. However, as proposed projects are down-sized, additional connections are freed up, permitting some additional connections to be made.

- The Comprehensive Sewer Plan of June 1992, recommended a doubling of the capacity of the sewage treatment plant to accommodate future growth within the Local Service Area.

The mapped sewer system illustrates significant limitations for the area south of Vashon. Lines indicated as gravity flow can serve new uses, subject to available sewage treatment capacity. The line serving K2 is a pressure line, designated as temporary and already in use for more than 20 years. New pressure connections to this line are discouraged, and gravity connections are not possible. The proposed new line serving the schools is also a pressure line, permitted for a single user, with no new connections allowed.

Most of the land south of Vashon with higher density residential zoning fronts on the pressure line, and probably cannot be developed as zoned until the pressure line is replaced.

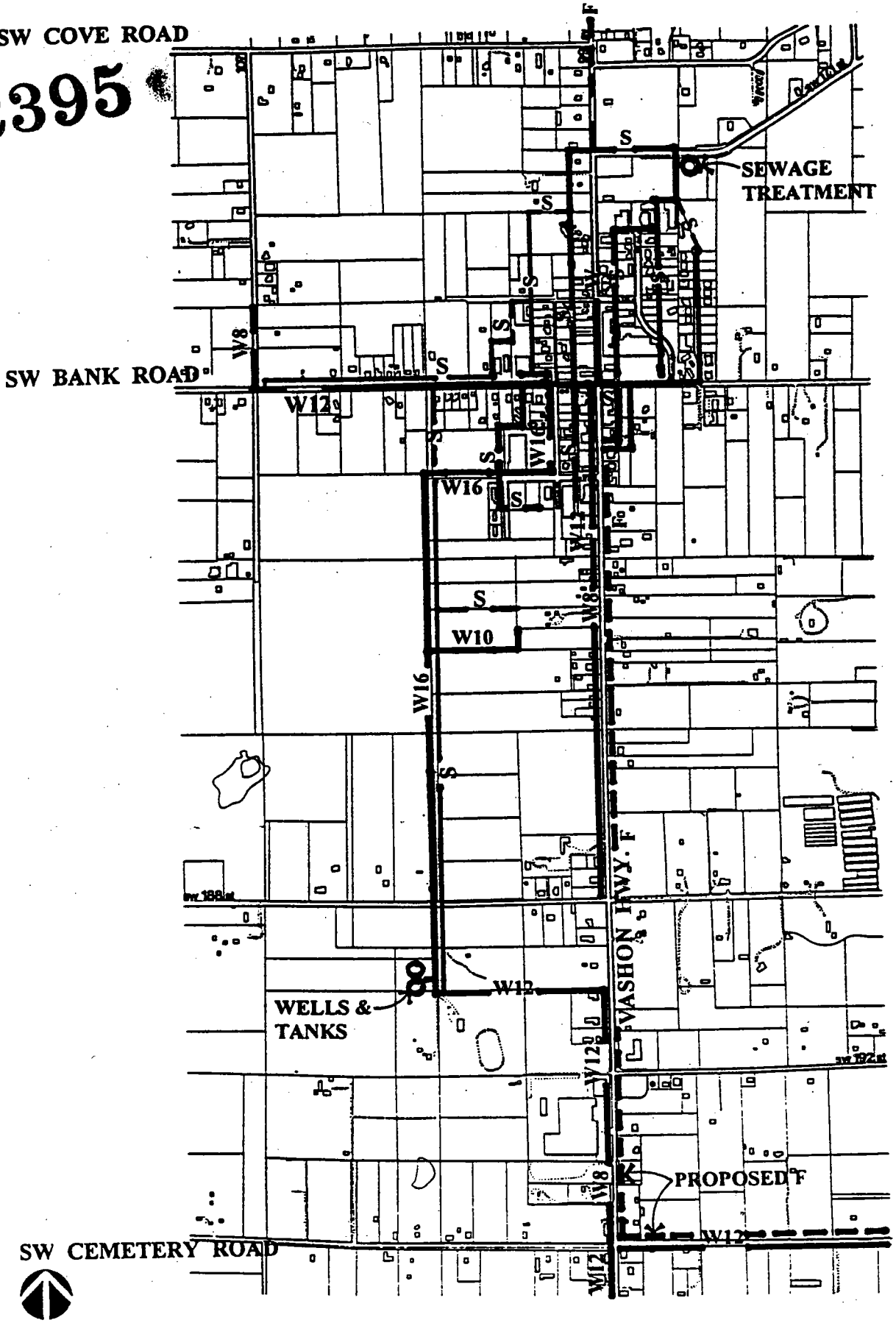
Most sites not currently zoned or potentially zoned for manufacturing, and some of the potentially zoned areas, are in locations where gravity flow to the sewer system is not available. To be served, the Sewer District and the regulatory agencies would have to agree to an annexation of the new area. The additional sewer mains and a lifting station would be installed at the expense of the first users. Unless several small manufacturers agreed to start at one time (an unlikely event) the cost would likely be prohibitive.

Water

- The King County Water District No. 19 provides water to the Town Planning Area. The water district has over 1200 connections and a service area of six square miles in the east central portion of the island. The water district's Comprehensive Plan was adopted on May 21, 1992. The maximum day water demand in 1991 was 0.86 mgd, while the system is capable of supplying 0.97 mgd. The Comprehensive Plan envisions a number of improvements using surface and groundwater sources to provide 1.27 mgd. The capacity of the existing water system is an additional 100 residential connections. With the proposed improvements to the surface and groundwater sources, the Water District can increase it's capacity by 30% or .41 mgd. This would be equivalent to an additional 370 residential households. With existing and future improvements to the existing system there is potential for additional residential and commercial development in the Town of perhaps 400 residential units, some office, retail and restaurant development.

- The system has one well and two storage tanks near the Town Planning Area.

- The Vashon / Maury Island Water Resources Study was prepared by J.R. Carr Associates in 1983 and inventoried the available ground and surface water resources on the island to determine the "limit" on population and land use. The study concluded that the water resource of Vashon/Maury Island (Principal Aquifer) will support a maximum population of approximately 11,000. A Deep Aquifer at 100-300 feet below sea level is capable of yielding larger quantities of water, but its recharge is apparently more limited than the Principal Aquifer.



Vashon Town Plan

—W8— = WATER, 8" SIZES SMALLER ARE NOT SHOWN
— S — = GRAVITY SEWER ALL ARE 8"
--F-- = SEWER FORCE MAIN

WATER & SEWER MAINS
Figure 6

- The mapped water distribution system only indicates lines 8" and larger; for fire protection purposes, smaller lines are inadequate. The principal water main (16") runs through the center of the areas zoned or potentially zoned for manufacturing. Most of the areas zoned for higher density residential and commercial uses are served by 8" or larger mains. Water lines can be extended to other areas at significant cost, and all new water uses are subject to the availability of adequate water resources.

7. Vashon Park District

The Vashon Maury Island Park District was formed by a vote of the public in 1983. The Park District has taxing authority which it uses to supplement King County Parks facilities and programs on the Island. King County retains ownership of park properties, but the District has the ability to lease facilities, take over the facility management or maintenance or in other way customize service to island residents.

There are 14 King County Parks on Vashon totaling 260 acres. In addition, the Island has a number of private recreation facilities, three public school sites, a senior center, a teen center, arts center, Grange Hall and VFW Hall.

The Park District's annual operating budget is approximately $100,000. This supports a half-time position for coordination of Park District programs and administrative work. The district supports completely or partially dozens of programs for all age groups that include sports, art and theater projects, nature study and field trips, aquatic activities, and other recreational programs.

Within the town of Vashon, the District operates a small children's play field south of Bank Road and is seeking to become the permanent, full-time manager of Ober Park at the north end of town. Facilities at Ober Park include a building with meeting rooms, and office and a gymnasium designed with a spring board floor for teaching children gymnastics. The five-acre park is developed with rolling lawns, picnic tables, children's play equipment and a courtyard amphitheater. Adjacent to the park to the southeast is the King County Vashon Island Library. Adjacent to the park on the north is a Metro Park-n-Ride lot. The park is host to meetings, classes and the annual Strawberry Festival.

A recent survey conducted as part of the updating of the Vashon Maury Island Park Comprehensive Plan indicates a strong desire for a community center, continued interest in covering a Forward Thrust Pool at the High School for year-round programming. A high priority was given to pedestrian and bicycle routes around the island, including the Town center. In response, the Park District has developed several goals for future open space development in the Town.

1. Support the Comprehensive Town Plan goals to develop a Town green Network of streets, pedestrian routes and connected parks which provide identity and amenity throughout the town center and improve the pedestrian experience.

2. Identify a parcel or parcels in the northwest quadrant of the town for future citing of other community service facilities, such as a performing arts center, enlarged community center or other facility. The purpose of this objective is to locate future public services in the north end of the town near the park, library and park-and-ride. This concentrating of public services and facilities enables shared parking for large gatherings and offers the potential for contiguous open space as the north end entry to the Town Center.

3. Add 100th Avenue SW to the town green network. At this time it provides a quiet, low traffic pedestrian corridor through the northwest quadrant of the town. Explore extending the right-

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of-way of 100th SW for development of a pedestrian corridor to the future public service are near Ober Park. The effect of these goals is to develop and complete off-highway pedestrian circulation routes all the way around the town center.

4. Consider acquisition of an easement or other means to protect the stream corridor west of Town Center and north of 103rd SW as a pedestrian route and potential park. This natural swale and small creek form the western edge of the Town core.

5. Work with King County Roads Division to develop 103rd Avenue SW for pedestrian use from Bank Road south to the industrial area, providing workers the opportunity to walk to town for lunch or other purpose.

6. Monitor real estate activity for possible acquisition of more small parks or trail segments to achieve the linked open spaces identified in the Town Plan.

7. Research the potential for remodeling and enlarging the Ober Park facility to provide more recreational opportunities for the community.

8. Work with other community non-profit organizations, businesses, private land owners and government agencies to provide space that meets the community's recreational needs.

B. Regulatory Conditions

1. Vashon Community Plan

- The Vashon Community Plan and Area Zoning was adopted by King County Council in October 1986 and sets forth the goals and policies for key planning elements affecting the community. These areas are land use, utilities, transportation, parks and recreation.

- A major objective of the Plan's land use and zoning recommendations is to accommodate the forecast population while still retaining the rural character of the Island and protecting the water resource. The potential population for the year 2000 based on the maximum number of dwelling units allowed under the adopted zoning and available land totaled 21,300 people. The forecast population for the year 2000 by the Puget Sound Council of Governments (PSCOG) in 1986 for the Island was 10,800. The Plan used Vashon's then average household size of 2.53 persons to calculate population increases.

- To accommodate the forecast population and retain the rural character and water resources of the Island, the plan says the Town of Vashon will receive the most intensive residential development with multi-family housing at 12 to 32 dwelling units per acre, mixed use development, and townhouse or detached single family residences.

- Most future commercial and industrial development will be concentrated at the Town of Vashon and manufacturing development would be required to meet special design standards to remain consistent with the rural setting.

- The plan encourages mixed use residential and commercial development as a strategy to accommodate new growth and would allow it in the Town of Vashon.

- The Town of Vashon is classified as a Rural Activity Center in the Plan and in King County's 1985 Comprehensive Plan. This is an area where utilities and public services are available to serve a

large population. Future multi-family housing will continue to be limited to the sewered areas of the Town. Mixed uses are planned around the business core at the Town of Vashon.

- The Plan recommended supplemental residential guidelines to the existing County standards to be used by the County when evaluating permits within the Vashon sewer local service area. Multi-family building permits, re-zones, subdivisions, and short subdivisions are subject to the following guidelines:

  * Class 1 water service shall be provided adequate to serve the proposed development without reducing service to existing customers.

  * Multi-family density shall be limited to 12 units per acre except for elderly or low/ moderate income housing.

  * To minimize the visual impact of multi-family housing along the Island roads, parking areas or outside storage shall not be allowed within the required road setback.

- The Plan identifies sensitive areas such as 100-year floodplains, and protects them through zoning and development controls.

- The plan establishes a local service area which outlines the area into which sewer lines may be extended. The LSA is centered around the Town of Vashon. The total service area should provide sufficient developable land for the residential, commercial, and industrial uses that will require sewer service during the next (1996) decade.

- Domestic water is a ground water system, the Plan protects the ground water supply with policies, guidelines and recommendations for continued monitoring.

- The transportation policies emphasize reduced dependence on the automobile and recommends increased transit service, car pools, van pools, and a system of trails for pedestrians, bikes, and equestrians.

- The Plan includes policies and recommendations for parks and recreation needs including King County acquiring more land for park sites. The Plan emphasizes the need for the acquisition of park sites in environmentally sensitive natural areas and retaining them as passive, open space areas.

- The Plan recommends joint and combined access along Vashon Highway and identifies 103rd Ave. SW as a potential new road that would provide access to future industrial properties south of the Town. The Industrial Area Conceptual Road Access Map in the Plan also shows 107th Ave. SW as a proposed road continuing south from Bank Road to SW 196th Street and a new east-west road running between 99th Ave. SW and 107th Ave. S. W. at the southern boundary of the Town planning area.

- The Plan also identifies the development limitations of the Island based on the natural environment and resources and makes recommendations and policies that must be taken into consideration as the Island develops. The Plan references the King County Sensitive Areas Ordinance and the Sensitive Areas Map Folio to identify sensitive areas. The Plan identifies only one sensitive area in the Town of Vashon planning area, that of a 100-year floodplain located east of 97th Ave. SW and running north-south from just south of Bank Road to SW 171st Street on the north near the sewage treatment plant.

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2. Town of Vashon Business District Development Guide (1983)

The following are the key recommendations of the Development Guide (Ordinance No. 6386) adopted May 2, 1983. This Development Guide was intended to supplement the Community Plan adopted June 15, 1981.

- A primary goal of the development guide is to improve the function and appearance of the commercial areas. Major elements of this development guide were proposed traffic improvements, additional landscaping, and better pedestrian facilities.

- The study area for the development guide was centered around the intersection of Vashon Hwy. (99th Ave. SW) and Bank Road with most of the business district lying within 1300' of this intersection. The study focused on the needs of the industrial, commercial, and multi-family residential areas within and adjacent to, the commercial area.

- The study was comprised of seven elements of analysis including:
  - A survey of community concerns;
  - Review of existing zoning and land uses;
  - An inventory of existing businesses;
  - A retail market study;
  - An inventory of vacant and marginal use lands;
  - Traffic volumes;
  - Development potentials.

- The study also made recommendations for capital improvement projects, development guidelines, and implementation priorities, responsibilities, and costs.

- The study recognized that the 1981 zoning of the town showed a number of potential zones which permitted higher use than the outright zoning. At the time of this study, 1983, 136 acres of land in the town was given potential RM-2400 zoning and that this could result in as many as 2450 new dwelling units and 14,700 additional automobile trips per day within town.

- A community concerns survey showed that in 1983 there was about 142,000 square feet of commercial space in the town of Vashon and that business people felt that the five worst problems were:
  - Insufficient space;
  - Lack of marketing of the business district;
  - Poor customer service access;
  - Poor site environment, and
  - Buildings in poor condition.

- Business people indicated the need for the following improvements:
  - More parking;
  - Better landscaping;
  - Improved sidewalks;
  - Improved traffic circulation, and
  - A strong business district identity.

- Island residents identified the following improvements as contributing to the improved quality of the business district:
  - Better landscaping;
  - Better transit service;

- Better sidewalks/crosswalks;
- More parking, and
- Better traffic circulation.

- The market analysis indicated that the categories of personal services, clothing, home furnishings, and appliances, and miscellaneous retail would 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 appeared strong and stable with supply just slightly exceeding demand in 1983.

- The market analysis also indicated that adequate demand existed for all businesses to be successful.

- The traffic analysis indicated that the existing street system in 1983 could carry up to 10,500 vehicle trips per day, if intersections were properly designed.

The study identified the following development potentials/projects for the town:

- Providing new streets to serve new development and complete the street system;
- Improving existing sidewalks, crosswalks and walkways where none exist;
- Provide improved landscaping on private property and within rights-of-way;
- Improve the identity of the town by defining major entrances to town.

The study made the following capital improvement projects recommendations:

- Improved sidewalks along Vashon Hwy. on both sides from Ober Park south to 170 feet south of SW 178th St. and along portions of SW 174th St., 98th Way, SW Bank Road, 100th Ave. SW, and SW 178th St.
- Acquire and develop a park site near the center of the business district;
- Define the entrances to the business district with signs and pavement markings
- Provide parking improvements by upgrading on-street parking along Bank Road west and east of Vashon Hwy.

The study recommended development guidelines for streets, sidewalks, landscaping and prioritized the improvements with sidewalks along Vashon Hwy. coming first.

3. King County Zoning Ordinance

The following summarizes the key portions of the newly adopted (6/93) King County Zoning Ordinance as it relates to the Town of Vashon. Copies of the final adopted ordinance were not available to the public at the time of this report writing (8/3/93) however, a March 10, 1993 draft was made available for review by the consultants and only minor modifications to it were anticipated by the County Clerk's office in the final publication. The consultants also reviewed zoning maps at the County's Department of Development and Environmental Services with the previous zoning designations to confirm current designations and make the conversion to the new designations (see Figure 7). The following are the key findings:

- P-suffix had originally been applied to the entire town area in order to have site plan review for new projects to assist in the implementation of recommendations made in the Town of Vashon Development Guide and the Community Plan of the 1980's. The new zoning has taken these

recommendations into considering with new development requirements and it not be necessary to continue the P-suffix over the entire town planning area.

- Changes in the dimensional standards in R-4 zones with minimum lot width reduced from 70 feet to 30 feet and R-18, R-24, and R-48 zones from 60 feet to 30 feet will permit lots that formerly could not be developed.
- Reduction to the maximum floor to lot ratio (FAR) from 3:1 to 1.5:1 in CB Community Business zones but an increase in allowable height limit for mixed use projects from 35 feet to 60 feet.
- The R-4 zoning permits townhouse development without a conditional use permit in a subdivision designated for townhouses. The Town of Vashon has a significant amount of land designated R-4.
- R-4, R-18, R-24, and R-48 zones do permit specific retail businesses with a conditional use permit. The Town has a significant amount of land in these zones.
- R-18 and R-24 residential zones would permit higher densities than the 12 units per acre for multi-family housing discussed in the 1986 Vashon Community Plan.
- The CB (Community Business) zone designation does not allow residential projects as separate projects but only as part of a mixed use development. Business and Professional Offices are permitted. Mixed use projects in these zones require a minimum of 50% gross floor area to be housing with, a maximum of 75%.
- The new zoning ordinance establishes a Special District Overlay designation that can provide alternative development standards to address unique site characteristics and development opportunities that exceed the quality of standard development. Special District Overlays establish alternative standards for special areas designated by community plans such as the Town of Vashon was in 1986. SDOs may waive, modify, and substitute for the range of permitted uses and development standards for any use or underlying zone.
- Pedestrian Oriented Commercial Development with SDOs are established to provide for high-density pedestrian retail/employment uses in CB, RB, and Office zones within Urban Activity Centers.

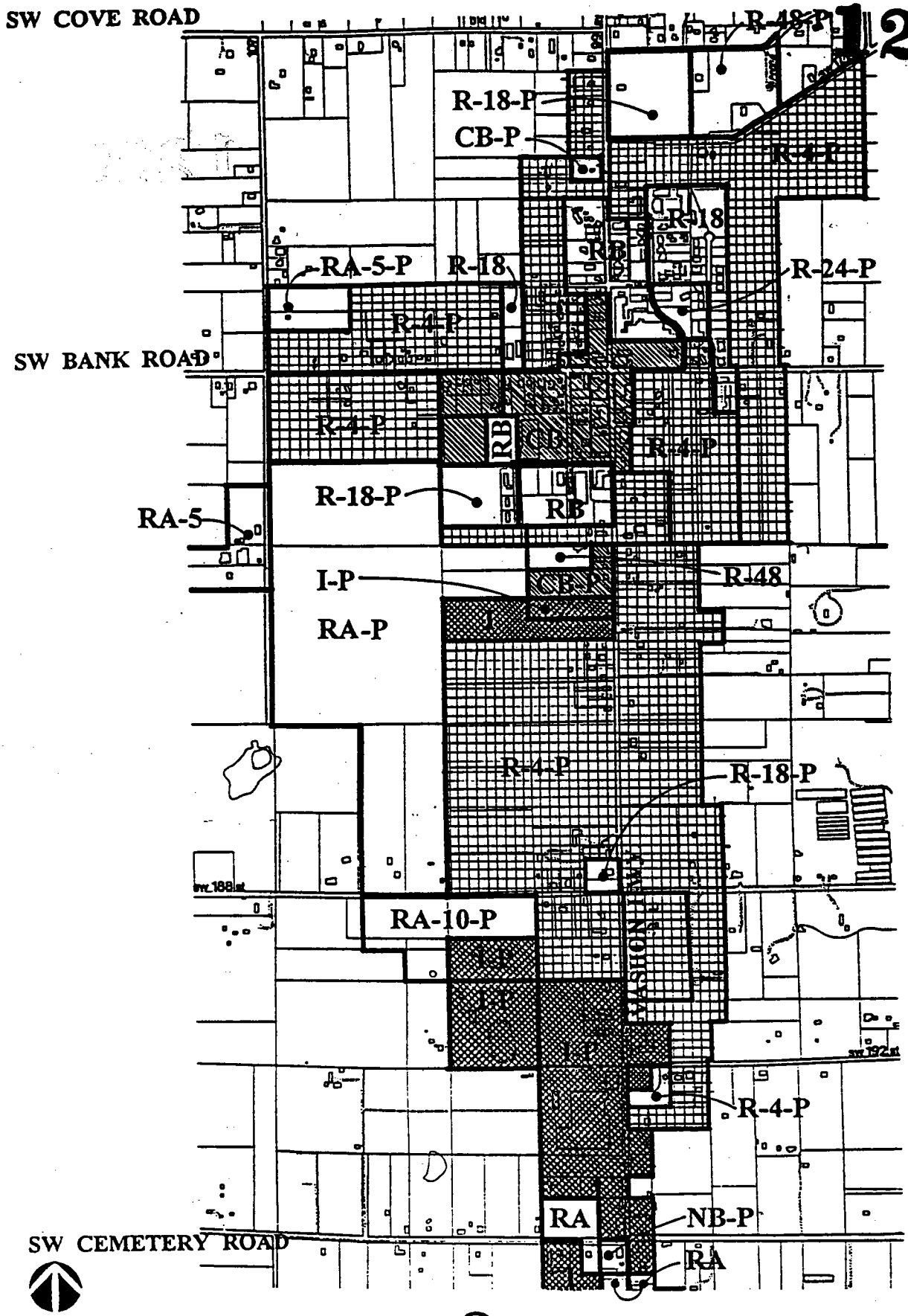
"P" suffix will be permit on individual properties with County Council approval as a way of requiring that property to provide improvements or meet development standards or limit the range of uses permitted on that property. A "P" suffix can not lessen the development potential however.

Potential Zones will still be shown on the new zoning maps to indicate what the next zone would be if the demand for that zoning is justified in the future.

Special District Overlays (SDO's) for the Town of Vashon would also apply to other Rural Activity Centers in the County. At the time of adoption by the County Council, all rural activity centers would have a chance to comment on the development standards in the SDO. The SDO would also be subject to SEPA review as an amendment to the Zoning Ordinance prior to adoption by the Council.

4. King County Sensitive Areas Ordinance and Map Folio

(See discussion of ordinance in Physical Conditions section on sensitive areas.)



Vashon Town Plan

EXISTING ZONING
Figure 7

C. Susceptibility to Change Analysis

(Note to Reader: The following three pages address important information considered by the Town Plan Committee and drafted by one of its members, but is not part of the Susceptibility to Change Analysis, per se.)

Residential Zoning

Much of the residential zoning in the area east and west of Vashon Highway SW south of Vashon is zoned RS-9600-P. By standard conversion of the County's code, this will become R4, permitting up to four houses per acre. The Committee's proposed zoning map includes approximately 110 acres in this category. Assuming land ownership patterns and other factors will result in development no denser than 80% of permitted density, this would allow about 350 homes.

Public response to the town planning process has demonstrated a clear desire to concentrate commercial and high density housing around the town center and avoid strip development north and south along Vashon Highway Southwest. The opportunity to construct up to 350 homes south of town seems to circumvent the goal of concentration. Development at this density may also defeat the visual goal of providing a clear south boundary to the town. Conversely, this strip of land no longer has the usual rural characteristics. For these reasons R-1 zoning may be more appropriate than R-4 or RA 2.5.

There are areas north of SW 171st Street and east of the sewer treatment plant currently zoned RS9600, RM2400 and RM900. Portions are below gravity access to the sewer plant, wetlands or have significant slopes. In addition, development at densities permitted by the equivalent categories may defeat the intent to provide a clear north entry to the town. The existing plan extends RS9600 and potential RD3600 west along SW Bank Road a sufficient distance to exceed the community's desire for a compact town center.

Commercial Zoning

The 1993 Zoning Ordinance provides neighborhood and community (NB and CB) zones which seem consistent with the rural nature of Vashon Island. The regional category (RB) seems inappropriate and no zoning to RB is recommended.

A number of established businesses are south of Vashon. Uses fronting on Vashon Highway in the existing M zones which could be permitted in CB should be designated CB, not I.

Employment on the Island

Current employment on the Island is approximated as follows

Retail and Service in the central business core	525
Retail, Service, Government and Schools outside the core	400
Manufacturing and Industrial	900
Home Occupations and Cottage Industry	800
Approximate Total, employment on Island	2,625

An estimated 2500 Island residents commute to jobs off of the Island, and an estimated 500 off-island residents commute to jobs on the island.

Planning for Future Industrial Employment

When forecasting the amount of land to be used by industry in the future, we have made the following assumptions:

- All new uses will be on land appropriately zoned.
- New or expanded uses will be developed at low densities (employees per acre), consistent with current land use regulations and small employers. It is extremely unlikely that a major industry with high density land use will establish itself on the island within the term of the Plan.
- Zoning should allow industrial employment on the island to increase at the same rate as the population.

Given the above, the number of acres currently developed for industry does not provide a reasonable guide to the number required in the future. A forecast may more reasonably be based on the increasing number of employees.

Proposed Industrial Zoning

The Growth Management Act requires areas to plan for at least 20 years of growth. The Vashon Community Plan goals include Goal F: "Allow people of all ages, income levels, and life styles to live on Vashon." In the absence of adequate room for industrial expansion, Vashon will become more and more a bedroom community for the more affluent. Conversely, the current Rural designation, various Community Plan goals, and recent evidence of public sentiment indicates preservation of the rural environment is of paramount concern. Zoning for industry must strike a careful balance between conflicting goals.

The 1993 King County Annual Growth Data book reports on Vashon population as follows:

		Ten Year Increase	Twenty Year Increase
1970 Census	6,500		
1980 Census	7,400	13.9%	
1990 Census	9,300	25.7%	43%
2000 Forecast	11,100	19.4%	50%
2010 Forecast	11,500	3.6%	24%

The sharp decline following the year 2000 appears to reflect a projected reduction in regional growth and successful application of the Growth Management Act. If growth were controlled by the current natural increase rate (births in excess of deaths) the 20 year increase would approximately 16%.

Applying an increase of 24% to 800 current industrial employees yields a 20- year increase of 192. Manufacturing facilities constructed or planned using current zoning, surface water management and sensitive areas regulations employ approximately 7.3 persons per acre. Thus provision for 26 acres of undeveloped industrially zoned land appears to be the absolute minimum. Since land lost to residential development will be nearly impossible to recover, and the sharp decline in population increase may not occur, we favor a more generous acreage.

Clearly the present 13 acres are inadequate, and the potentially zoned 95 acres are excessive. Two of the existing parcels front on Vashon Highway Southwest and development will be limited by increased setback requirements imposed by the Vashon Community Plan.

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Considering all of the above, we recommend eliminating the uncertainty of potential zoning and designating a total of approximately 70 acres of undeveloped land (including the existing 13 acres) as industrially zoned. This represents a decrease from the present total (13 acres manufacturing and 95 potential manufacturing). If funding were available to delineate wetlands it would probably be possible to designate a smaller area.

Based on the analysis of the current 1993 King County Zoning Ordinance, the existing building and land use inventory, the analysis of the existing sensitive areas, and existing utilities, a susceptibility to change analysis was undertaken to evaluate the development potential within Vashon. This was done to determine what properties would likely develop over the next decade or two. The following criteria were used in this analysis:

- Land Utilization: vacant versus developed sites.
- Physical Constraints: degree to which natural features constrain site development.
- Age and Condition of Existing Buildings
- Zoning Designations and Utilization: degree to which land or existing buildings maximize zoning potential.
- Location: relative to other activities, access, and visibility
- Size of Lots: even lots with low density zoning could redevelop if they are large.
- Planned Projects: development currently under consideration by King County or landowners.

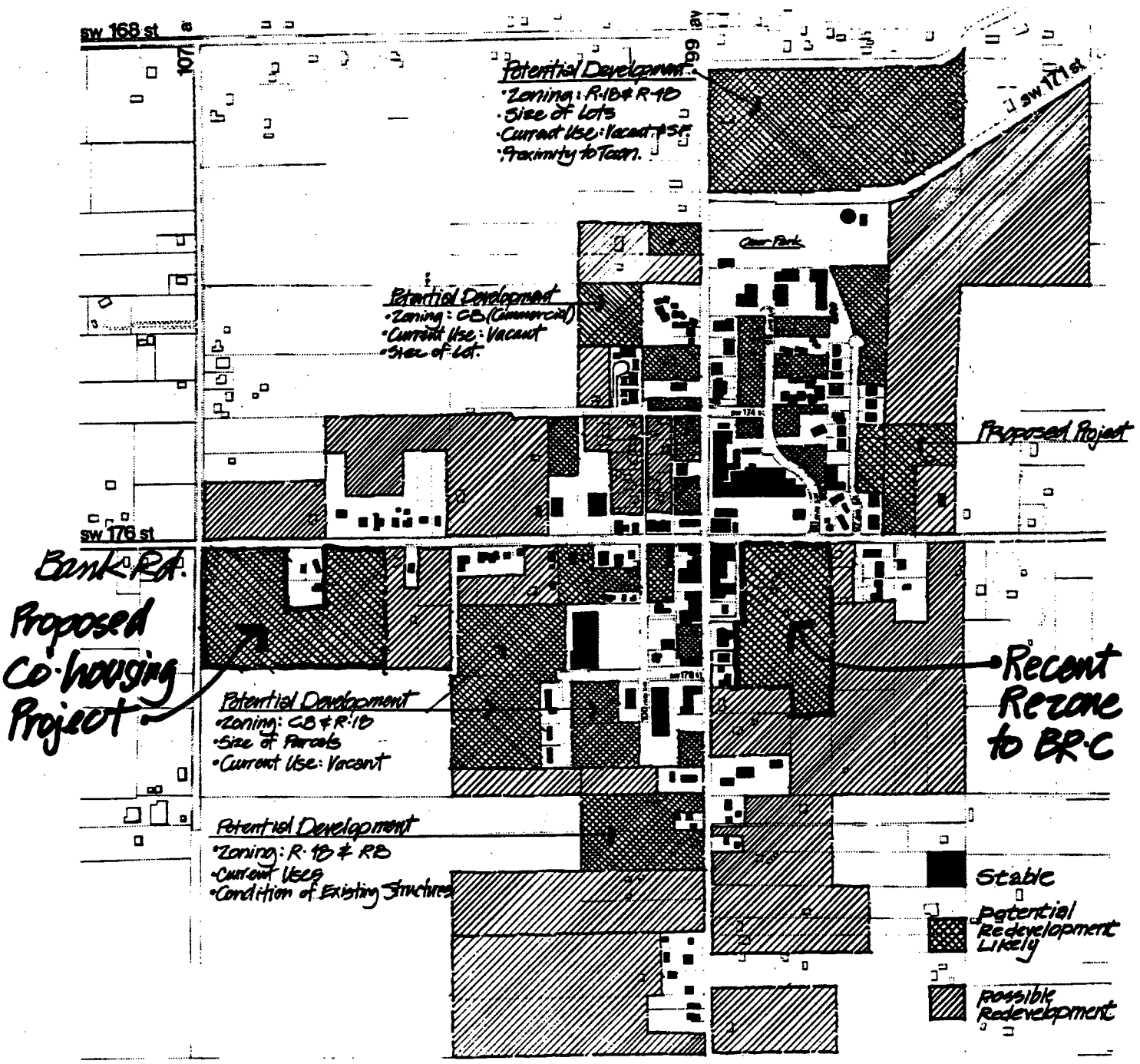
The map on the following page depicts further results of the analysis.

The key findings of this susceptibility analysis are:

- A theoretical development potential of over 1400 new residential units and over 900,000 gross square feet of new commercial development within the Town.
- There are significant areas of potential development to the north and west of the Town center due to current zoning and the lack of physical constraints.
- There are a number of sites within the Town center that are zoned for commercial and regional business that would permit mixed use projects include housing that could theoretically add another 1900 units of housing.
- The susceptibility to change analysis indicates that future growth in commercial uses will continue to occur along Vashon Highway (99) and to the southwest of the center of the Town.

D. Problems and Opportunities

The purpose of this section is to summarize the key problems and opportunities within the Town in order to direct future design guidelines and recommendations to problem areas and to build on existing opportunities areas that reinforce the pedestrian orientation and special character of the Town of Vashon. Based on the initial review of the existing physical and regulatory conditions, the following problem areas were identified for further discussion:



Vashon Town Plan

SUSCEPTIBILITY TO CHANGE

VASHON TOWN PLAN

Figure 8

Problems:

- "Gateways" in to the Town from the south, west, and north need to be clarified and reinforced on the north.
- Traffic backups occur at the intersection of Vashon Highway and Bank Road during peak traffic surges such as ferry arrivals and major employment shift changes, due to the four-way stop.
- The street edge along Vashon Highway within the Town center needs definition and strengthening in order to improve pedestrian activity and reduce vehicular travel between shopping areas. This would include improved and extended sidewalks, pedestrian amenities such as street furniture, lighting, weather protection, and signs.
- The lack of an improved network of streets that link together and permit alternative routes and pedestrian short cuts discourages pedestrian movement.
- Commercial and residential nodes are not well connected for pedestrian movement.
- Cul-de-sac streets interrupt vehicular and pedestrian movement and make for longer trips and confusing circulation.
- Pedestrian-vehicular conflicts occur at the entrance to the Vashon East Mall (Thriftway) along Vashon Highway where traffic turns left into the parking lot and across the sidewalk.
- The aesthetic character of recent multi-family residential development is not consistent with that of the older parts of town or older homes.
- On-street parking is poorly defined causing less efficient use and pedestrian confusion about its location.
- Potential commercial development in R-4 zones through conditional use permits could result in "strip mall" effect along Vashon Highway.
- Availability of water and sewer service given current capacities.

Opportunities

The following are areas of opportunity existing in the town that should be reinforced:

- The north entrance to Town along Vashon Highway near the existing Park and Ride Lot, could be reinforced as a "Gateway to Town" with signs, landscaping, and future construction. Another Park and Ride Lot could be developed south of town as another gateway element.
- The site of a future Town Square should be located to reinforce pedestrian movement through Town. Several locations suggest themselves, including the Saturday Market site, the parking lot adjacent to Vashon Highway at the Vashon East Mall, behind the teen center, or adjacent to the Bank at the corner of Vashon Highway and Bank Road and the 13 acre property south of the Thriftway (Cunningham/Eernisee Farm site).

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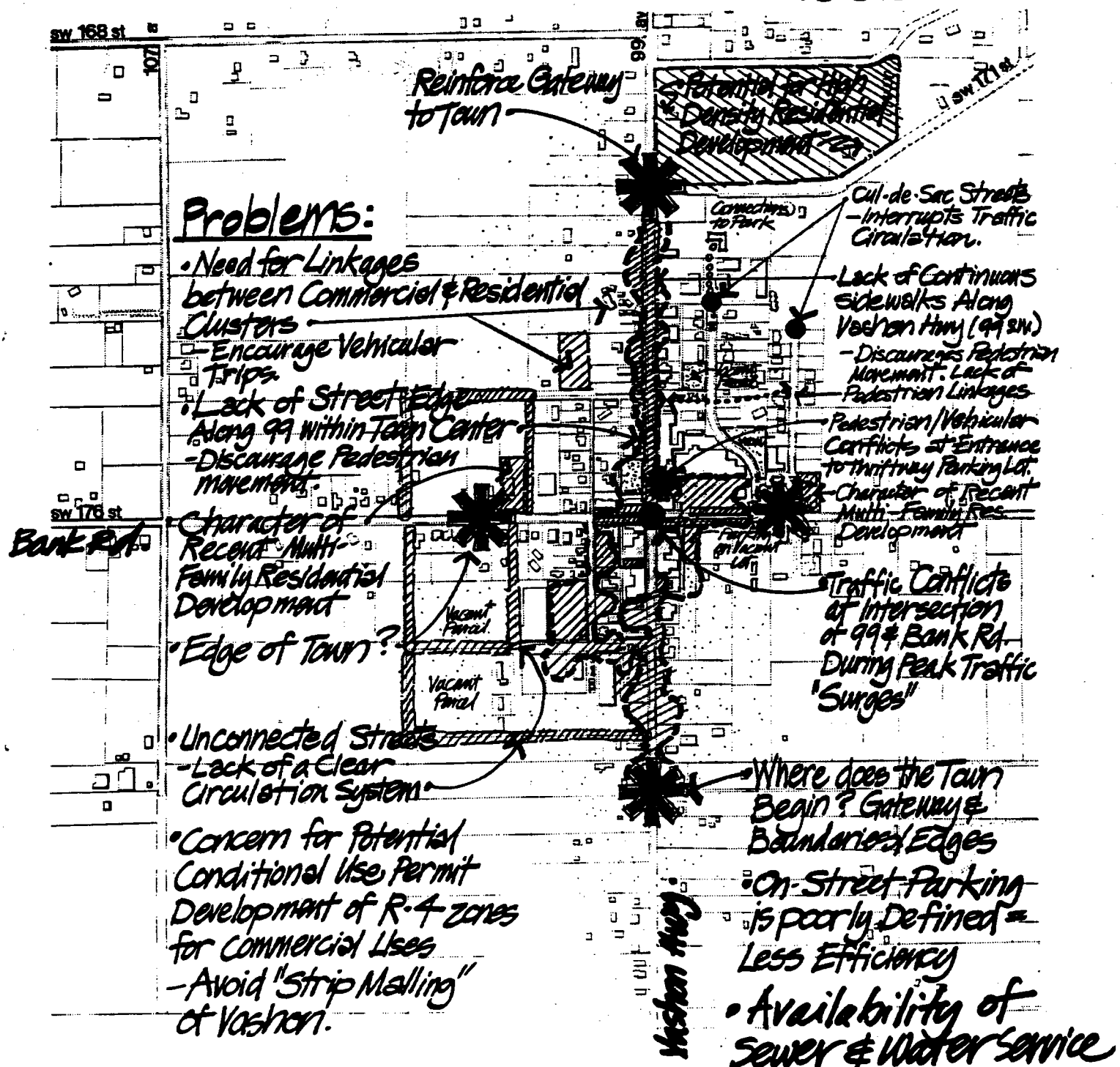


Vashon Town Plan PROBLEMS

VASHON TOWN PLAN COMMITTEE • [illegible] • [illegible] • [illegible]

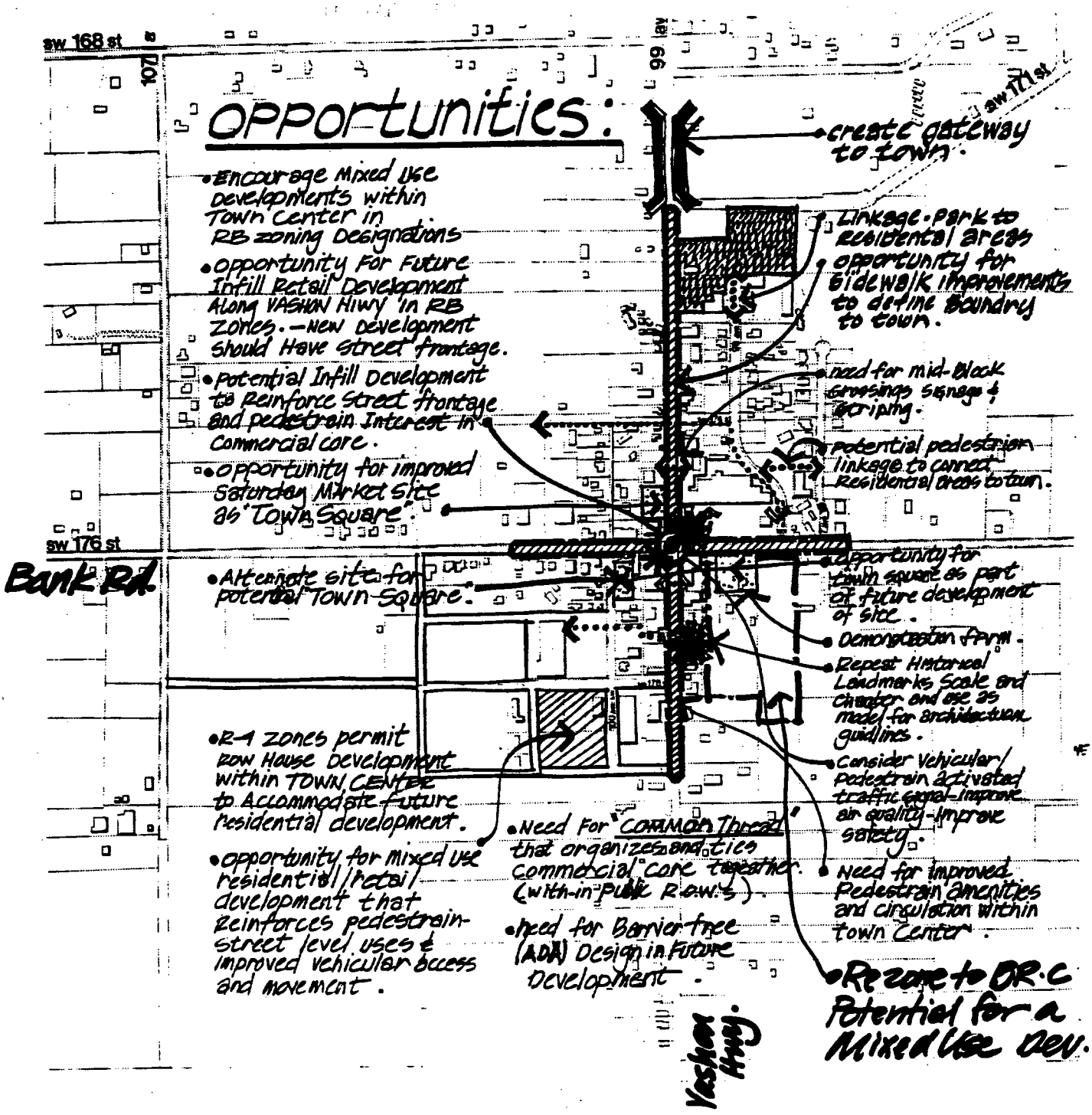
- Mixed-use development could be encouraged within the RB zones at the central Town to reinforce street edge definition, appropriate scale, and pedestrian movement. Street level retail in these projects would be compatible with existing uses.
- Parking for new infill development along Vashon Highway could be accessed from alleys paralleling the highway rather than with additional curb cuts and driveways that brake the continuity of the sidewalk.
- R-4 zones permit row or town-houses within the Town center that could be an alternative to current multi-family residential design trends.
- Link Ober Park to existing and new residential developments along 98th Ave. SW.
- Use existing historical or architecturally significant structures such as the Vashon Hardware store (Gorsuch Building), Vashon Landing Building, Theater, or Presbyterian Church as models for design guidelines and the development of a "common tread" to unify the Town.
- New development could reflect those qualities and details of older farm houses and commercial buildings such as front porches, dormer windows, steep pitched roofs, false fronts and store fronts up to the property lines and residential uses over the stores.

E. Vashon Island/King County Demographics

Vashon Development Trends

The development strategy that guides implementation options should recognize the trends and conditions affecting the town center:

- Vashon Island's population size is consistent with neighborhood scale retail shopping. This is not expected to change in the foreseeable future.
- There are currently (1994) few vacant retail or commercial buildings in the TPA.
- There is vacant and appropriately zoned land within TPA for expansion of commercial (retail, service and office) space through in-fill or redevelopment of older buildings. Land may need to be assembled for properly scaled developments. Land prices may include a speculative premium.
- There is reported to be interest in more retail development as well as unmet demand for small office space.
- Most city, town and community centers need room or have room for community gatherings and this is an important part of Vashon's role.
- There is a natural range of neighborhood retail establishments in addition to a concentration of lumber yards and hardware stores.
- There are comparison, convenience, festival, discount, bargain and off-price retail shopping opportunities in Seattle and Tacoma that will limit retail expansion on Vashon Island.
- Regional trends, communications technology and the demographic patterns on Vashon Island would be supportive of more small office development.



Vashon Town Plan OPPORTUNITIES

Figure 10

- Growth on Vashon will be from new residents and from part time residents who are currently evolving into full-time.
- Industrially-zoned land south of the Vashon area presents an opportunity and challenge. Businesses may locate here and develop competition for Vashon.
- Isolation, land use regulation, real estate prices, and cost of access (in time and money) will limit both residential and commercial development on Vashon Island.

The Vashon Town Plan signals to the community and future developers the form, shape, location, meld, and character of the community's vision. What follows is a discussion of approaches to realize the plans in this document.

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Population Forecasts for Vashon and King County

	Actual		Forecast		
	1980	1990	2000	2010	2020
Population					
Vashon	7,377	9,309	11,095	12,148	13,458
Average Annual Growth		2%	2%	1%	1%
King	1,269,749	1,507,319	1,730,271	1,844,520	1,963,181
Average Annual Growth		2%	1%	1%	1%
Household Size					
Vashon Island	2.53	2.51	2.39	2.25	2.16
King County	2.49	2.40	2.31	2.19	2.11

Source: Puget Sound Regional Council Subarea Forecasts for FAZ6930 and King County

Vashon and King County Housing

	Actual		Forecast		
	1980	1990	2000	2010	2020
Single Family Housing					
Vashon SF	2,593	3,488	4,407	5,115	5,846
SF Percent of Total	90%	94%	95%	95%	94%
King SF	344,685	400,158	462,527	507,666	544,954
SF Percent of Total	69%	65%	63%	62%	60%

Source: Puget Sound Regional Council Subarea Forecasts for FAZ6930 and King County

Vashon and King County Number of Households Income Quartile

	Actual		Forecast		
	1980	1990	2000	2010	2020
Income Level					
Vashon Island					
Lower	675	773	896	978	1,073
Lower Middle	691	830	1,008	1,138	1,258
Upper Middle	790	1,044	1,308	1,494	1,698
Upper	738	1,056	1,429	1,784	2,200
% in Upper Half	53%	57%	59%	61%	63%
King County					
Lower	118,738	143,518	169,508	190,101	209,680
Lower Middle	119,110	144,767	170,431	190,501	210,090
Upper Middle	121,837	150,567	179,166	200,847	221,528
Upper	137,579	176,942	214,585	242,168	268,223
% in Upper Half	52%	53%	54%	54%	54%

Source: Puget Sound Regional Council Subarea Forecasts for FAZ6930 and King County

Demographic and Housing Information
for Vashon Island and King County

	Vashon Island			King County
	North (1)	South (2)	Total	
Demographics				
Population	5,068	4,241	9,309	1,507,319
HH Size	2.46	2.58	2.51	2.40
Median Age	38	39	38	34
White	96%	98%	97%	85%
Non-White	4%	2%	3%	15%
Median HH Income	$33,378	$37,166	$35,104	$33,661
Housing				
Housing Units	2,378	2,139	4,517	647,343
% Occupied by Owner	75%	81%	77%	59%
% Occasional Use	8%	19%	14%	1%
SF Housing Units	2,036	1,991	4,027	393,600
Percentage of Total	86%	93%	89%	61%
MF Housing Units	173	28	201	228,602
Mobile Home & Other Units	169	120	289	25,141
Median House Value	$142,000	$162,200	$151,566	$140,100
Median Rent	$387	$423	$404	$457

Source: Puget Sound Regional Council 1990 Census Information

(1) Census tract 277.01

(2) Census tract 277.02

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Employment Forecasts for Vashon Island and King County

	Actual		Forecast			Composition	
	1980	1990	2000	2010	2020	1990	2020
Employment							
Vashon Island							
Total	1,322	1,656	2,022	2,409	2,699	100%	100%
Average Annual Growth		2%	2%	2%	1%		
Manufacturing	316	334	372	440	447	20%	18%
WTCU	191	286	365	415	443	17%	18%
Retail	325	393	468	537	609	24%	23%
Services	222	374	540	709	853	23%	27%
Government	268	269	277	308	347	16%	14%
King County							
Total	697,401	969,001	1,157,191	1,301,823	1,415,015	100%	100%
Average Annual Growth		3%	2%	1%	1%		
Manufacturing	146,000	172,800	170,881	170,168	159,724	18%	15%
WTCU	105,400	139,100	161,086	176,049	186,979	14%	14%
Retail	126,601	167,001	204,076	235,167	264,305	17%	18%
Services	207,400	353,301	462,631	547,686	616,484	36%	40%
Government	112,000	136,800	158,517	172,753	187,523	14%	14%

Source: Puget Sound Regional Council Subarea Forecasts for FAZ5930 and King County

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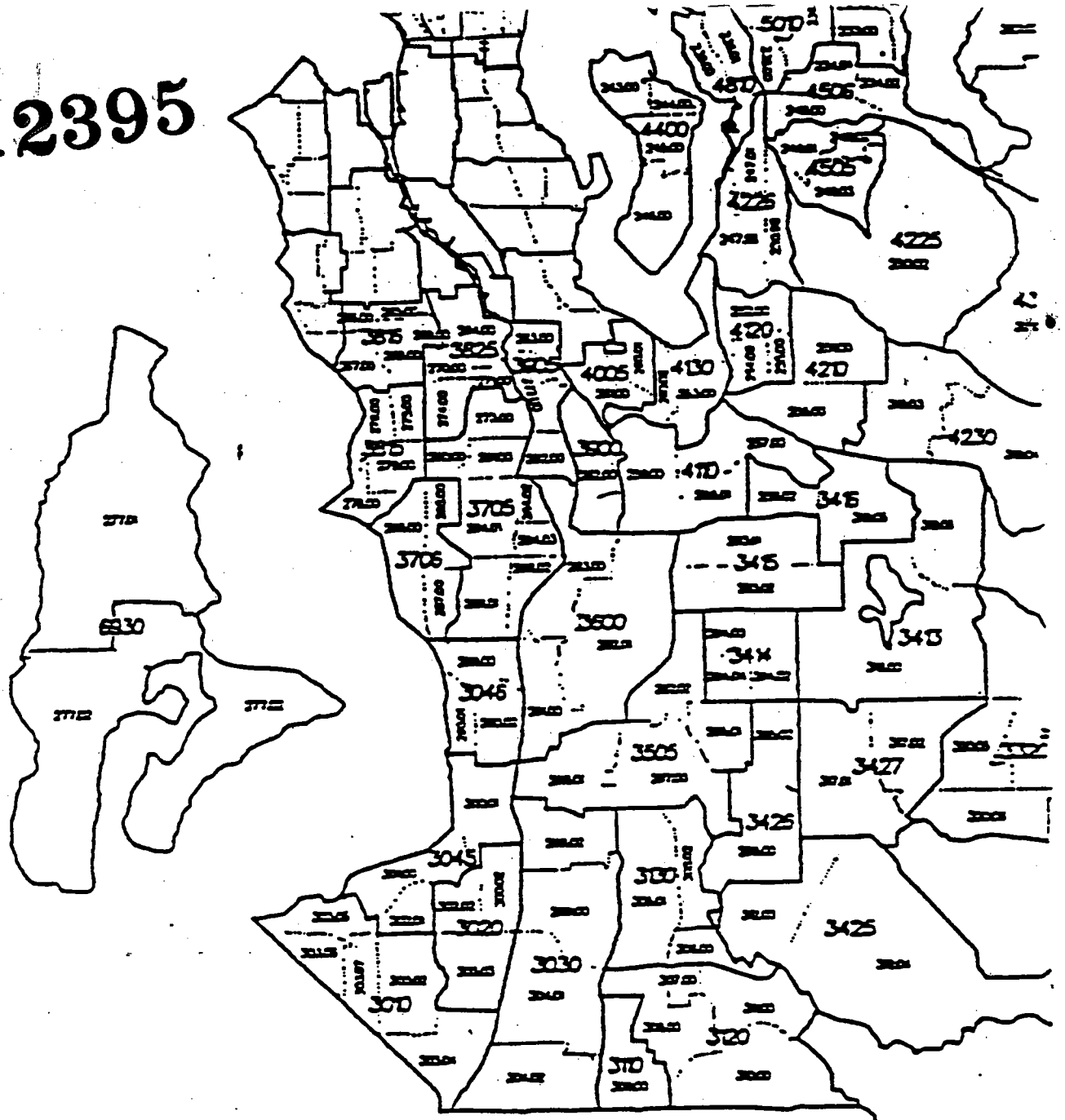

KING COUNTY

Transportation Modes for Vashon Island and King County

	Mode of Transportation for Commuting to Work										
	Total Workers	Drive Alone	Carpool	Public Tansit	Ferry	Taxi	Motorcycle	Bicycle	Walk	Other	Work at Home
King County	805782	575037	91259	68179	997	535	2510	5309	29698	4534	27724
% of total		71.36%	11.33%	8.46%	0.12%	0.07%	0.31%	0.66%	3.69%	0.56%	3.44%
Vashon Island											
N. Vashon	2602	1552	265	220	257	0	7	29	52	52	168
S. Vashon	2093	1275	234	160	135	0	44	7	33	44	161
Total Vashon	4695	2827	499	380	392	0	51	36	85	96	329
		60.21%	10.63%	8.09%	8.35%	0.00%	1.09%	0.77%	1.81%	2.04%	7.01%

Source: 1990 STF3 census data for tracts 277.01, 277.02 and King County

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Vashon Island Housing

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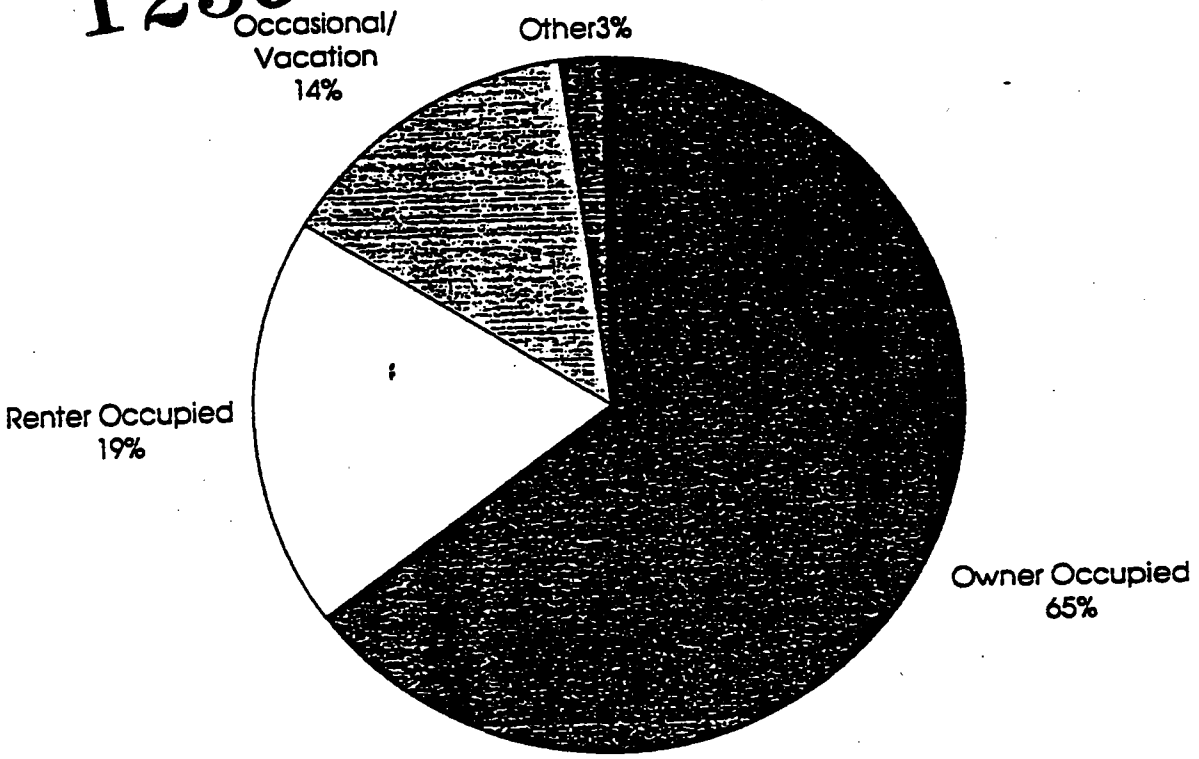
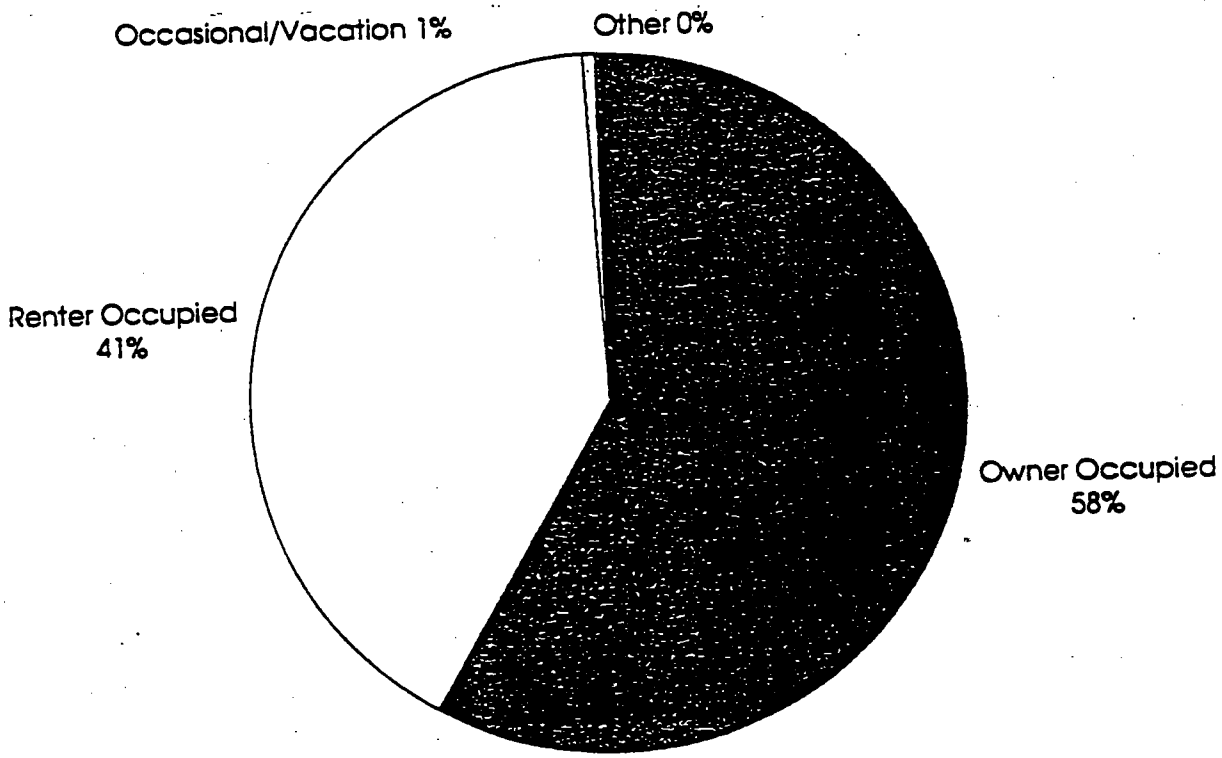
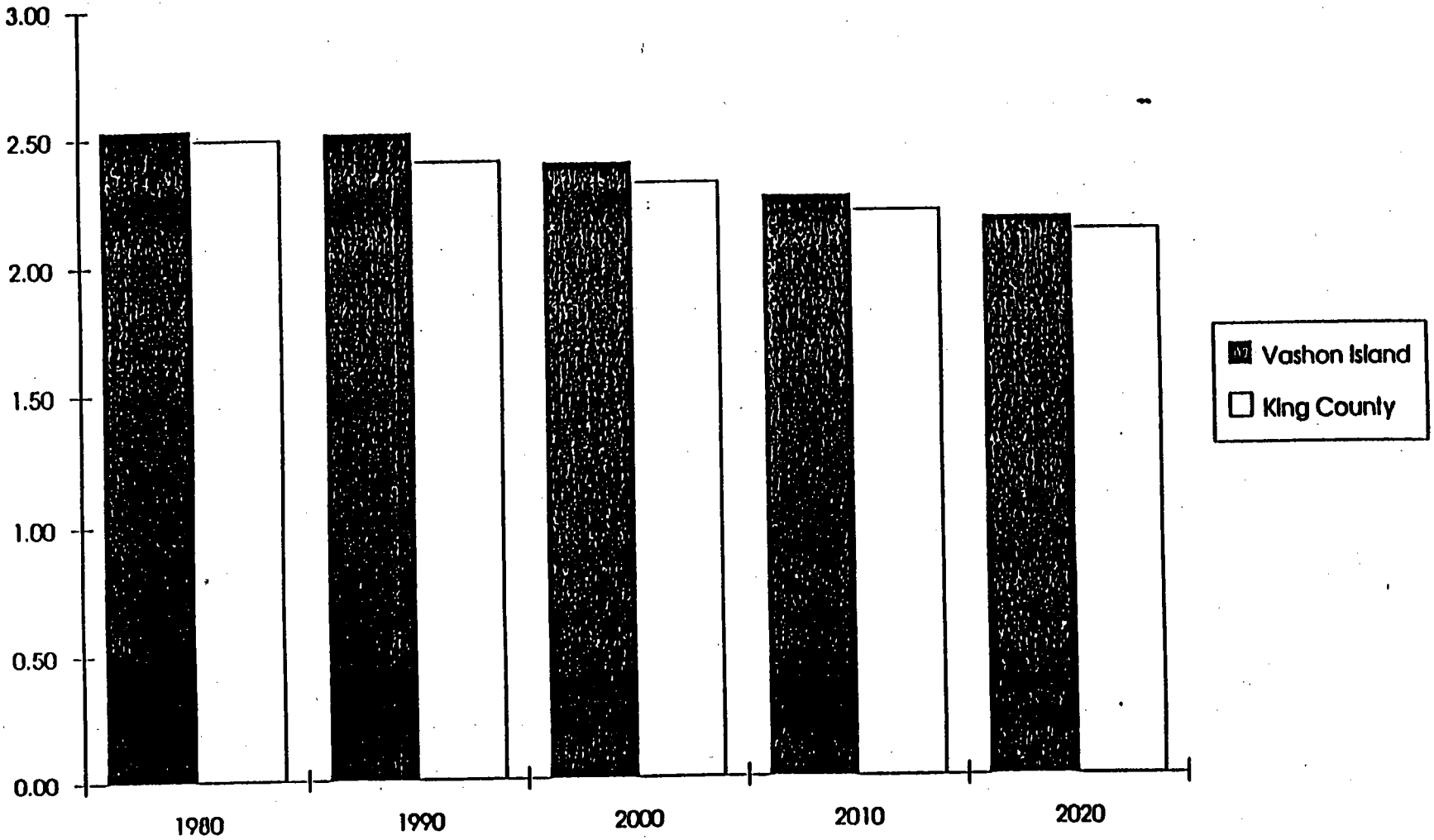


King County Housing



Source: Puget Sound Regional Council 1990 Census for King County

Household Size for Vashon Island and King County



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Residence in 1985 of King County and Vashon Island 1990 Residents

	Same House	Different House: Same County	Different House: Same State	Different State: Northeast	Different State: Midwest	Different State: South	Different State: West	Abroad: Puerto Rico	Abroad: U.S. Outlying Area	Abroad: Foreign County	Total
Vashon Island											
North Vashon	2,420	1,570	220	46	20	47	388	0	0	43	4,754
South Vashon	2,238	889	226	37	99	51	404	0	0	21	3,965
Total Vashon	4,658	2,459	446	83	119	98	792	0	0	64	8,719
Percentage	53.4%	28.2%	5.1%	1.0%	1.4%	1.1%	9.1%	0.0%	0.0%	0.7%	100.0%
King County	626,758	442,982	97,710	15,493	28,478	31,433	122,246	264	733	37,209	1,403,306
Percentage	44.7%	31.6%	7.0%	1.1%	2.0%	2.2%	8.7%	0.0%	0.1%	2.7%	100.0%

Source: 1990 Census STF3 King County and tracts 277.01 and 277.02

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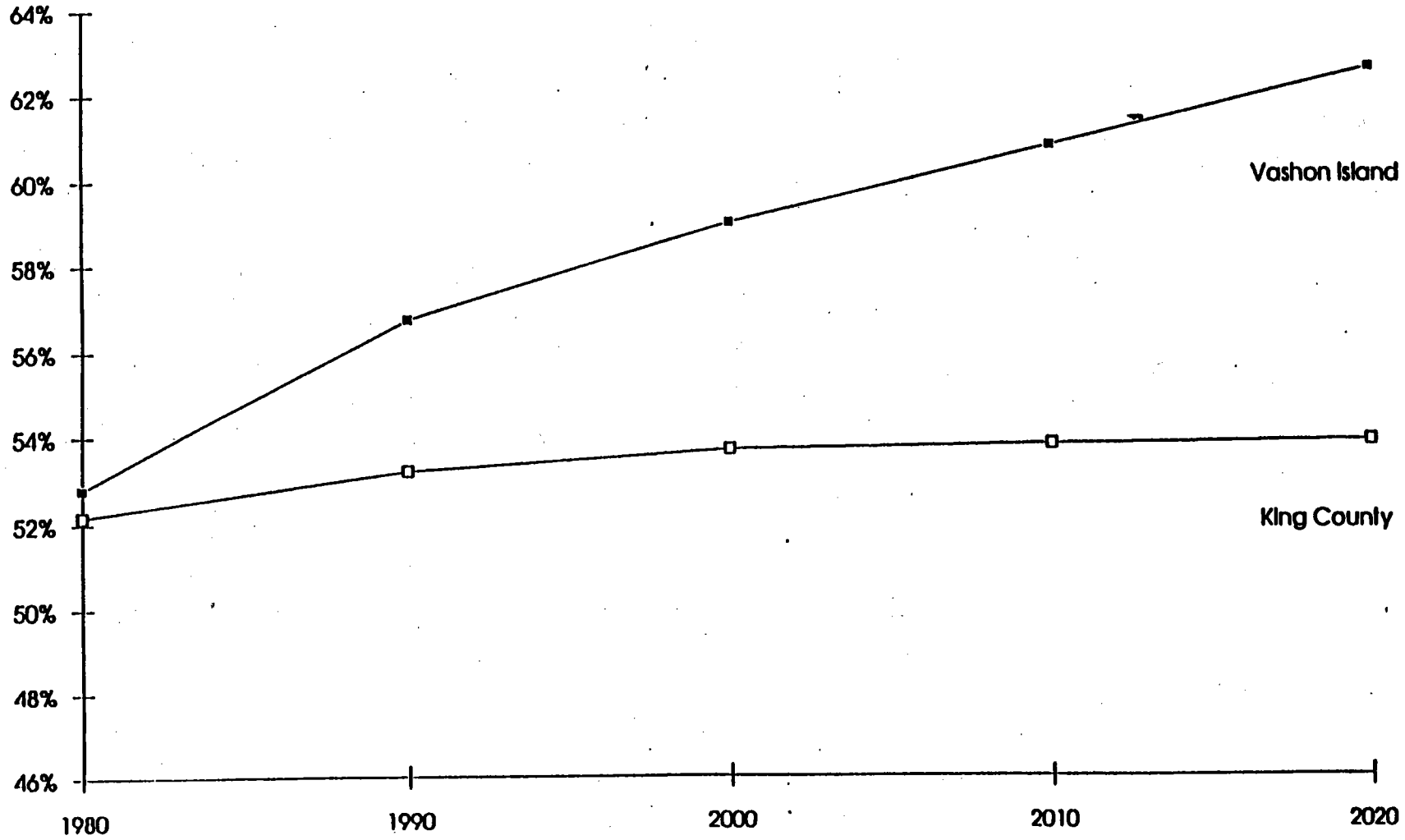
Percentage of Households in the Upper Half of the Region's Income Levels



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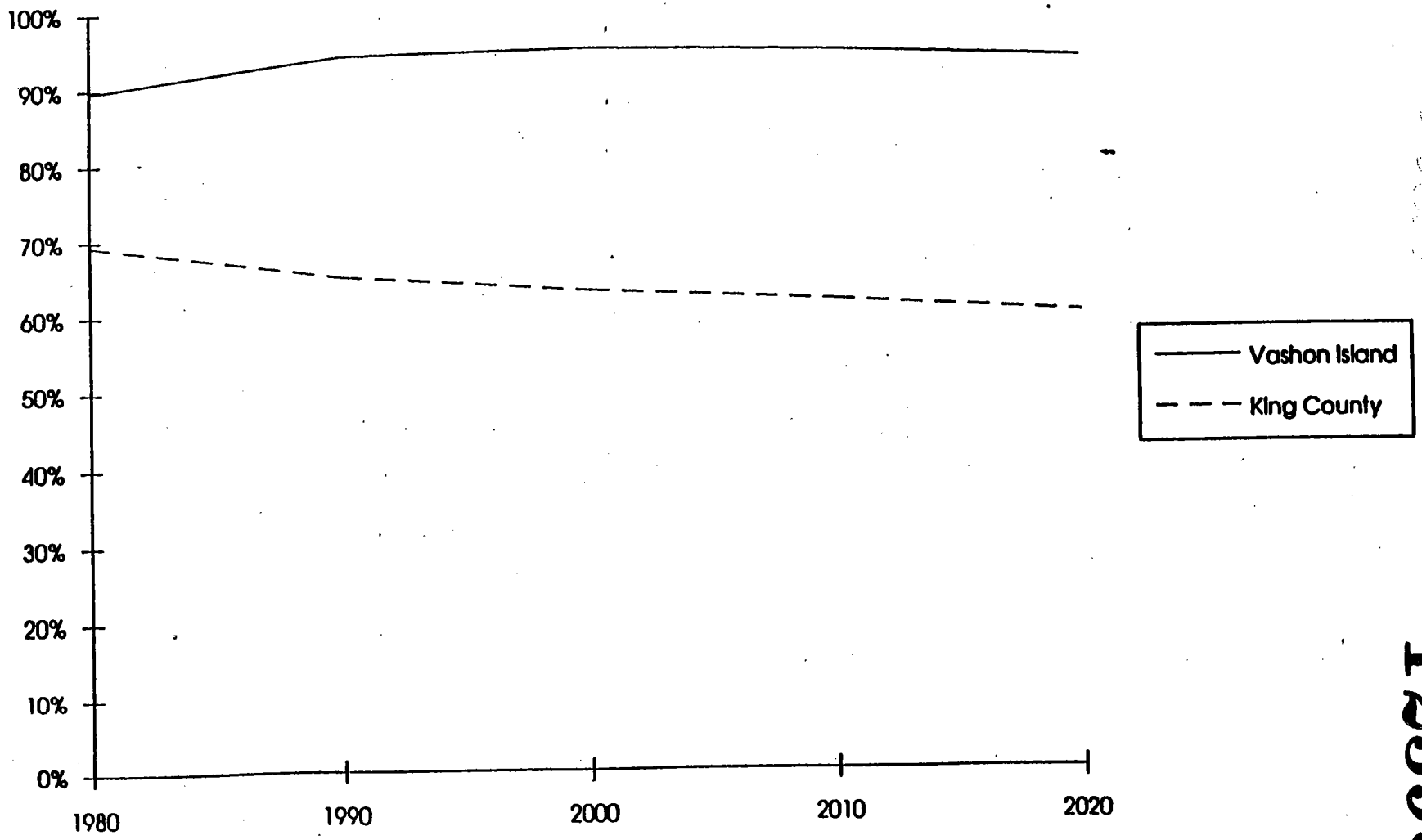
Occupations for Vashon Island and King County

	Executive, administrative, managerial	Professional specialty	Technicians and related support	Sales	Admin support, clerical	Private household	Protective services	Other services	Farming, forestry, fishing	Precision production, craft, repair	Machine operators, assemblers, inspectors	Transportation, material moving	Handlers, equip cleaners, helpers, laborers	Total Employed persons over 16
Vashong Island	329	571	98	284	286	12	18	312	68	217	154	162	99	2,610
North Vashon	341	465	79	241	279	8	34	150	88	202	71	75	74	2,107
South Vashon	670	1036	177	525	565	20	52	462	156	419	225	237	173	4,717
Total Vashon	14.2%	22.0%	3.8%	11.1%	12.0%	0.4%	1.1%	9.8%	3.3%	8.9%	4.8%	5.0%	3.7%	100.0%
Percentage														
King County Total	126,294	147,295	37,797	103,665	136,504	2,802	8,904	80,218	9,480	79,685	35,276	25,804	24,522	818,326
Percentage	15.4%	18.0%	4.6%	12.7%	16.7%	0.3%	1.1%	9.8%	1.2%	9.7%	4.3%	3.2%	3.0%	100.0%

Source: 1990 Census STF3 for King County and tracts 277.01 and 277.02

Percentage of Single Family Households In Vashon and King County



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Transportation Modes for Vashon Island and King County

	Mode of Transportation for Commuting to Work										
	Total Workers	Drive Alone	Carpool	Public Tansit	Ferry	Taxi	Motorcycle	Bicycle	Walk	Other	Work at Home
King County	805782	575037	91259	68179	997	535	2510	5309	29698	4534	27724
% of total		71.36%	11.33%	8.46%	0.12%	0.07%	0.31%	0.66%	3.69%	0.56%	3.44%
Vashon Island											
N. Vashon	2602	1552	265	220	257	0	7	29	52	52	168
S. Vashon	2093	1275	234	160	135	0	44	7	33	44	161
Total Vashon	4695	2827	499	380	392	0	51	36	85	96	329
		60.21%	10.63%	8.09%	8.35%	0.00%	1.09%	0.77%	1.81%	2.04%	7.01%

Source: 1990 STF3 census data for tracts 277.01, 277.02 and King County

Travel Time to Work

	Less than 15 min.	15-29 min.	30-59 min.	more than 60 min.	Total Travel Time	Total Workers traveling to Work	Average Travel Time	Work at Home	Ratio of Home to Traveling Workers
Vashon Island									
North Vashon	906	294	282	838	93,294	2,320	40	168	72/1000
South Vashon	647	339	167	472	82,150	1,625	51	161	99/1000
Total Vashon	1,553	633	449	1,310	175,444	3,945	44	329	83/1000
%of total workers*	39.4%	16.0%	11.4%	33.2%					
King County	184,245	314,395	241,289	87,991	18,799,100	827,920	23	27,724	33/1000
%of total workers*	22.3%	38.0%	29.1%	10.6%					

* Workers over 16 years who do not work at home

Source: 1990 Census STF3 King County and Tracts 277.01 and 277.02

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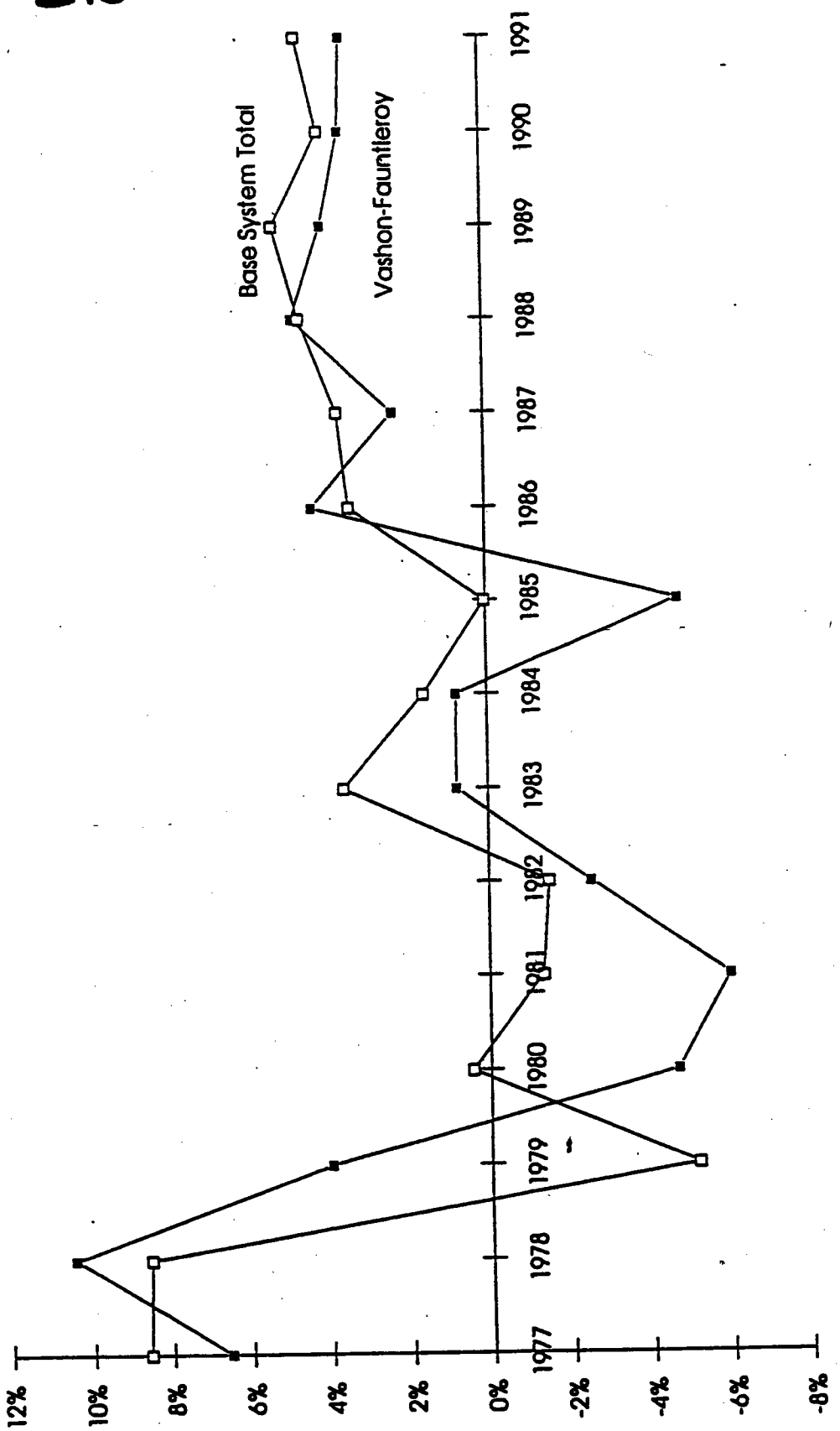
Annual % Change in Ferry Traffic for Vashon Island and Whole System



Ferry Ridership: Vashon-Fauntleroy and Base System Total

	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
Vashon-Fauntleroy																
Passengers	1,207,872	1,265,439	1,384,495	1,479,115	1,454,260	1,394,068	1,306,281	1,292,522	1,275,590	1,214,054	1,220,513	1,231,036	1,284,280	1,371,758	1,364,784	1,367,764
Vehicles	1,181,363	1,279,970	1,426,072	1,442,847	1,330,625	1,223,722	1,245,136	1,278,917	1,315,479	1,253,388	1,353,030	1,400,822	1,472,644	1,494,941	1,602,506	1,701,380
Total Riders	2,389,235	2,545,409	2,810,567	2,921,962	2,784,885	2,617,700	2,551,417	2,571,439	2,591,069	2,467,442	2,573,543	2,631,858	2,756,924	2,866,699	2,967,290	3,069,144
Change from previous year		7%	10%	4%	-5%	-6%	-3%	1%	1%	-5%	4%	2%	5%	4%	4%	3%
Annual growth rate 1980-1990															1%	
Base System Total																
Passengers	8,914,405	9,593,951	10,222,700	9,896,000	10,140,154	10,230,295	10,027,868	10,109,366	10,158,779	10,105,040	10,266,157	10,512,171	10,805,588	11,493,375	11,685,029	12,276,348
Vehicles	6,014,278	6,614,967	7,367,785	6,782,033	6,610,595	6,293,153	6,245,547	6,668,556	6,965,822	7,021,906	7,437,741	7,836,930	8,301,189	8,692,099	9,113,347	9,680,131
Total Riders	14,928,683	16,208,918	17,590,485	16,678,033	16,750,749	16,523,448	16,273,415	16,857,922	17,124,601	17,127,846	17,703,898	18,349,101	19,106,777	20,185,474	20,998,376	21,956,479
change from previous year		9%	9%	-5%	0%	-1%	-2%	4%	2%	0%	3%	4%	5%	5%	4%	5%
Vashon Population					7,400										9,300	
Annual growth rate 1980-1990															2%	
Vashon % of System																
Passengers	14%	13%	14%	15%	14%	14%	13%	13%	13%	12%	12%	12%	12%	12%	11%	11%
Vehicles	20%	19%	19%	21%	20%	19%	20%	19%	19%	18%	18%	18%	18%	17%	18%	18%
Total Riders	16%	16%	16%	18%	17%	16%	16%	15%	15%	14%	15%	14%	14%	14%	14%	14%

Source: Washington State Department of Transportation, King County Annual Growth Databook, 1993, Apogee Research

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APPENDIX C:

HISTORY OF VASHON

Vashon Island was first surveyed by the territorial government about 1857, mapped and divided into sections, quarter sections and lots. All claims and land sales that followed have been made from these maps. The first land purchases or pre-emptive claims were made about 1864. The first homesteads were filed in 1869.

The first stores and commercial areas on the island appeared about 1884 near Center and later moved to Cemetery Road and Vashon Highway, where a commercial area called "Center" still exists.

The Town Planning Area of this document is roughly defined by Center at the south end and Vashon at the north. The commercial area at Vashon was well established when in 1919 the County ferry system started the runs from Seattle to the north end of the island. In 1920 the ferry system opened a run between Portage and Des Moines connecting the east side of the island to agricultural markets on the mainland. Thus the island was connected with regular ferry service at two locations with a county highway connecting them. More roads and auto followed prosperity and growth to Vashon.

The shortest distance between Portage and the north ferry dock was a road that followed the beach and a high ridge to Beall Road Southwest and then turned east on Bank Road to intersect Vashon Highway, which proceeded north to the ferry. The steep terrain and a ravine just northeast of the intersection of Bank Road and Vashon Highway kept the beach road from continuing to head north and forced travelers to the Vashon Highway - Bank Road intersection. The present Town of Vashon is located at this intersection. The Portage Ferry Dock is now gone and Vashon Highway extends to the southerly ferry dock at Tahlequah, connecting the island to Tacoma.

In the town now known as Vashon, the Vashon Hardware Store was established at the corner of Vashon Highway and SW 176th Street (Bank Road) in 1890. 1906 saw location of the Post Office in Vashon and the opening of Vashon State Bank in 1911. In the 1920's a general store was moved to the brick building on the northeast corner of Bank Road and Vashon Highway, now Vashon Landing. In 1925 the Vashon-Seattle ferry was rerouted to Fauntleroy and in 1926 the Town of Vashon formed a water district and built a distribution and pumping system. These establishments provided the nucleus for Vashon Town, the present commercial center of the island.

In 1933 a fire started in the Martin Building on the southeast side of Vashon's main street and destroyed about half the town. The fire jumped the street and also leveled the southwest block except for the hardware store. The destroyed wooden structures were soon replaced by larger buildings. A 1975 fire destroyed much of the same southwest block area on Main Street that had burned in 1933. Each time, Vashon Hardware was spared, and has operated continuously for 104 years.

APPENDIX D:

Cultural resources within and adjacent to the Vashon Town Plan boundaries

Designation of properties as King County landmarks is done by the County Landmarks and Heritage Commission. Landmark designation provides regulatory controls to protect the significant historic features of the property and makes property owners eligible for a variety of incentives, including property tax reductions and low interest loans for restoration.

Historic and architecturally significant buildings and landscapes in the Town Planning Area are important resources to be addressed in the Vashon Town Plan. At present, there are two designated King County Landmarks within the Town Planning Area: Vashon Hardware (17601 Vashon Highway SW) and the Blue Heron or Odd Fellows Hall (19704 Vashon Highway SW). Adjacent to the Town Planning Area (see Figure 9) are two other landmarks, the Mukai Agricultural Complex (18005 and 18017 - 107th Ave SW), and the Harrington/Beall Greenhouse Company Historic District, composed of four properties (18527, 18525, 18515, and 18606 Beall Road SW).Protecting the historic setting of these landmark properties is an important part of preserving their character and the contribution they make to the townscape. Loss of the open space east of the Mukai property, for example, would compromise its setting and make an understanding of Vashon Island's agricultural heritage difficult. Major changes in density or land use adjacent to landmarks, or inauthentic historic design themes also compromise the integrity of the area's remaining historic resources.

Designated King County Landmarks

1. 17601 Vashon Hwy, SW (Vashon Hardware)
2. Harrington-Beall Greenhouse Historic District *
   a. 18527, 18531 Beall Road SW
   b. 18525 Beall Road SW
   c. 18515 Beall Road SW
   d. 18606 Beall Road SW
3. 19704 Vashon Hwy SW (Odd Fellows Hall-Blue Heron)
4. Mukai Cold Process Fruit Barreling Plant *
   a. 18005 - 107th Ave SW
   b. 18017 - 107th Ave SW

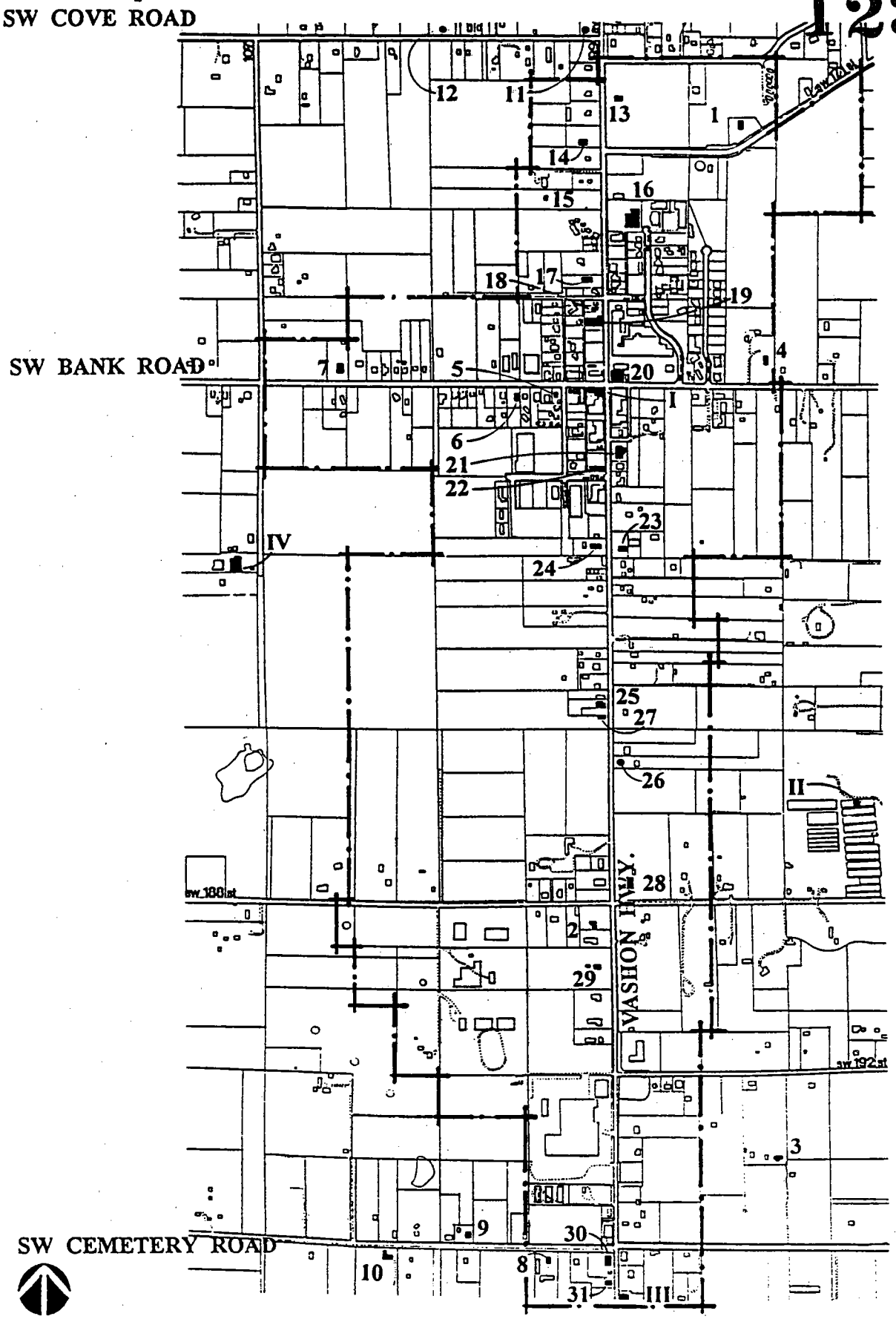
Properties of Architectural and Historic Significance

1. 9522 SW 171st Street *
2. 9915 SW 188th Street
3. 9501, 9505 SW 192nd Street
4. 9518 SW Bank Road **
5. 10007 SW Bank Road

6. 10105 SW Bank Road - Children's Center
7. 10508 SW Bank Road
8. 10021 SW Cemetery Road
9. 10220 SW Cemetery Road **
10. 10325 SW Cemetery Road *
11. 10002 SW Cove Road *
12. 10306 SW Cove Road * **
13. 16914 Vashon Hwy SW *
14. 17011 Vashon Hwy SW ** (Tjomsland House)
15. 17141 Vashon Hwy SW
16. 17210 Vashon Hwy SW (WPA sidewalk - library)
17. 17321 Vashon Hwy SW (Ace Hardware)
18. 17407 Vashon Hwy SW (Channel West Realty)
19. 17413 Vashon Hwy SW
20. 17526, 17528, 17530 Vashon Hwy SW (Vashon Landing)
21. 17708 Vashon Hwy SW (Presbyterian Church)
22. 17723 Vashon Hwy SW (Vashon Theater)
23. 17927 Vashon Hwy SW (Methodist Church)
24. 17928 Vashon Hwy SW
25. 18319 Vashon Hwy SW
26. 18322, 18418, 18430 Vashon Hwy SW (landscape feature)
27. 18325 Vashon Hwy SW
28. 18710 Vashon Hwy SW
29. 18913 Vashon Hwy SW
30. 19603 Vashon Hwy SW ** (Owen's Antiques)
31. 19627 Vashon Hwy SW

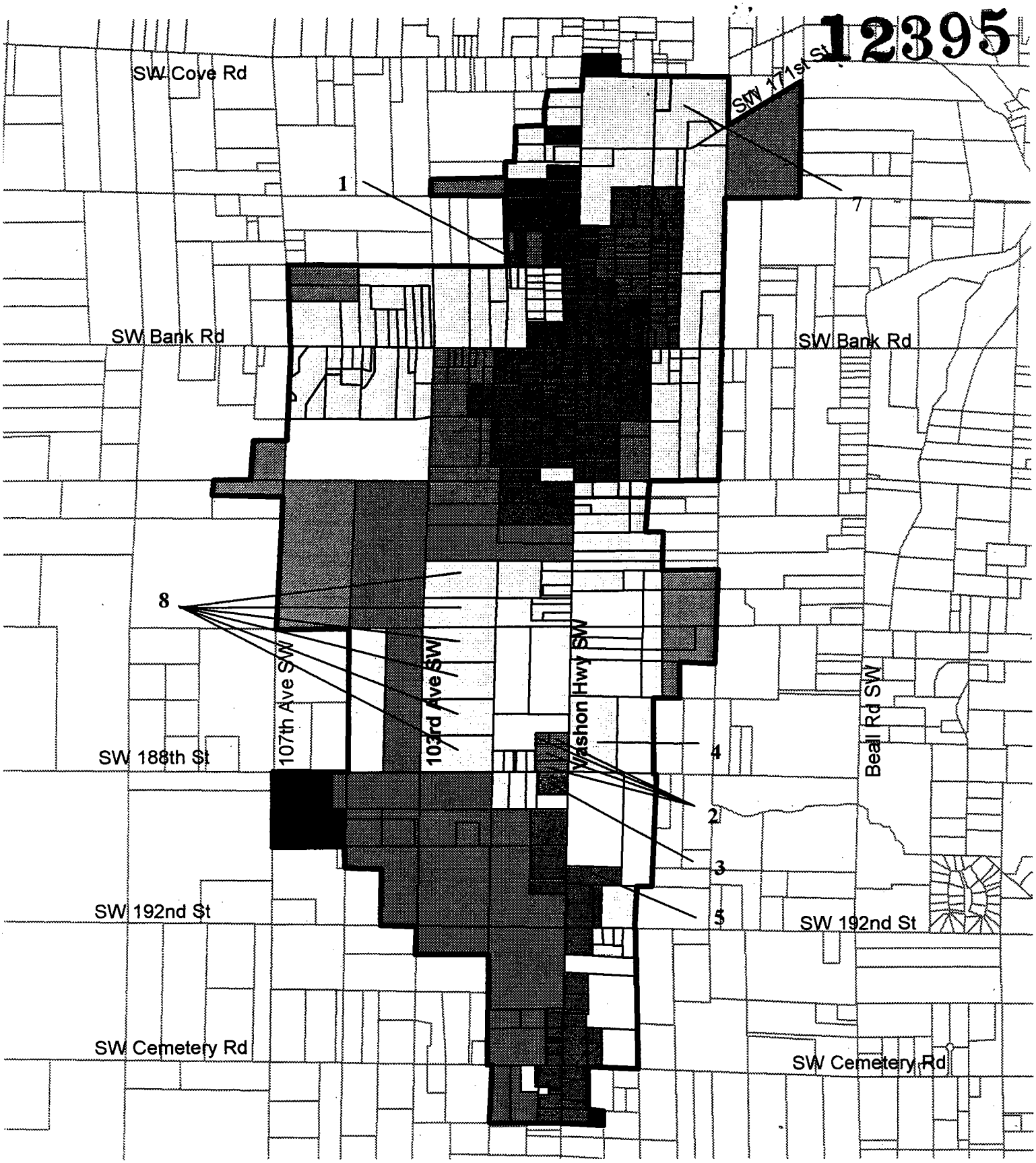
* Adjacent to the Town Plan Boundary
** Listed on the King County Historic Resource Inventory (HRI)

12395



Vashon Town Plan

HISTORIC & CULTURAL RESOURCES



Vashon Town Planning Area
Proposed Zoning
(with P-Suffix conditions)

This map is for planning purposes only and is not guaranteed to show accurate measurements.

610 0 610 1220 1830 Feet

- CB
- I
- NB
- R-1
- R-12
- R-4
- R-8
- RA-10
- RA-5

P-Suffix Conditions

1 - Setbacks shall be those for the R-8 zone.
2 - Access restricted to SW 188th. Landscaping shall be as per K.C.C. 21A.16.050(D)
3 - Use restricted to existing building. Access parking from SW 188th.
4 - One driveway to Vashon Hwy and a maximum of 14 housing units.
5 - Use restricted to existing building, parking at rear or sides of building only.
6 - See provisions for retention of significant trees.
7 - Development restricted to mobile homes, manufactured housing units and accessory support structures.
8 - Access restricted to 103rd Ave SW or SW 188th, or, if constructed, SW 183rd or SW 184th.

June 20, 1996

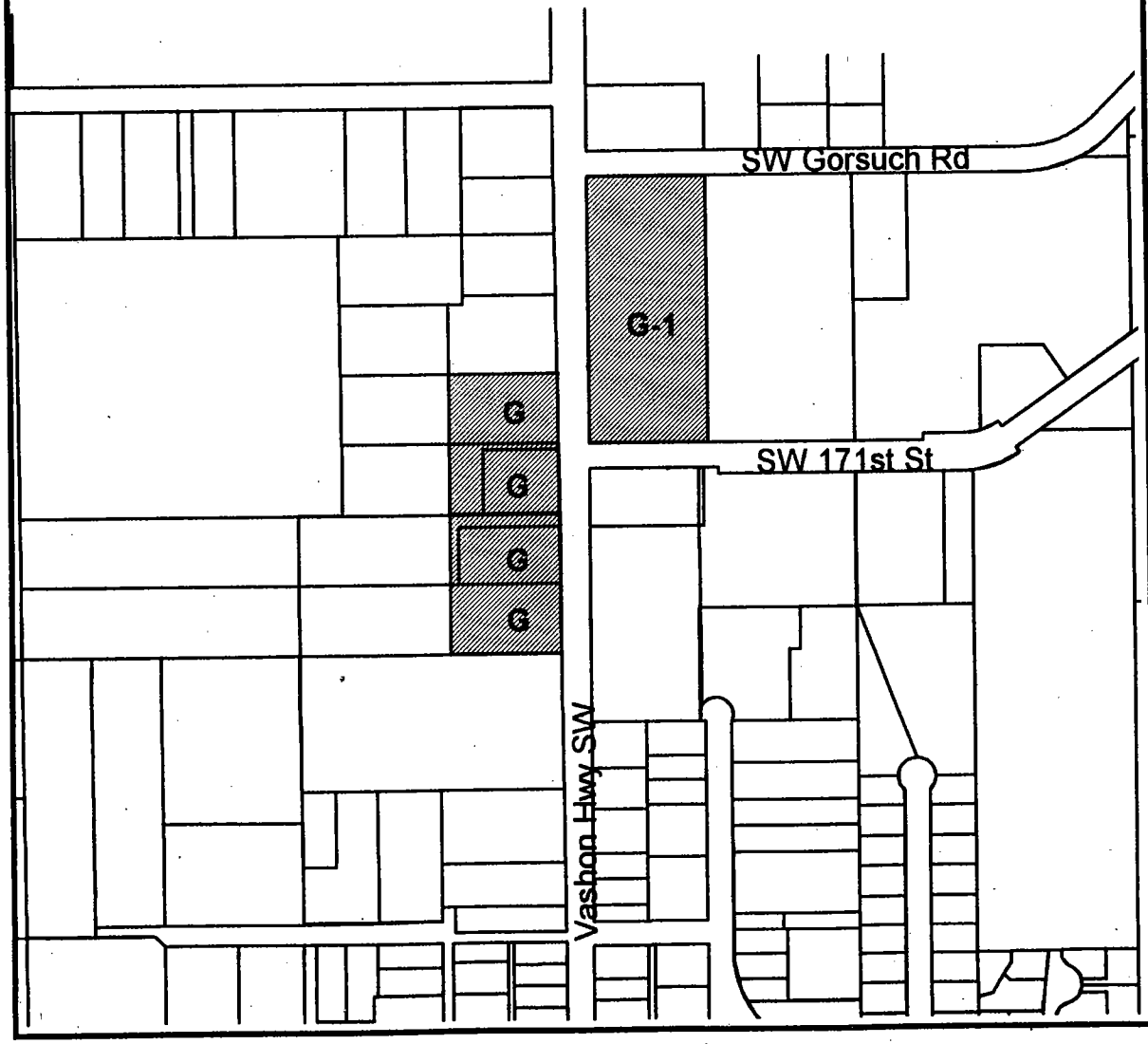
12395

Attachment 2b

Vashon Town Plan
Potential Zoning on R-8 zoned properties

On all property zoned R-8 the density may be increased to that of the R-12 zone if the housing to be developed is designated for low income, elderly or disabled.

(Note: Map shows only those parcels which are included in the Town Plan)



Vashon Town Plan
Proposed P-Suffix Conditions

Town Gateway

Purpose: The purpose of the "Town Gateway" P-Suffix conditions is to provide a gradual transition from the north into the commercial core.

The following P-Suffix conditions apply to 4 parcels on the west side of Vashon Highway at about 171st Street, labeled G:

- Buildings shall be set back 40 feet from the property line along Vashon Highway;
- Roof pitch shall be 5 feet in height for each 12 inches in length;
- Parking shall be at the side or rear of the buildings;
- No auto service facilities shall be allowed on commercial parcels; and
- Mixed use housing density is limited to 4 units per acre.

The following P-Suffix condition applies to a parcel on the east side of Vashon Highway, between SW 171st Street and SW Gorsuch Road, labeled G-1:

- Landscaping shall be Type 1 (K.C.C. 21A.16.040A), 20 feet wide.

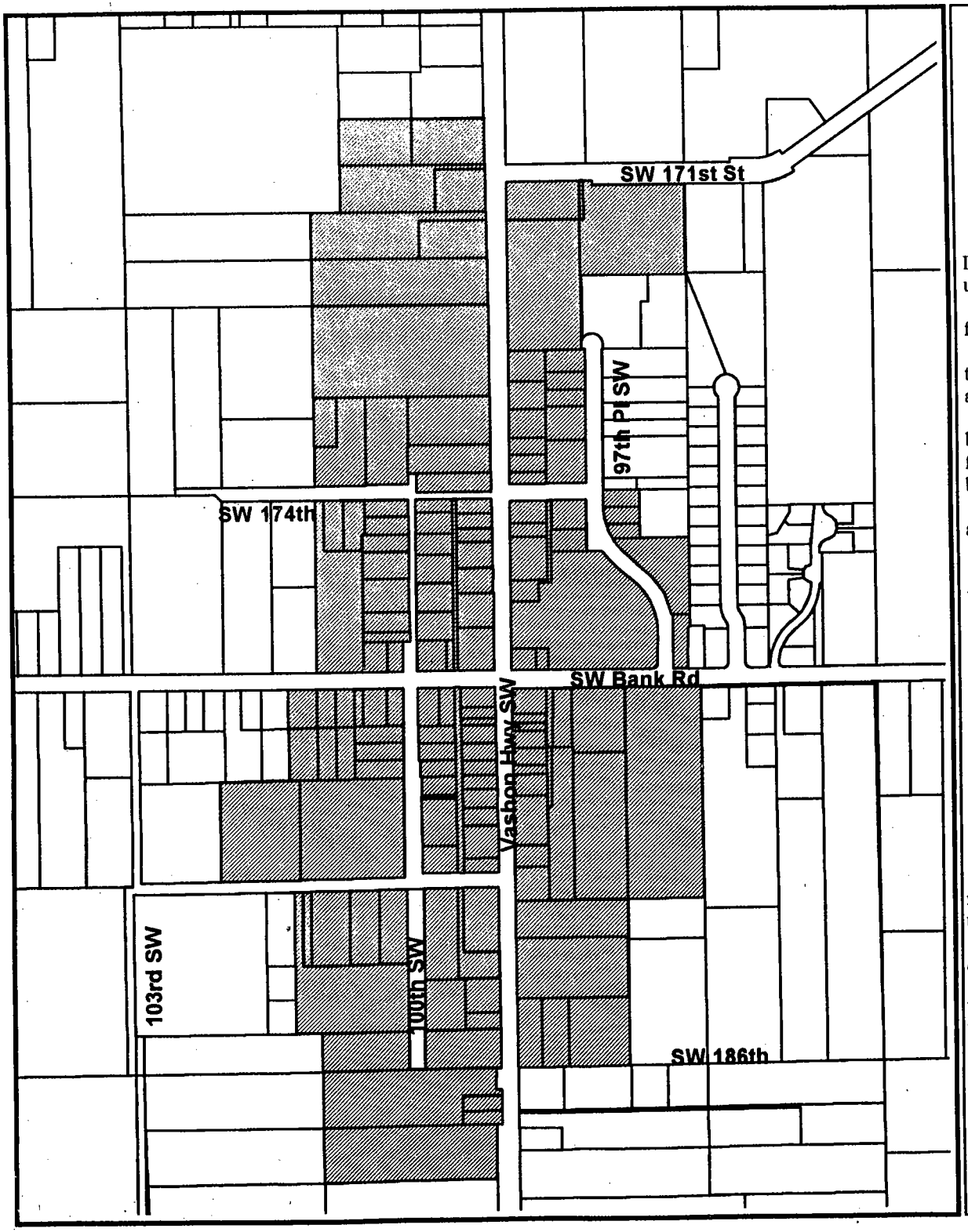
Parcels with Town Gateway P-Suffix conditions

Base map courtesy of Putnam Nespor Architects
Burton, Washington.

0.37 0 0.37 0.74 1.11 1.48 Miles

12395

12395



Vashon Town Plan
Proposed P-Suffix Conditions
Vashon Commercial

Purpose: The purposes of the Vashon Commercial P-Suffix conditions are to 1) maintain and promote the compact commercial, including infill development that is on an intimate and human scale, and 2) to ensure a safe, convenient walkable Town where visits among places in Town are not dependent on the automobile.

Development Standards: The following P-Suffix conditions shall apply to uses locating within the Vashon Commercial designation.

1. Buildings fronting on streets, parking lots and pedestrian ways shall meet the following criteria.

A. Buildings shall not be set back over 10 feet from property lines, except to provide for landscaping, courtyards and other pedestrian or seating areas, and outdoor eating areas.

B. An exterior deck shall be required on the second floor of new mixed use buildings for each residential unit within the building, excluding those units facing north. Each deck shall have a minimum dimension of six feet (depth) by ten feet (width).

C. Building height shall not exceed two stories or a maximum of 35 feet as measured by K.C.C. 21A.12.050(C).

D. Building wall facing _____, a primary pedestrian street, shall have openings comprising not less than 60% of the width facing the street. No more than 20 feet of continuous width shall be without openings. Eligible openings include windows, doors, or other openings which provide vision through the wall starting no higher than 42 inches and stopping no lower than 72 inches above the adjacent floor line nearest grade.

E. Walkways internal to a private development shall connect to public walkways.

F. Building facades which occupy the full width of street frontages are preferred. Where facade continuity is interrupted by a parking lot(s) or lot entrance(s), such parking lots or entrances shall not occupy more than the lesser of 60 feet or 30% of the lot width in the first 60 feet of streetabutting lot depth, provided this limitation may be increased by up to 15 feet to provide sidewalks and entrance landscaping.

2. New developments or alterations to an existing building which are valued in excess of 50% of the prealteration assessed value, shall provide at least two of the following public features:

A. Street trees with planting areas (spacing and specie consistent with existing street trees).

B. Roof or canopies shall be provided over at least a 5 foot width of building-abutting sidewalk along the full length of at least one facade of the building.

C. Covered facade indentations adjacent to public sidewalks shall occur at least once every 50 feet of street frontage and each indentation shall have an area of at least 64 square feet with a depth of at least 6 feet.

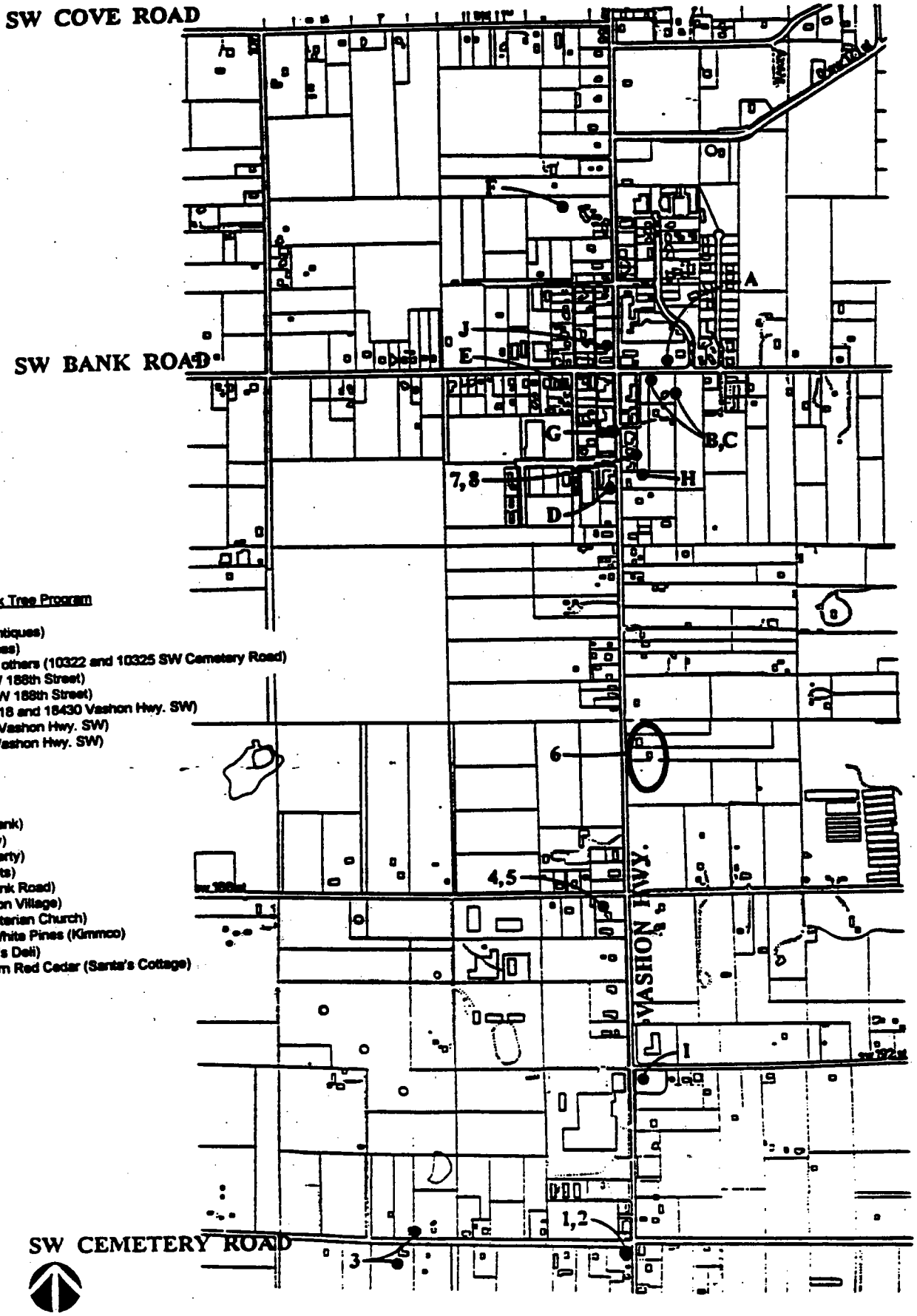
D. Mid-block pedestrian connections, a minimum of 8 feet wide, connecting the public sidewalk with another street, alley or other public space.

E. Street furniture providing at least 4 seats for every 100 feet of frontage.

Base map courtesy of Putnam Nespor Architects, Burton, Washington

12395

12395



Officially Included in Landmark Tree Program

1. Black Walnut (Owen's Antiques)
2. Butternut (Owen's Antiques)
3. Sassafrass, daimyo oak, others (10322 and 10325 SW Cemetery Road)
4. Copper Beech (9915 SW 188th Street)
5. Pin Oak, others (9915 SW 188th Street)
6. Nine Black Locusts (18418 and 18430 Vashon Hwy. SW)
7. Coast Redwood (17722 Vashon Hwy. SW)
8. Italian Cypress (17722 Vashon Hwy. SW)

Not Yet Officially Included

a. Silver maple (Seafirst Bank)
b. Tulip (Eernisee Property)
c. Monkey (Eernisee Property)
d. Monkey (Napa Auto Parts)
e. Monkey (10007 SW Bank Road)
f. Chestnut (west of Vashon Village)
g. Norway Spruce (Presbyterian Church)
h. Western and Eastern White Pines (Kimmco)
i. Sequoia (south of Mom's Deli)
j. Douglas Fir and Western Red Cedar (Santa's Cottage)

Vashon Town Plan

NOTABLE TREES FIGURE 6

Attachment 2f

Vashon Town Plan
Restricted Uses for Community Business-Zoned Properties

The following uses only are permitted within the Vashon Town Planning Area for property with Community Business zoning:

Storage
Passenger Transportation
Equipment Rental
Apparel
Furniture and Home Center
Liquor Store
Used Goods/Antiques
Sporting Goods
Jewelry
Fabric
Medical Supplies
Theatrical Production
Park and Ride
Boat Storage
Lumber Yard
Townhouses/Mixed Use
Home Occupations
Conference Center
Arboretum
Museum
Veterinary Clinic
Health Clinic
Utility Facilities
Professional Offices
Hardware and Garden
Drug Stores
Book, Stationary, Art Stores
Pet Supplies
Photocopy
Community Residential facility 1 & 2
Bowling Center
General Personal Services
Synagogue, Temple
Public Agency or Utility Office
Auto Supply Stores
Printing and Publishing
Theater
Hotel/Motel
Auto Repair
Funeral Home
Kennel/Cattery
Nursing Care
Hospital
Medical/Dental Laboratory
School
Police Facility
Taxi
Trucking
Parks
Recycle Station
Apartments
Bed and Breakfast
Parks
Library
Day Care
Churches
Specialized Schools
General Business Services
Food Stores
Restaurants and Bars
Video Stores
Hobby and Game Stores
Florist
Parking
Parking
Senior Assisted Housing
Sport Club
Miscellaneous Repair
Social Services
Department and Variety Stores
Photographic and Electronic Shops
Waste Water Treatment Facility
Private Stormwater Management Facility
Commercial/Industrial Accessory Uses (Admin. offices, employee exercise & food service facilities, storage of agricultural raw materials or products manufactured on site, owner/caretaker residence, grounds maintenance)
Telegraph and Communication Facility Excluding Towers

Attachment 2g

Vashon Town Plan
Restricted Uses for Industrially-Zoned Properties

The following uses only are permitted within the Vashon Town Planning Area for property with Industrial zoning:

Electronic Equipment
Movie Production
Hatchery
Forest Products
Park
Veterinary Clinic
Medical/Dental Laboratories
Storage and Warehouse
Printing and Publishing
Industrial Machinery Manufacture
Freight and Cargo
Fuel Oil Sales
Automotive Repair
Private Stormwater Management Facility
Trucking and Courier Service
Automotive Parking
Motor Vehicle and Boat Dealers
Apparel and other Textile Products
Fabricated Metal Products
Measuring Equipment
Growing/Harvesting Crops
Aquaculture
Bus Base
Campgrounds
Medical Offices
Miscellaneous Repair
Wood Products Manufacturing
Computer Related Industries
Vocational School
Public Agency Training
Gasoline Service Station
Automotive Service
Construction and Trade
Self Service Storage
Research, Development and Testing
Food and Kindred Products
Municipal Water Production
Miscellaneous Light Manufacturing
Commercial/Industrial Accessory Uses (Admin. offices, employee exercise & food service facilities, storage of raw materials or products manufactured on site, owner/caretaker residence, cogeneration, grounds maintenance)
Utility Yard With Required Landscaping and Extra Setbacks
Livestock and Small Animals Excluding Feed Lots and Auctions

CV - Do Pass
PASSED 10-0, RMK, LP, CS excused

12395

VTP Amendment #1

Introduced by:

Chris Vance

July 15, 1996

Vashon Town Plan - Chapter IV, Policy Recommendations, Land Use

AMENDMENT TO THE VASHON TOWN PLAN, CHAPTER IV, POLICY RECOMMENDATIONS, LAND USE

Page 8, amend policy L-3 to read as follows:

L-3 The boundaries of the Rural Town land use (Rural Town of Vashon) shall be as described in Figure 1, amending the 1994 King County Comprehensive Plan Land Use Map.

Rationale: The Prosecutor's Office recommended that this technical change be made to policy **L-3** in order to make clearer the relationship between the adopted Comprehensive Plan and land use and the land use map found in Figure 1

CV - Do Pass
PASSED 8-0 PVR,RMK,CS,RS,LP excused

12395

VTP Amendment #2

Introduced by:

Chris Vance

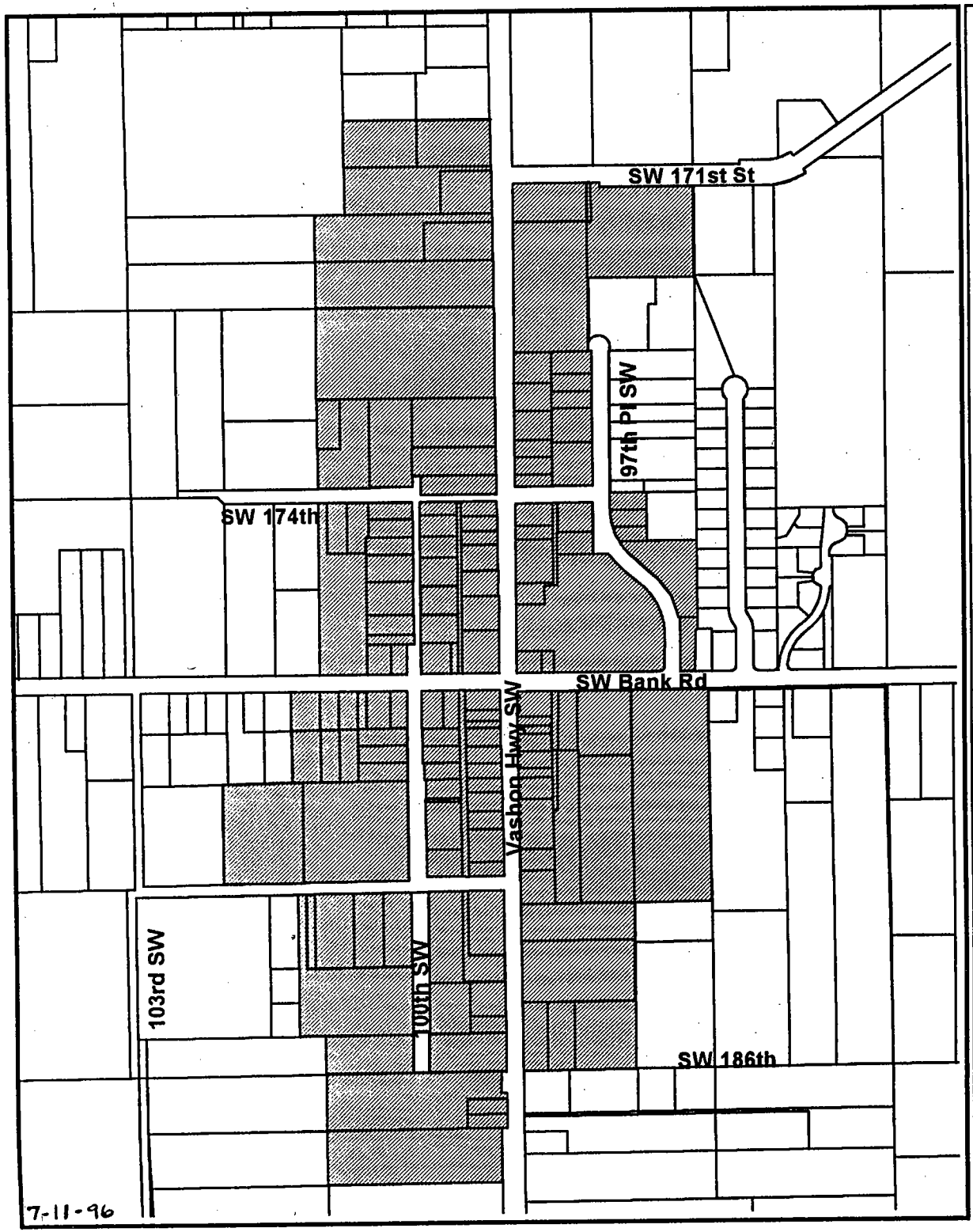
July 15, 1996

AMENDMENT TO THE VASHON TOWN PLAN AREA ZONING

Amend the "Vashon Town Plan Area Zoning, Vashon Commercial P-Suffix Conditions" to read "Vashon Town Plan Area Zoning, Town Core - P-Suffix Conditions" (see attached Map).

Rationale: The Prosecutor's Office recommended this technical change to the title of this area of the Rural Town to clarify that the properties to which these P-Suffix conditions would apply may be zoned other than commercial.

G:\judy vtp4 7:40 AM 7/11/96



Vashon Town Plan
Proposed P-Suffix Conditions
Town Core

Purpose: The purposes of the Town Core P-Suffix conditions are to 1) maintain and promote the compact commercial, including infill development that is on an intimate and human scale, and 2) to ensure a safe, convenient walkable Town where visits among places in Town are not dependent on the automobile.

Development Standards: The following P-Suffix conditions shall apply to uses locating within the Town Core designation.

1. Buildings fronting on streets, parking lots and pedestrian ways shall meet the following criteria.

A. Buildings shall not be set back over 10 feet from property lines, except to provide for landscaping, courtyards and other pedestrian or seating areas, and outdoor eating areas.

B. An exterior deck shall be required on the second floor of new mixed use buildings for each residential unit within the building, excluding those units facing north. Each deck shall have a minimum dimension of six feet (depth) by ten feet (width).

C. Building height shall not exceed two stories or a maximum of 35 feet as measured by K.C.C. 21A.12.050(C).

D. Building wall facing _____, a primary pedestrian street, shall have openings comprising not less than 60% of the width facing the street. No more than 20 feet of continuous width shall be without openings. Eligible openings include windows, doors, or other openings which provide vision through the wall starting no higher than 42 inches and stopping no lower than 72 inches above the adjacent floor line nearest grade.

E. Walkways internal to a private development shall connect to public walkways.

F. Building facades which occupy the full width of street frontages are preferred. Where facade continuity is interrupted by a parking lot(s) or lot entrance(s), such parking lots or entrances shall not occupy more than the lesser of 60 feet or 30% of the lot width in the first 60 feet of streetabutting lot depth, provided this limitation may be increased by up to 15 feet to provide sidewalks and entrance landscaping.

2. New developments or alterations to an existing building which are valued in excess of 50% of the prealteration assessed value, shall provide at least two of the following public features:

A. Street trees with planting areas (spacing and specie consistent with existing street trees).

B. Roof or canopies shall be provided over at least a 5 foot width of building-abutting sidewalk along the full length of at least one facade of the building.

C. Covered facade indentations adjacent to public sidewalks shall occur at least once every 50 feet of street frontage and each indentation shall have an area of at least 64 square feet with a depth of at least 6 feet.

D. Mid-block pedestrian connections, a minimum of 8 feet wide, connecting the public sidewalk with another street, alley or other public space.

E. Street furniture providing at least 4 seats for every 100 feet of frontage.

Base map courtesy of Putnam Nespor Architects, Burton, Washington

12996

12395

CV - Do Pass
PASSED 8-0 RMK, PVR, CS, RS, LP excused

VTP Amendment #3

Introduced by:

Chris Vance

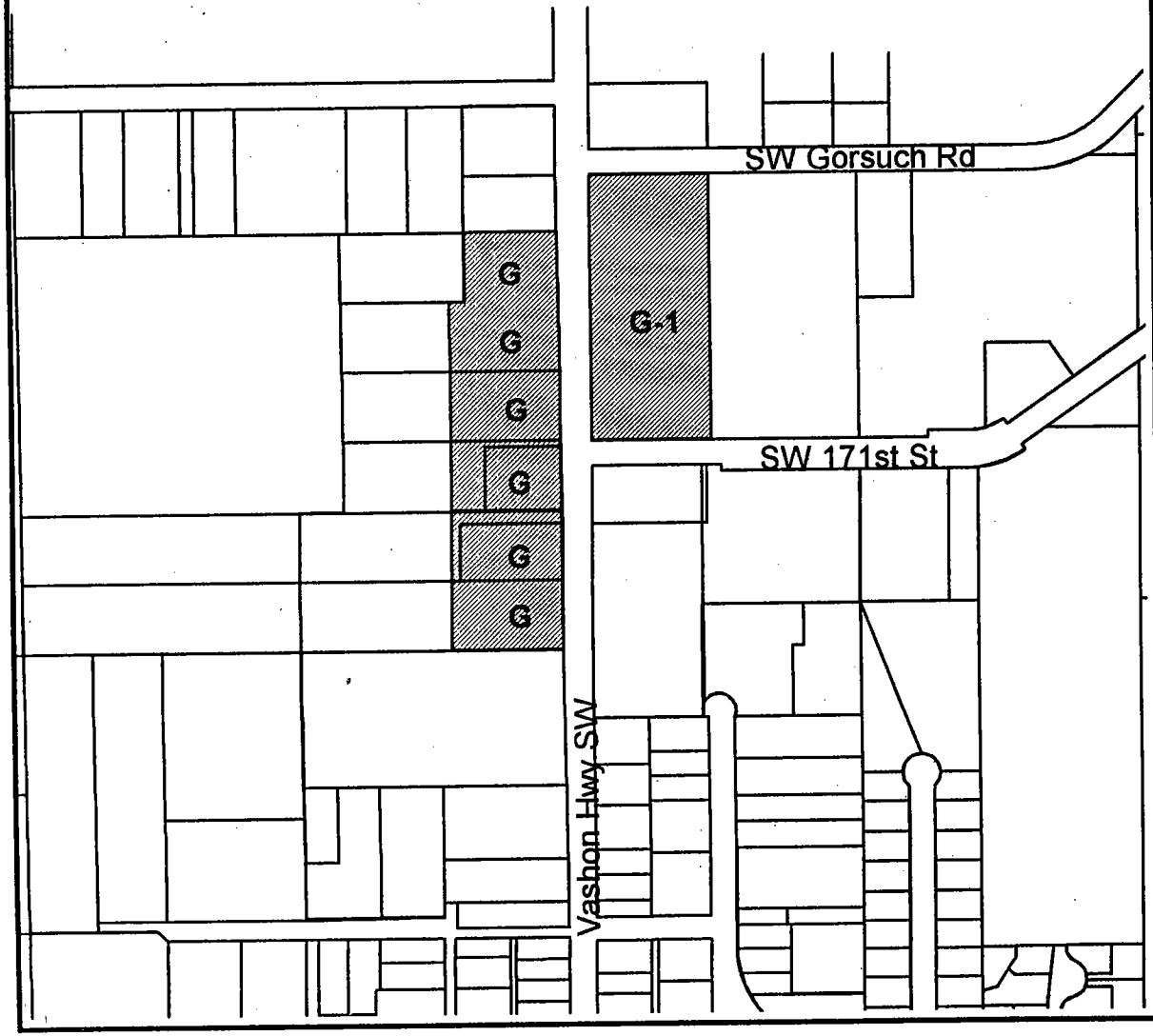
July 15, 1996

AMENDMENT TO THE VASHON TOWN PLAN AREA ZONING

Amend the Vashon Town Plan Area Zoning, Town Gateway - P-Suffix Conditions map to include two properties added to the Rural Town Land Use by the Growth Management, Housing and Environment Committee (see attached map of Town Gateway area).

Rationale: The Growth Management, Housing and Environment Committee added back to the Rural Town two properties at the northwest boundary which had been proposed to be deleted by the Vashon Town Plan Committee. These properties would logically fit in the Town Gateway area.

(Note: Map shows only those parcels which are included in the Town Plan)



Vashon Town Plan
Proposed P-Suffix Conditions

Town Gateway

Purpose: The purpose of the "Town Gateway" P-Suffix conditions is to provide a gradual transition from the north into the commercial core.

The following P-Suffix conditions apply to 6 parcels on the west side of Vashon Highway at about 171st Street, labeled G:

- Buildings shall be set back 40 feet from the property line along Vashon Highway;
- Roof pitch shall be 5 feet in height for each 12 inches in length;
- Parking shall be at the side or rear of the buildings;
- No auto service facilities shall be allowed on commercial parcels; and
- Mixed use housing density is limited to 4 units per acre.

The following P-Suffix condition applies to a parcel on the east side of Vashon Highway, between SW 171st Street and SW Gorsuch Road, labeled G-1:

- Landscaping shall be Type 1 (K.C.C. 21A.16.040A), 20 feet wide.

Parcels with Town Gateway P-Suffix conditions

Base map courtesy of Putnam Nespor Architects, Burton, Washington.

0.37 0 0.37 0.74 1.11 1.48 Miles

12395

12395

12395

CV - Do Pass
PASSED 9-0 RMK, PVR, CS, LP excused

VTP Amendment #4

Introduced by:

Chris Vance

July 15, 1996

AMENDMENT TO THE VASHON TOWN PLAN AREA ZONING

Amend the Vashon Town Plan Area Zoning by deleting the current Attachments 2f and 2g, relating to restricted uses for Community Business and Industrial zoned properties, respectively, and replacing them with the Attachments 2f and 2g dated 7/11/96.

Rationale: The replacement Attachments display the restricted uses under headings of the present King County Code, Title 21A.08 and clarify that the Development Conditions of this Chapter apply. The revised format and introductory language will assist property owners and DDES in identifying permitted and restricted uses.

G:\judy vtp5 7:57 AM 7/11/96

Attachment 2f

Vashon Town Plan
Restricted Uses for Community Business-Zoned Properties - P-suffix condition

Property with Community Business zoning shall be restricted to the following specific land uses as set forth in Chapter K.C.C. 21A.08.

Residential Land Uses

DWELLING UNITS, TYPES: Townhouse; Apartment.

GROUP RESIDENCES: Community residential facility -I; Community residential facility - II; Senior citizen assisted housing.

ACCESSORY USES: Home occupation.

TEMPORARY LODGING: Hotel/Motel, Bed and breakfast guesthouse.

Recreational/Cultural Land Uses

PARK/RECREATION: Park

AMUSEMENT/ENTERTAINMENT: Theater, Plays/Theatrical production, Bowling center, Sports club.

CULTURAL: Library, Museum, Arboretum, Conference Center***

General Services Land Uses

PERSONAL SERVICES: General Personal Service; Funeral Home/Crematory; Day care I; Day care II; Veterinary Clinic; Automotive repair; Miscellaneous repair; Churches, synagogue, temple; Social Services; Kennel or Cattery.

HEALTH SERVICES: Office/Outpatient Clinic; Nursing and personal care facilities; Hospital; Medical/Dental Lab.

EDUCATION SERVICES: Secondary or High School; Specialized Instruction School; Interim Recycling Facility.

Government/Business Service Land Uses

GOVERNMENT SERVICES: Public agency or utility office; Police Facility; Utility Facility; Private Stormwater Management Facility.

BUSINESS SERVICES: Individual Transportation and Taxi; Trucking and courier Service; Self-service Storage; Passenger Transportation Service; Telegraph and other Communications (excluding towers); General Business Service; Professional Office; Miscellaneous Equipment Rental; Automotive Parking; Commercial/Industrial Accessory Uses (Administrative. offices, employee exercise & food service facilities, storage of agricultural raw materials or products manufactured on site, owner/caretaker residence, grounds maintenance).

Retail/Wholesale Land Uses

Building, Hardware and Garden Materials; Department and Variety Store; Food Stores; Auto Supply Stores; Apparel and Accessory Stores; Furniture and Home Furnishings Stores; Eating and Drinking Places; Drug Stores; Liquor Stores; Uses Goods: Antiques/Secondhand Shops; Sporting Goods and related Stores; Book, Stationery, Video and Art Supply Stores; Jewelry Stores; Hobby, Toy Game Shops; Photographic and Electronic Shops; Fabric Shops; Florist Shops; Personal Medical Supply Stores; Pet Shops.

Manufacturing Land Uses

Printing and Publishing.

Regional Land Uses

Wastewater Treatment Facility; Transit Park and Ride Lot.

***Include only if the Comprehensive Plan and Zoning are amended to permit this use in the Community Business Zone.

Attachment 2g

Vashon Town Plan
Restricted Uses for Industrially-Zoned Properties

Property with Industrial zoning shall be restricted to the following specific land uses as set forth in Chapter K.C.C. 21A.08.

Recreational/Cultural Land Uses

PARKS/RECREATION: Park, Campgrounds

General Services Land Uses

PERSONAL SERVICES: Veterinary Clinic; Automotive repair; Automotive Service; Miscellaneous repair.
HEALTH SERVICES: Office/Outpatient Clinic; Medical/Dental Lab.
EDUCATION SERVICES: Vocational School.

Government/Business Service Land Uses

GOVERNMENT SERVICES: Utility Facility; Private Stormwater Management Facility.
BUSINESS SERVICES: Construction and Trade; Trucking and courier Service; Self-service Storage; Freight and Cargo Service; Automotive Parking; Research, Development and Testing; Commercial/Industrial Accessory Uses (Administrative. offices, employee exercise & food service facilities, storage of agricultural raw materials or products manufactured on site, owner/caretaker residence, grounds maintenance).

Retail/Wholesale Land Uses

Motor Vehicle and Boat Dealers; Gasoline Service Stations; Fuel Dealers.

Manufacturing Land Uses

Food and Kindred Products; Apparel and other Textile Products; Wood Products, Furniture and Fixtures; Printing and Publishing; Fabricated Metal Products; Industrial and Commercial Machinery; Computer and Office Equipment; Electronic and other Electric Equipment; Measuring and Controlling Instruments; Miscellaneous Light Manufacturing; Movie Production/Distribution.

Resource Land Uses

AGRICULTURE: Growing and Harvesting Crops; Raising Livestock and Small Animals, excluding feed lots and auctions.
FORESTRY: Growing and Harvesting Forest Products.
FISH AND WILDLIFE MANAGEMENT: Hatchery/Fish Preserve; Aquaculture.

Regional Land Uses

Public Agency Training Facility; Municipal Water Production; Transit Bus Base.

CV - Do Pass
PASSED 9-0 RMK, PVR, CS, LP excused

12395

VTP Amendment #5

Introduced by:

Chris Vance

July 15, 1996

AMENDMENT TO THE VASHON TOWN PLAN AREA ZONING

Amend the Vashon Town Plan Area Zoning, Attachment 2 to Proposed Ordinance 96-434 to include an index of materials as follows:

1. Vashon Town Planning Area - Proposed Zoning (with P-Suffix conditions)
2. Potential Zoning on R-8 zoned properties
3. Town Gateway - P-Suffix Conditions
4. Town Core - P-Suffix Conditions
5. Notable Trees - P-Suffix Conditions
6. Restricted Uses for Community Business-Zoned Properties
7. Restricted Uses for Industrial-Zoned Properites

Rationale: The Prosecutor's Office recommended that this technical change be made to clarify the contents of the Attachment 2, Vashon Town Plan Area Zoning.

CV - Do Pass
PASSED 9-0 RMK, PVR, CS, LP excused

12395

VTP Amendment #6

Introduced by:

Chris Vance

July 15, 1996

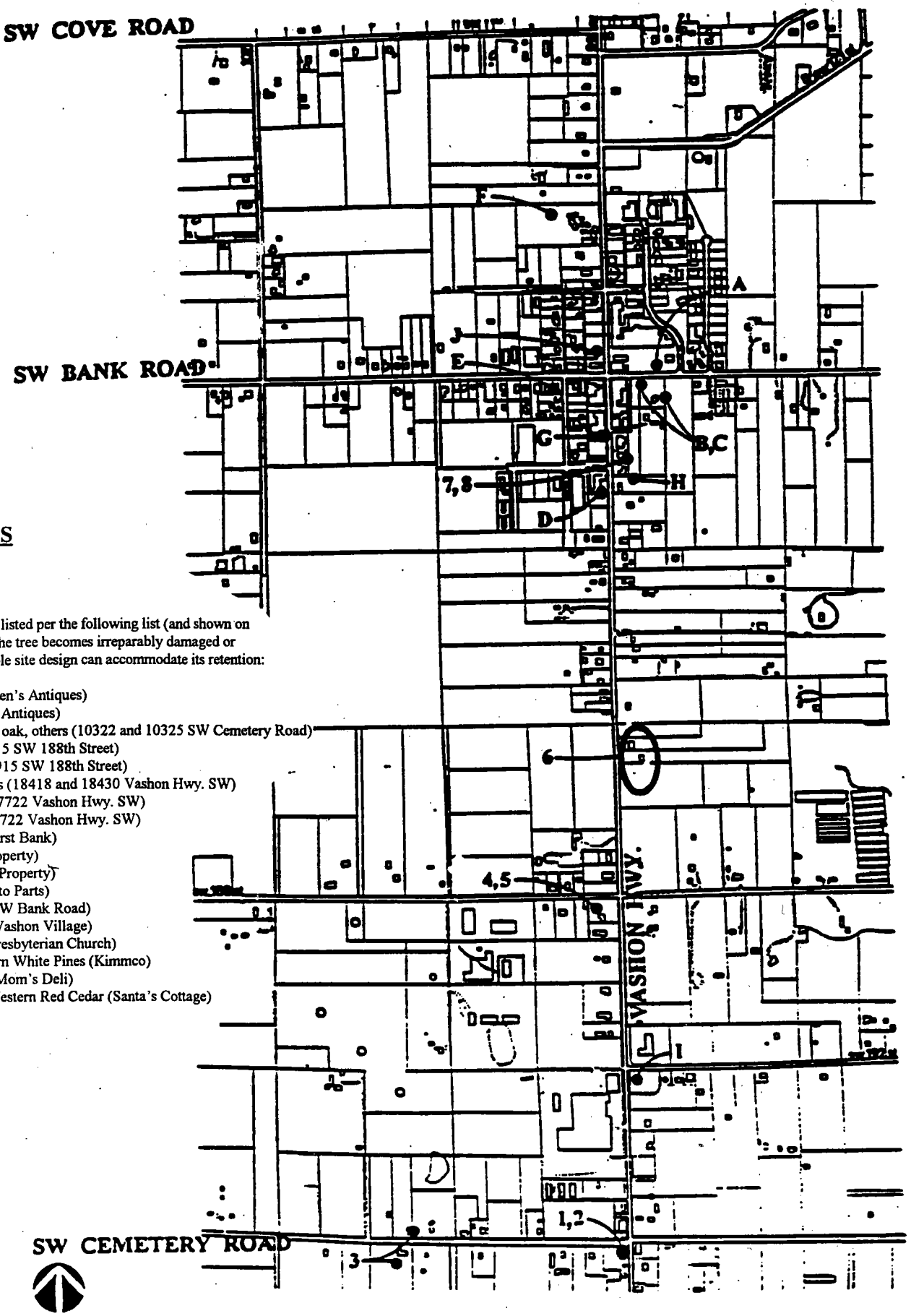
Vashon Town Planning Area Zoning

Amend Attachment 2 to Proposed Ordinance 96-434, Notable Trees P-Suffix Conditions by replacing the current Figure 6 with Figure 6-R, attached.

Rationale: The Growth Management, Housing and Environment Committee approved the content of the P-Suffix Condition regarding Notable Trees. Staff has now revised Figure 6 to reflect this Committee action.

G:\judy vtp6 8:17 AM 7/11/96

12395



NOTABLE TREES

Preserve significant trees as listed per the following list (and shown on Figure 6, attached), unless the tree becomes irreparably damaged or diseased, or unless no feasible site design can accommodate its retention:

5-1. Black Walnut (Owen's Antiques)
5-2. Butternut (Owen's Antiques)
5-3. Sassafrass, daimyo oak, others (10322 and 10325 SW Cemetery Road)
5-4. Copper Beech (9915 SW 188th Street)
5-5. Pin Oak, others (9915 SW 188th Street)
5-6. Nine Black Locusts (18418 and 18430 Vashon Hwy. SW)
5-7. Coast Redwood (17722 Vashon Hwy. SW)
5-8. Italian Cypress (17722 Vashon Hwy. SW)
5-9. Silver maple (Seafirst Bank)
5-10. Tulip (Eernisee Property)
5-11. Monkey (Eernisee Property)
5-12. Monkey (Napa Auto Parts)
5-13. Monkey (10007 SW Bank Road)
5-14. Chestnut (west of Vashon Village)
5-15. Norway Spruce (Presbyterian Church)
5-16. Western and Eastern White Pines (Kimmco)
5-17. Sequoia (south of Mom's Deli)
5-18. Douglas Fir and Western Red Cedar (Santa's Cottage)

CV - Do Pass
PASSED 9-0 RMK, PVR, CS, LP excused

12395

VTP Amendment #7

July 15, 1996 Introduced By:

Greg Nickels

AMENDMENT TO THE VASHON TOWN PLANNING PROPOSED ZONING

Amend the Vashon Town Plan Proposed Zoning, Attachment 2 to Proposed Ordinance 96-434, by adding the following footnote to the allowed uses listed on Attachment 2f:

DWELLING UNITS, TYPES: Townhouse; Apartment**

**Residential density for mixed use development in Community Business zone shall not exceed eight units per acre.

Rationale:

This further amendment to the P-Suffix conditions for Community Business zoned property was developed in conjunction with the Vashon Town Plan Committee to insure densities in mixed use are consistent with the overall densities proposed for the Rural Town.