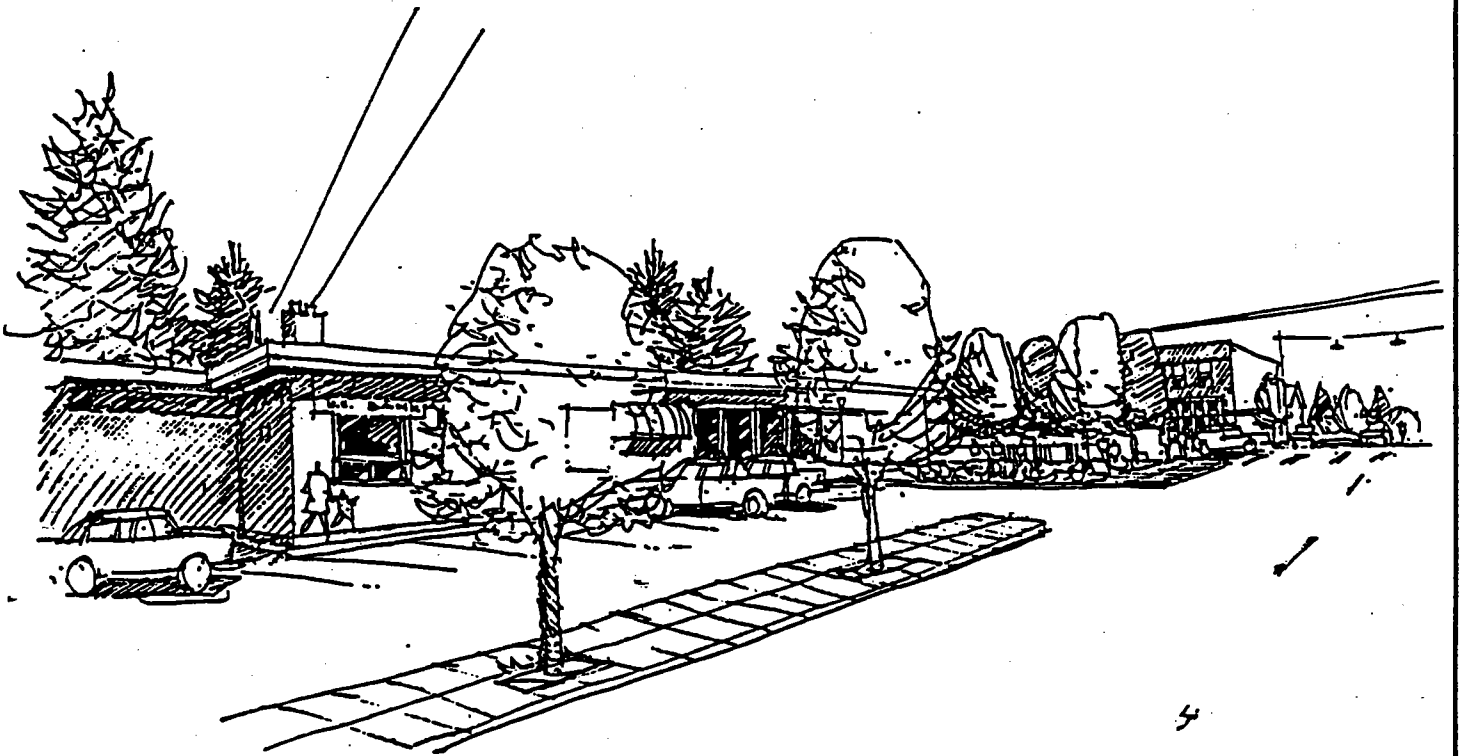


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Vashon Town Plan



King County
June 1996

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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.

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.

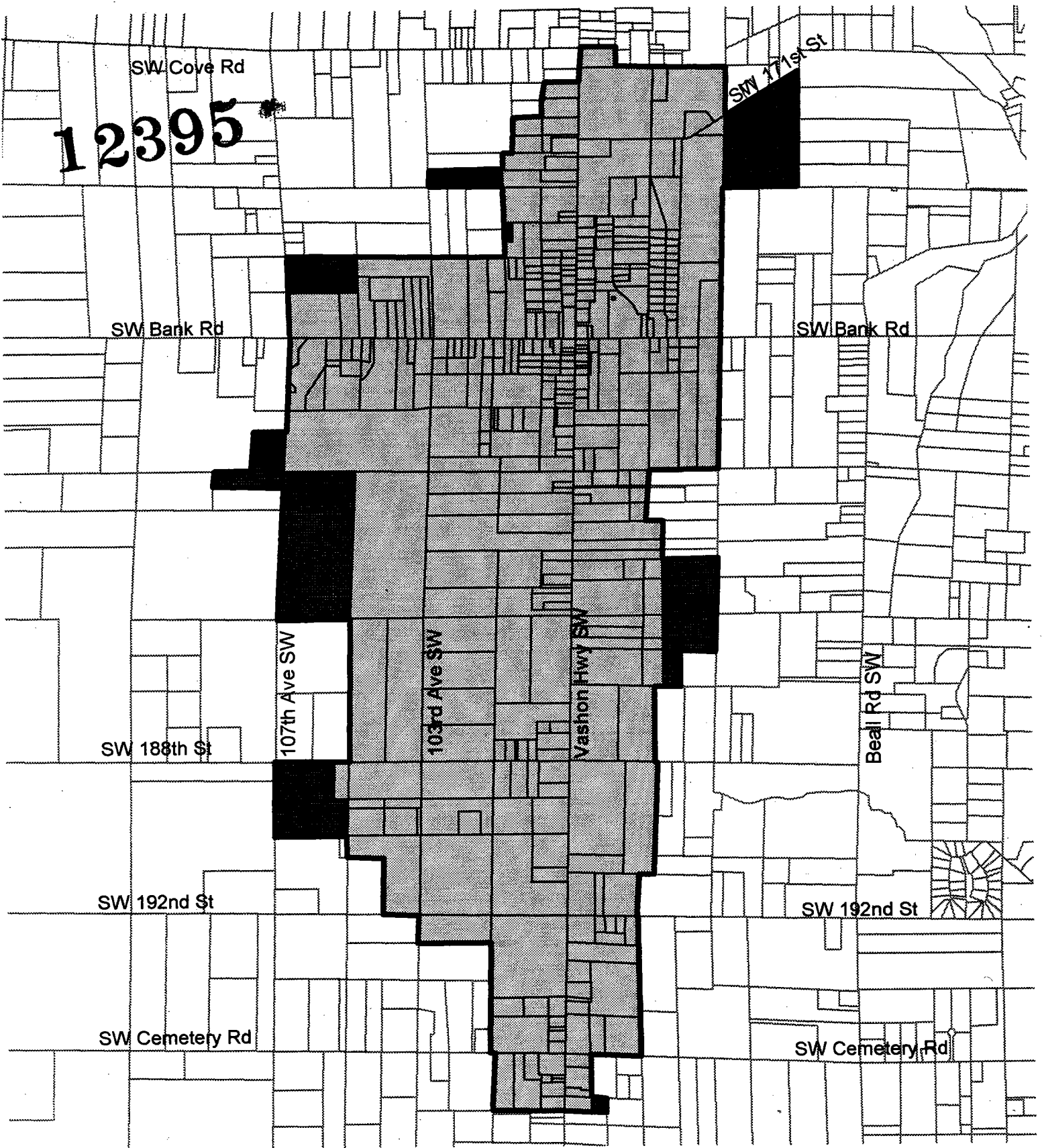
For purposes of the Plan, Vashon Island is referred to as such, and the area surrounding the intersection of Vashon Highway and Bank Road is referred to by its historic name, Vashon. Center is an area around the intersection of Cemetery Road and Vashon Highway. Vashon is the commercial hub of the island, 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

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.

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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-209¹. 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:
- Retail, commercial and industrial uses to serve the surrounding Rural Area population and to provide support for resource industries and tourism;
 - Residential development, including single family housing on small lots as well as multifamily housing and mixed-use developments;
 - Other commercial and industrial uses, including commercial recreation and light industry; and
 - 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.

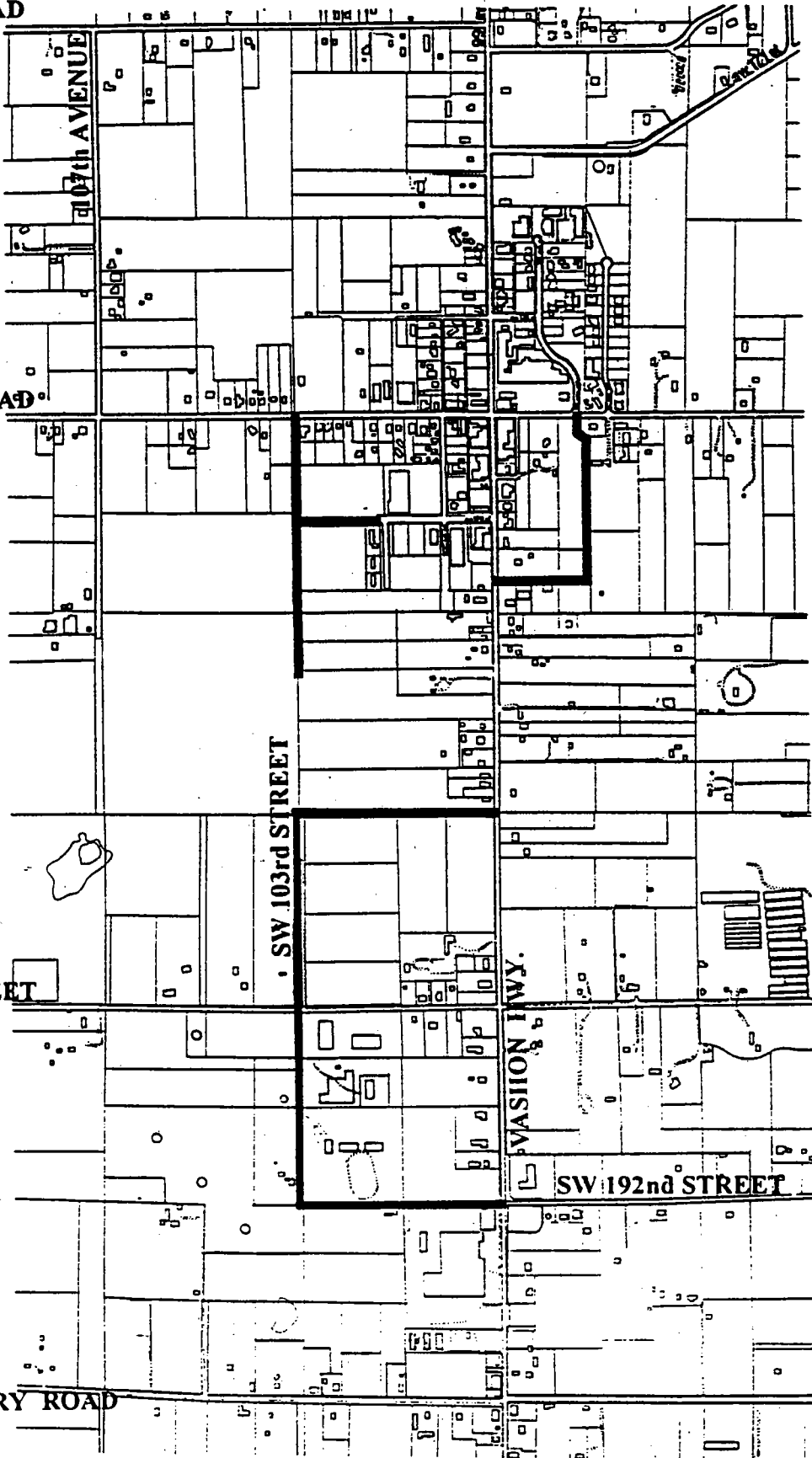
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SW COVE ROAD

SW BANK ROAD

SW 188th STREET

SW CEMETERY ROAD



Vashon Town Plan



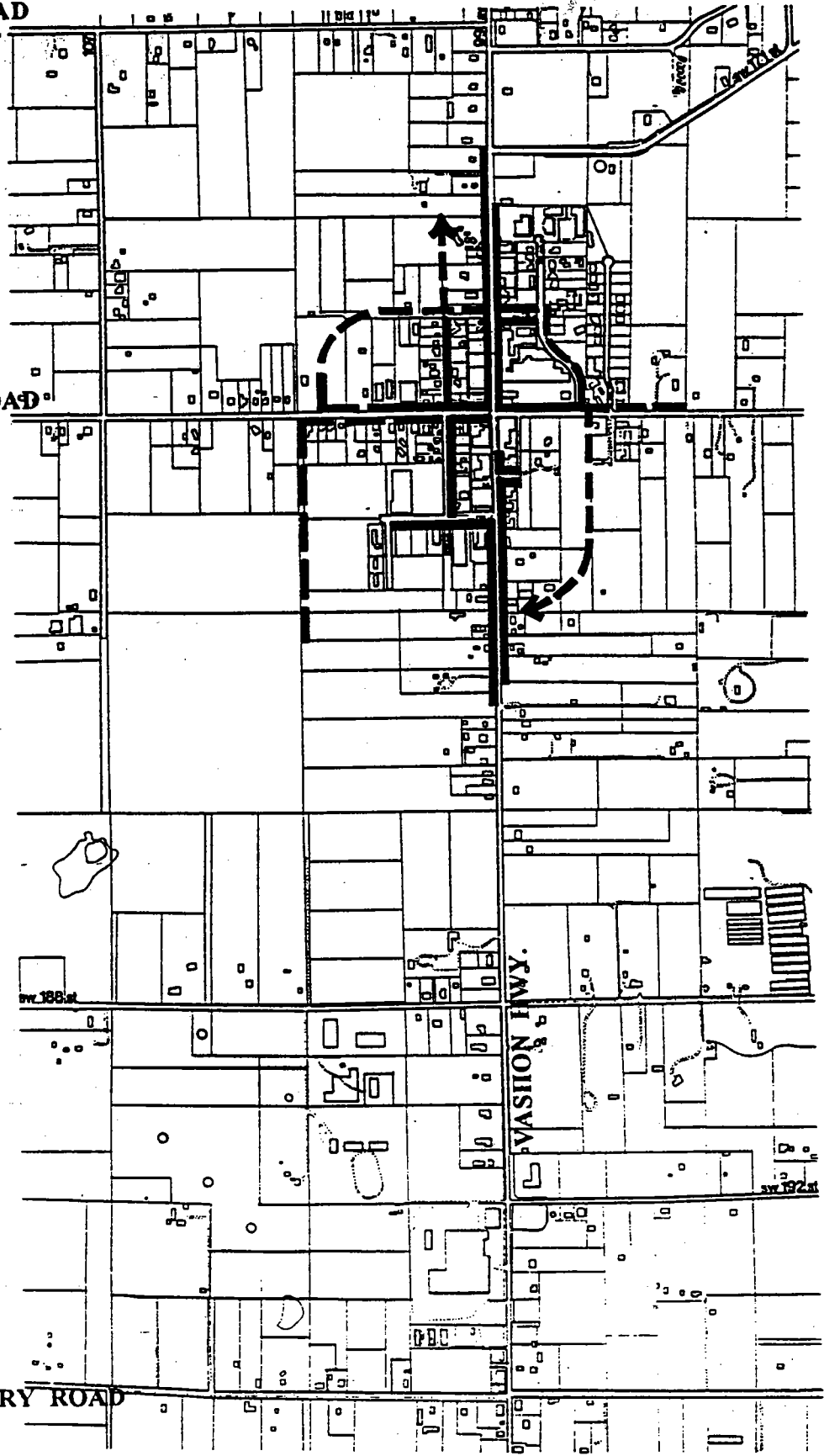
PROPOSED ROAD

VEHICULAR
CIRCULATION
FIGURE 2

SW COVE ROAD

SW BANK ROAD

SW CEMETERY ROAD



Vashon Town Plan

- ⊖ FIRST PRIORITY
- ⊕ SECOND PRIORITY

PEDESTRIAN
CIRCULATION
FIGURE 3

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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.

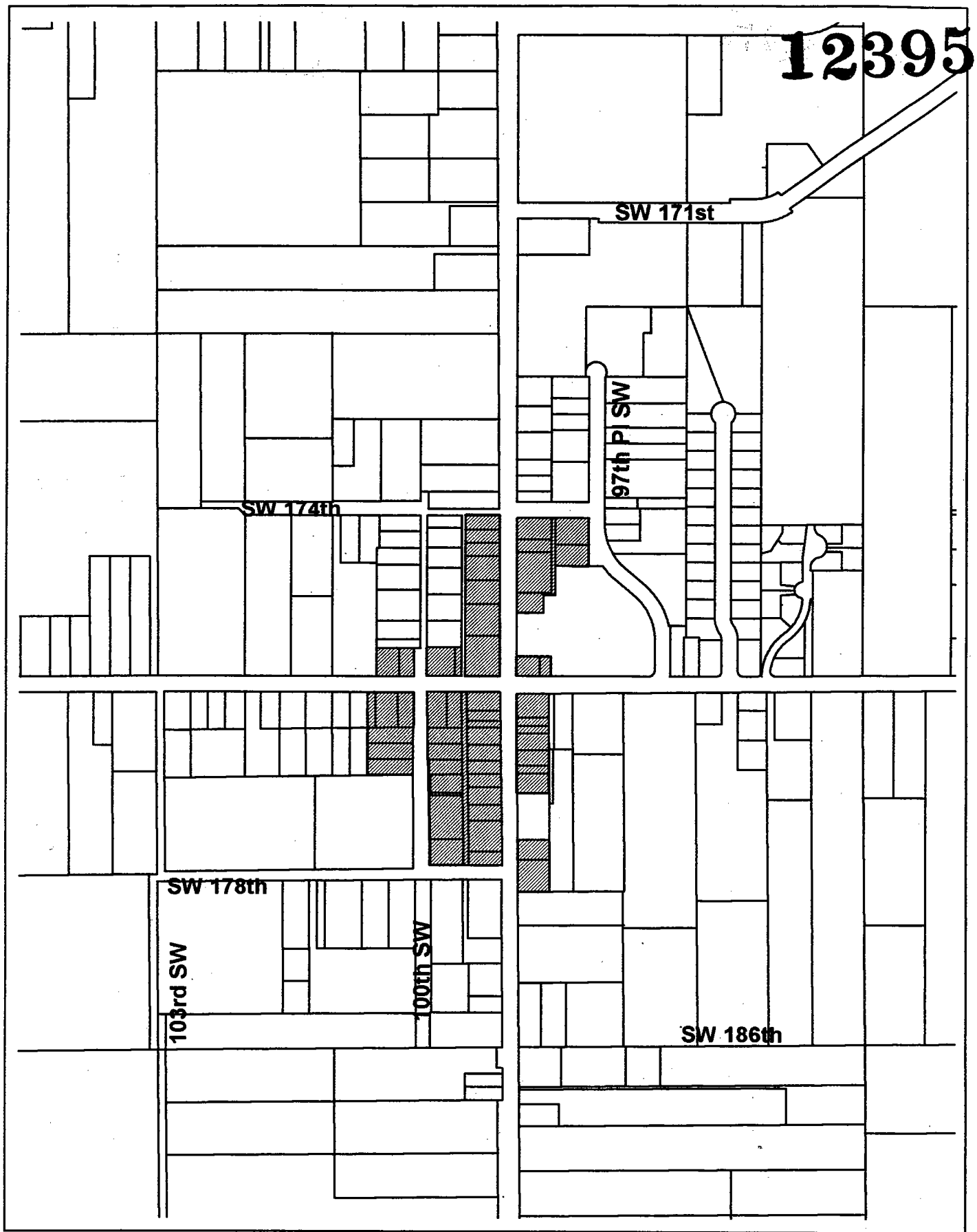
The County Zoning 21A.18.020D (authority and application section of the Zoning Code Chapter on Development Standards for Parking and Circulation) allows, under certain conditions, the director (of the Department of Development and Environmental Services) to waive parking requirements. Policy C-6 will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

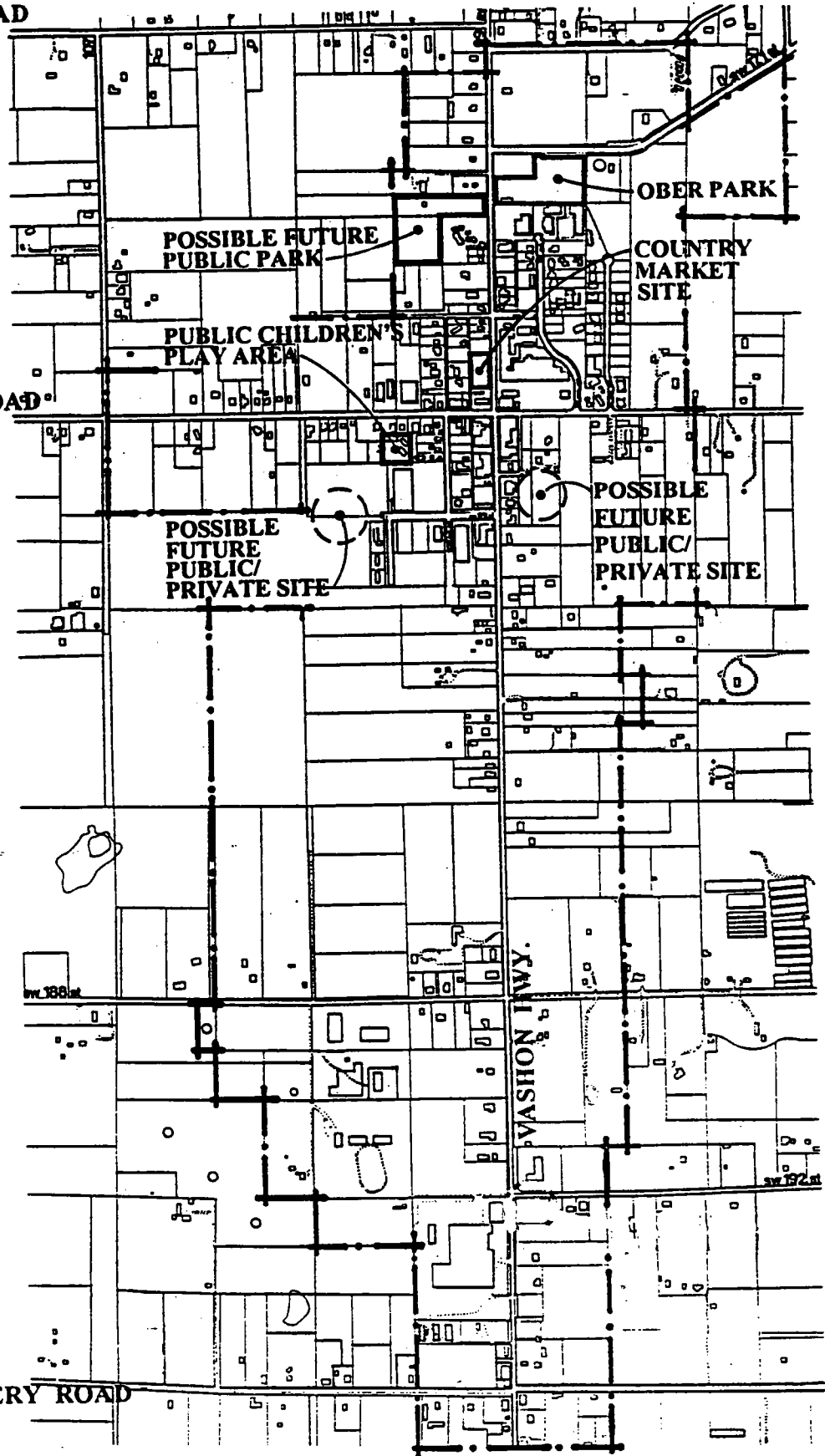
0.65 0 0.65 1.3 1.95 Miles 

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SW COVE ROAD

SW BANK ROAD

SW CEMETERY ROAD



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

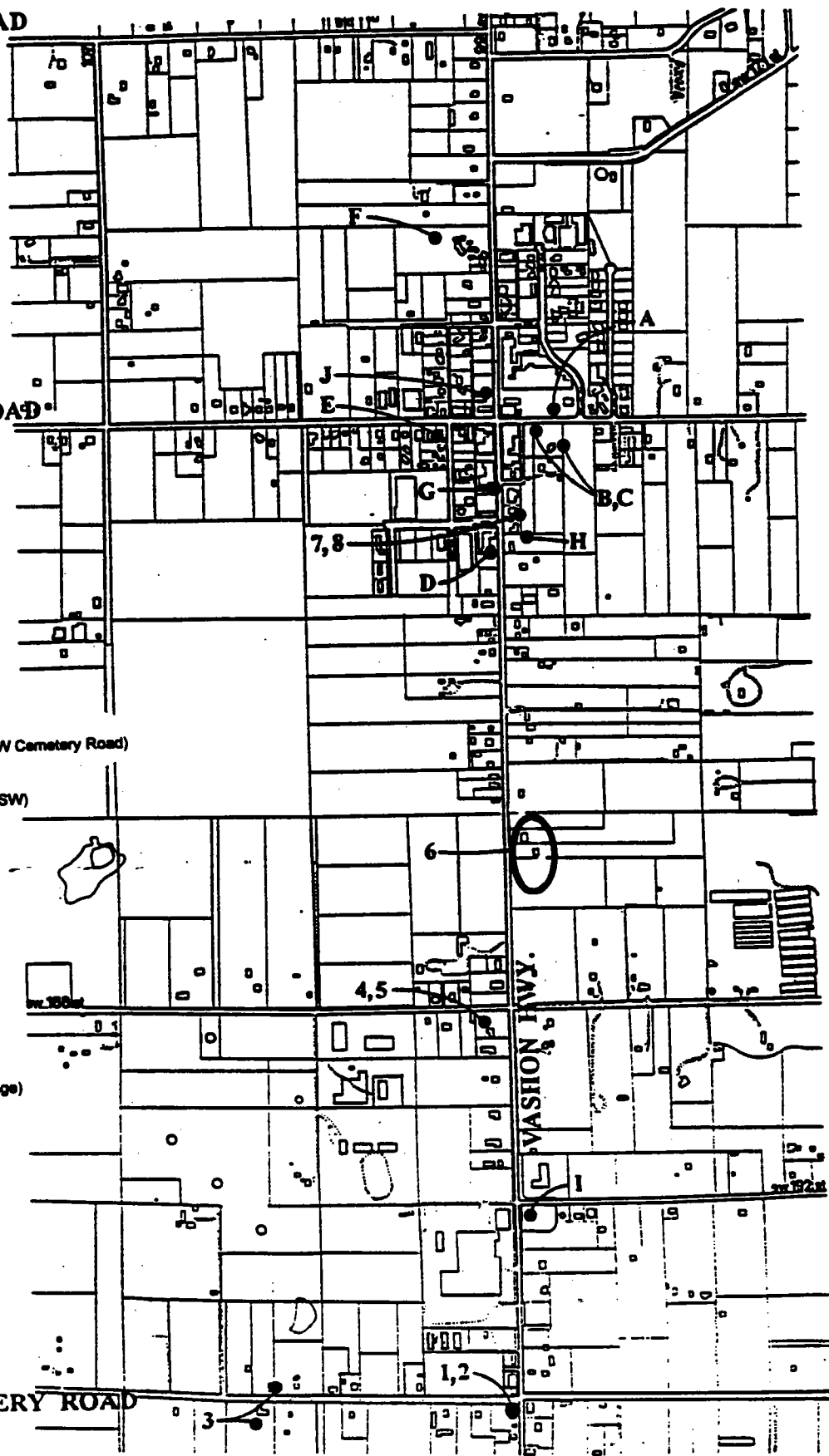
This Urban Design element complements the Land Use element. The design recommendations for Vashon were arrived at carefully, in order to continue their historical "unplanned" appearance.

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SW COVE ROAD

SW BANK ROAD

SW CEMETERY ROAD

VASHON HWY.



Officially Included in Landmark Tree Program

1. Black Walnut (Owen's Antiques)
2. Butternut (Owen's Antiques)
3. Sassafras, 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

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

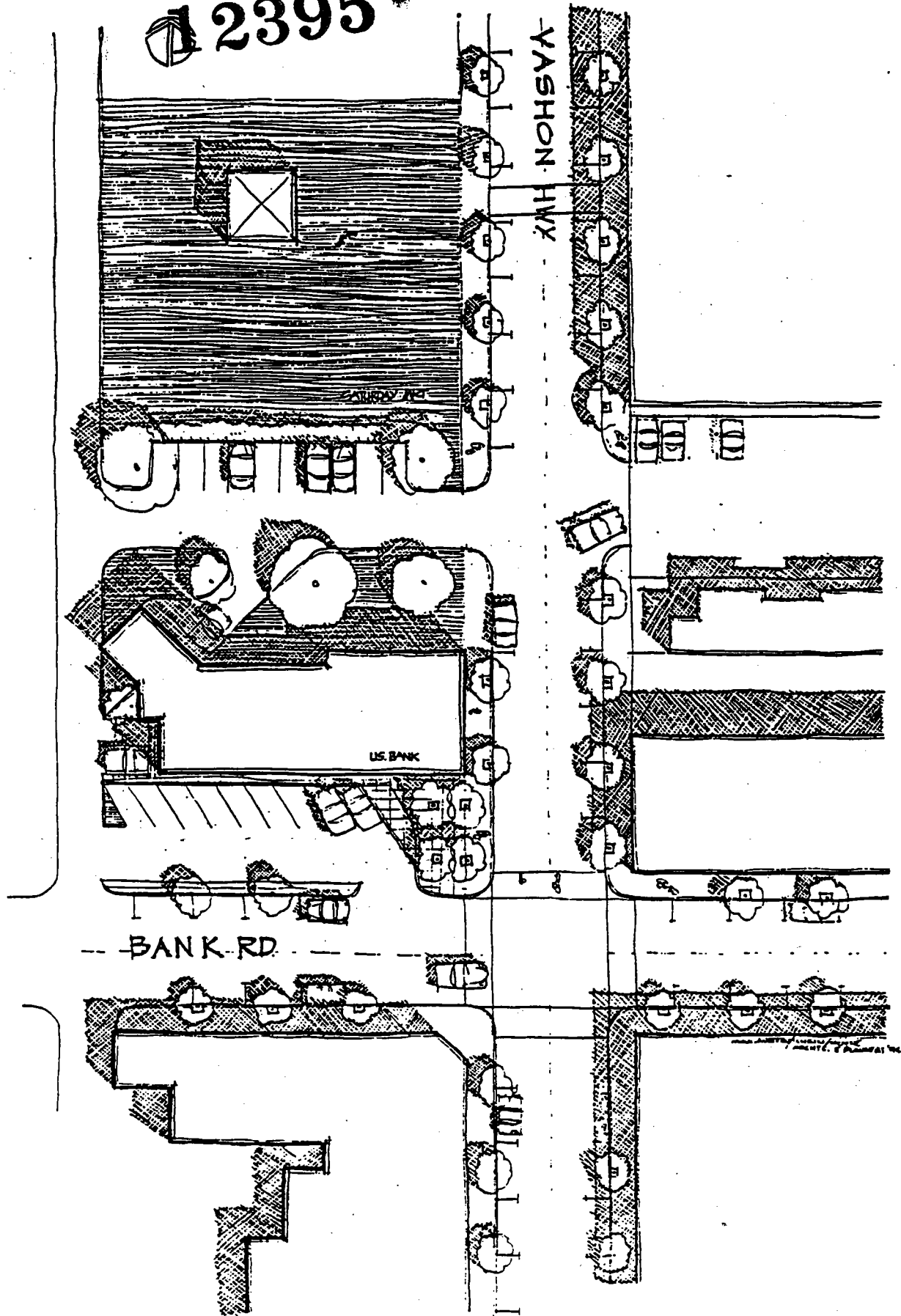
In addition to appropriately designed walkways and pavings, this Plan also recommends that Vashon pedestrians are provided with pedestrian amenities.

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.

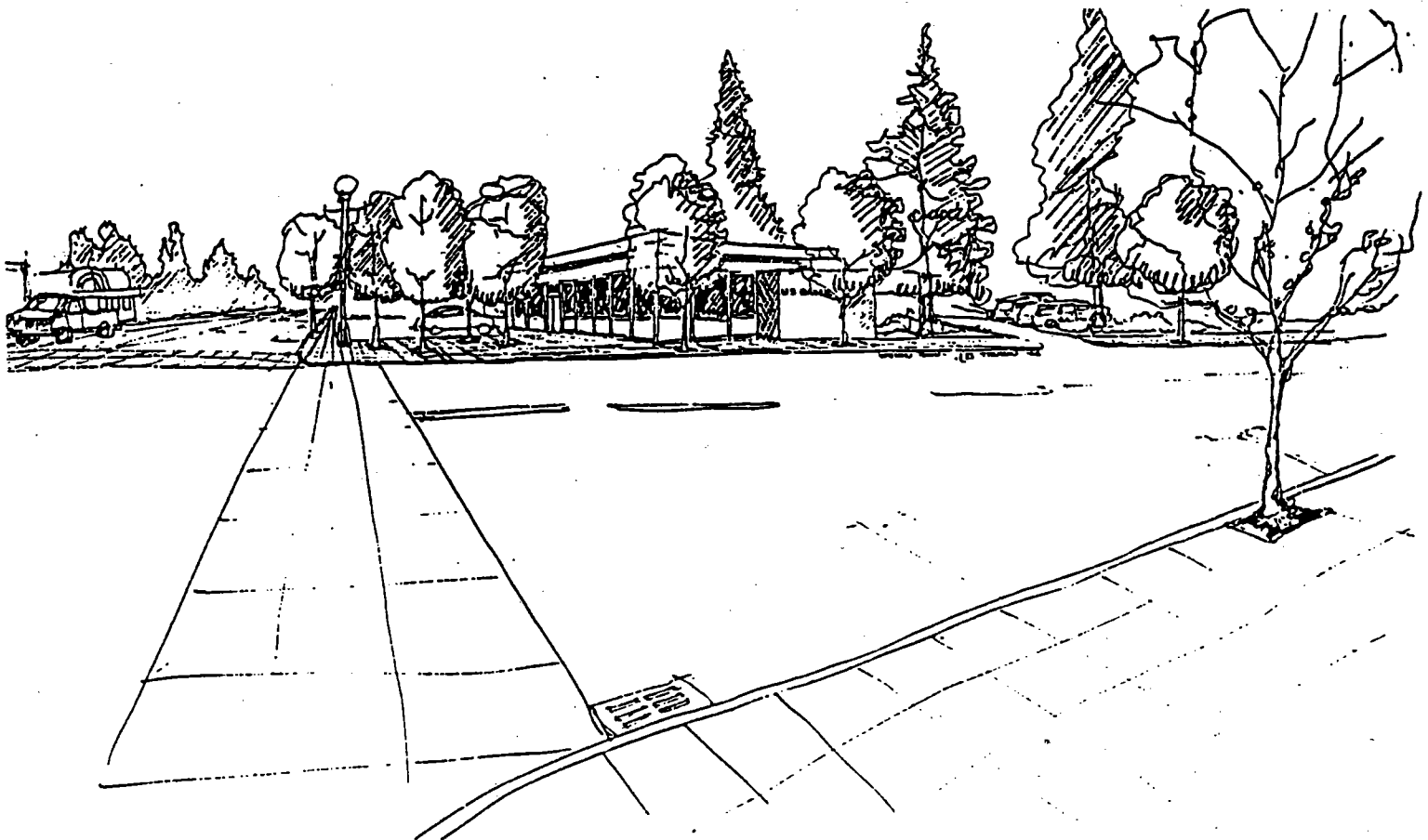
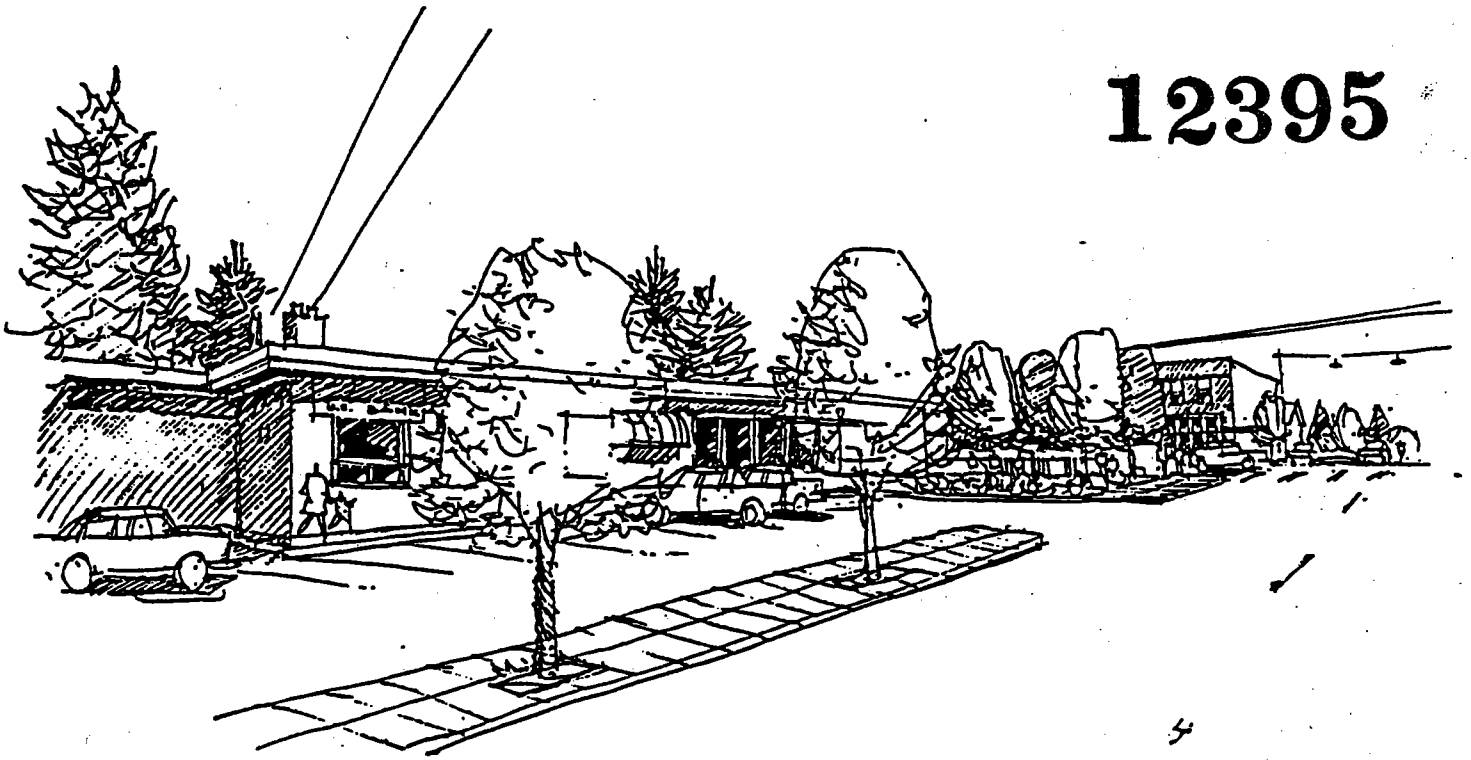
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Vashon Town Plan

LANDSCAPE &
SIDEWALK
CONCEPTS
FIGURE 7

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Vashon Town Plan

U.S. BANK
CORNER CONCEPT
FIGURE 8

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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.

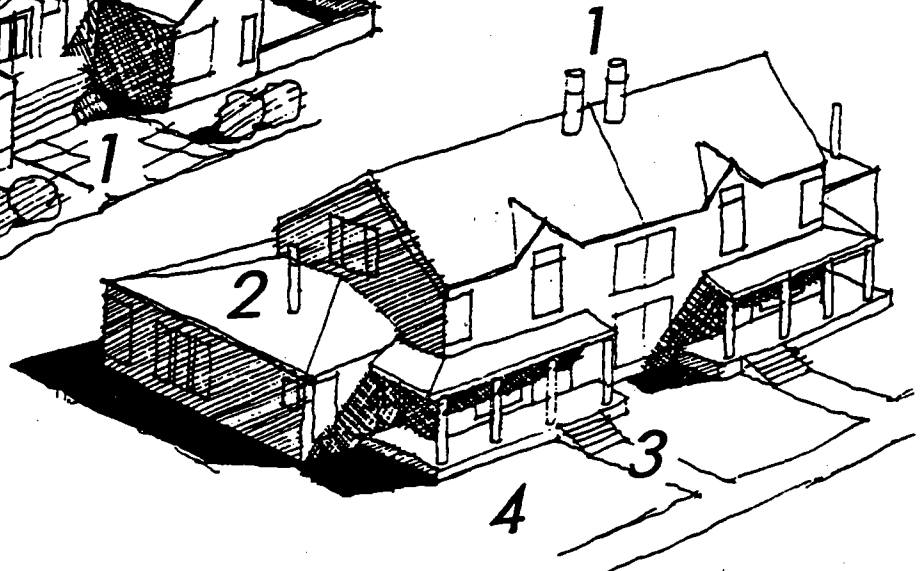
- R-1 New housing units, in building type and site development, should be reflective of the established development patterns of their neighborhoods.**
- R-2 Only the housing types listed shall be allowed in residential zones depending on site location and layout: Single Family Detached; Single Family 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

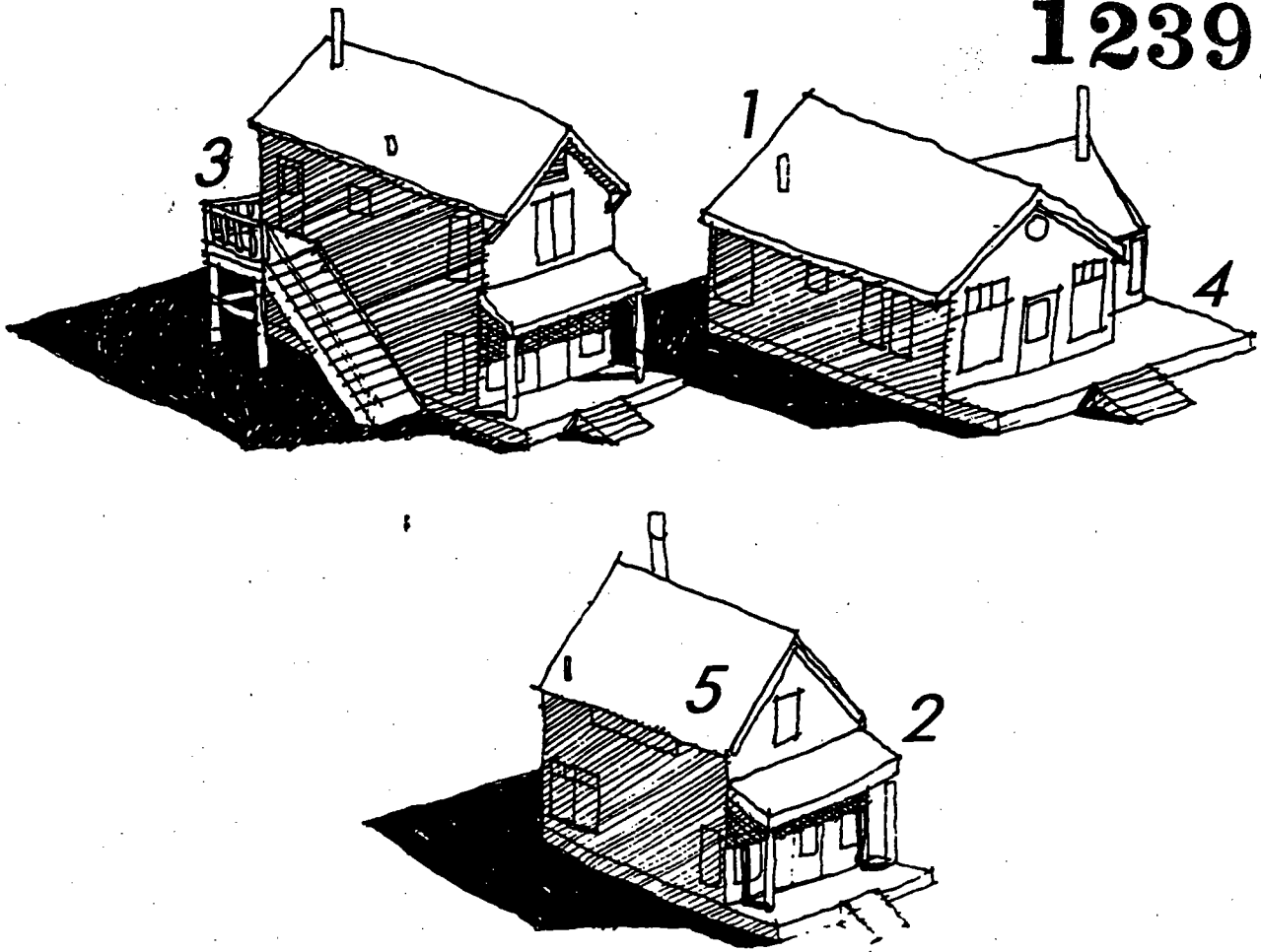
Figure 16

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



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:

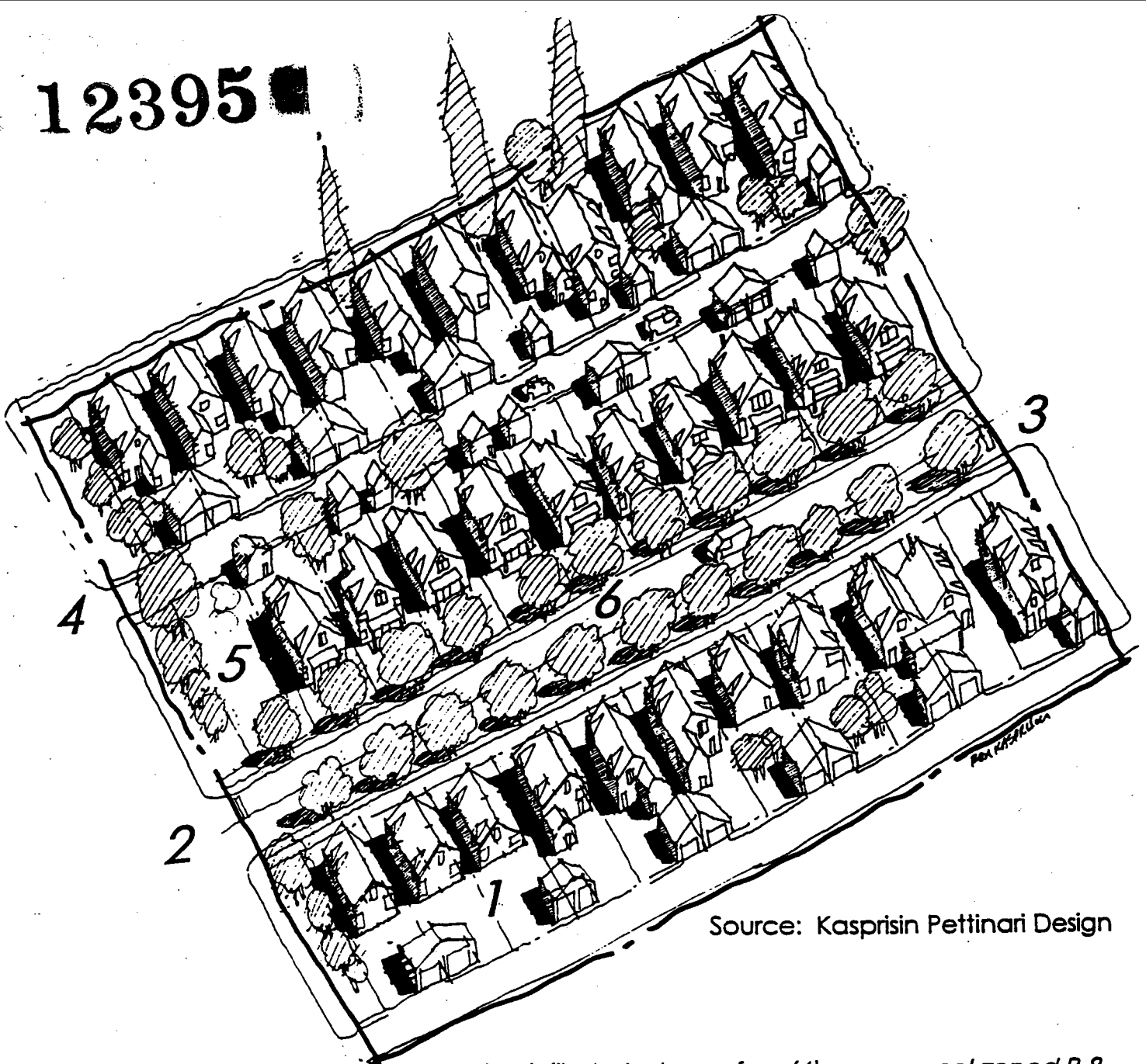
two story building

- 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*

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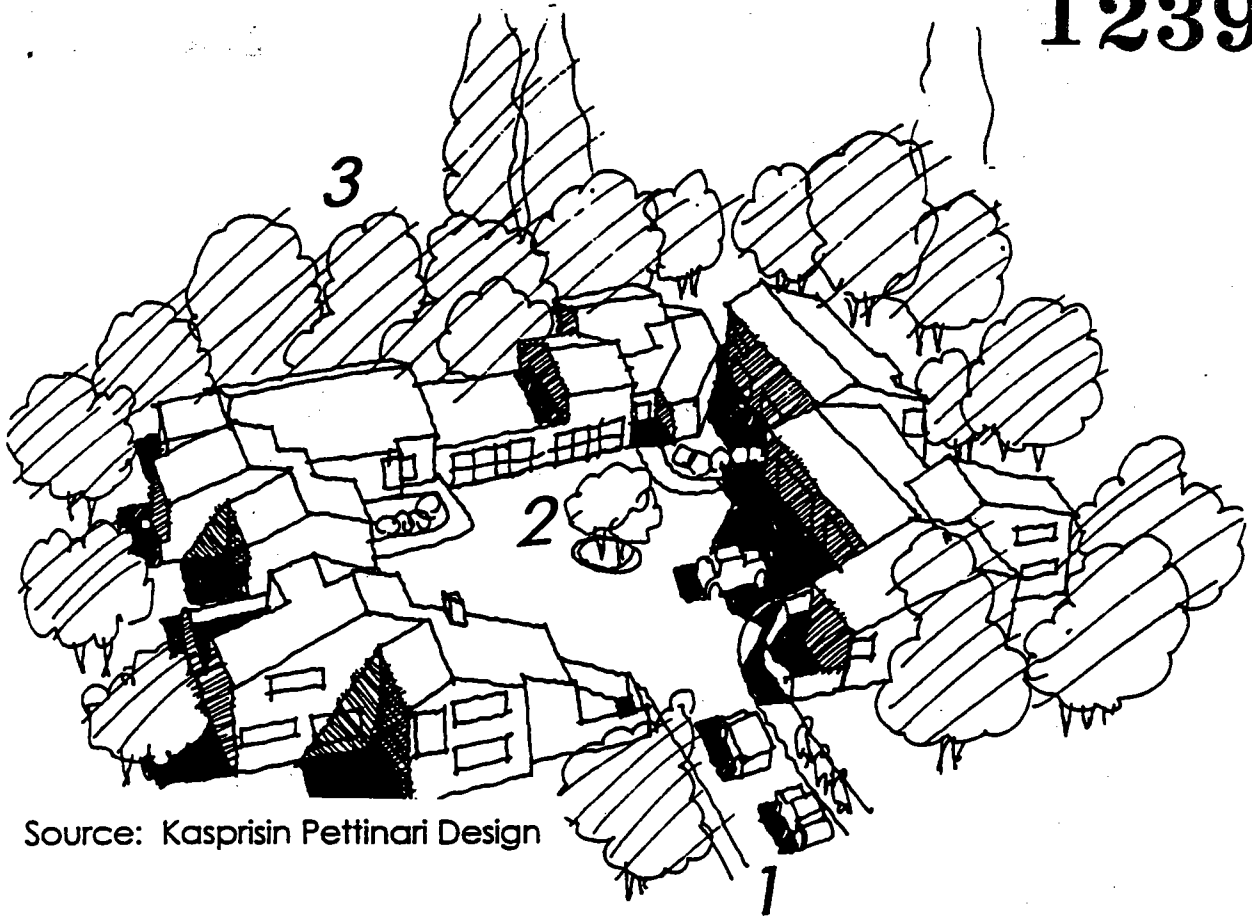
Source: Kasprisin Pettinari Design

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

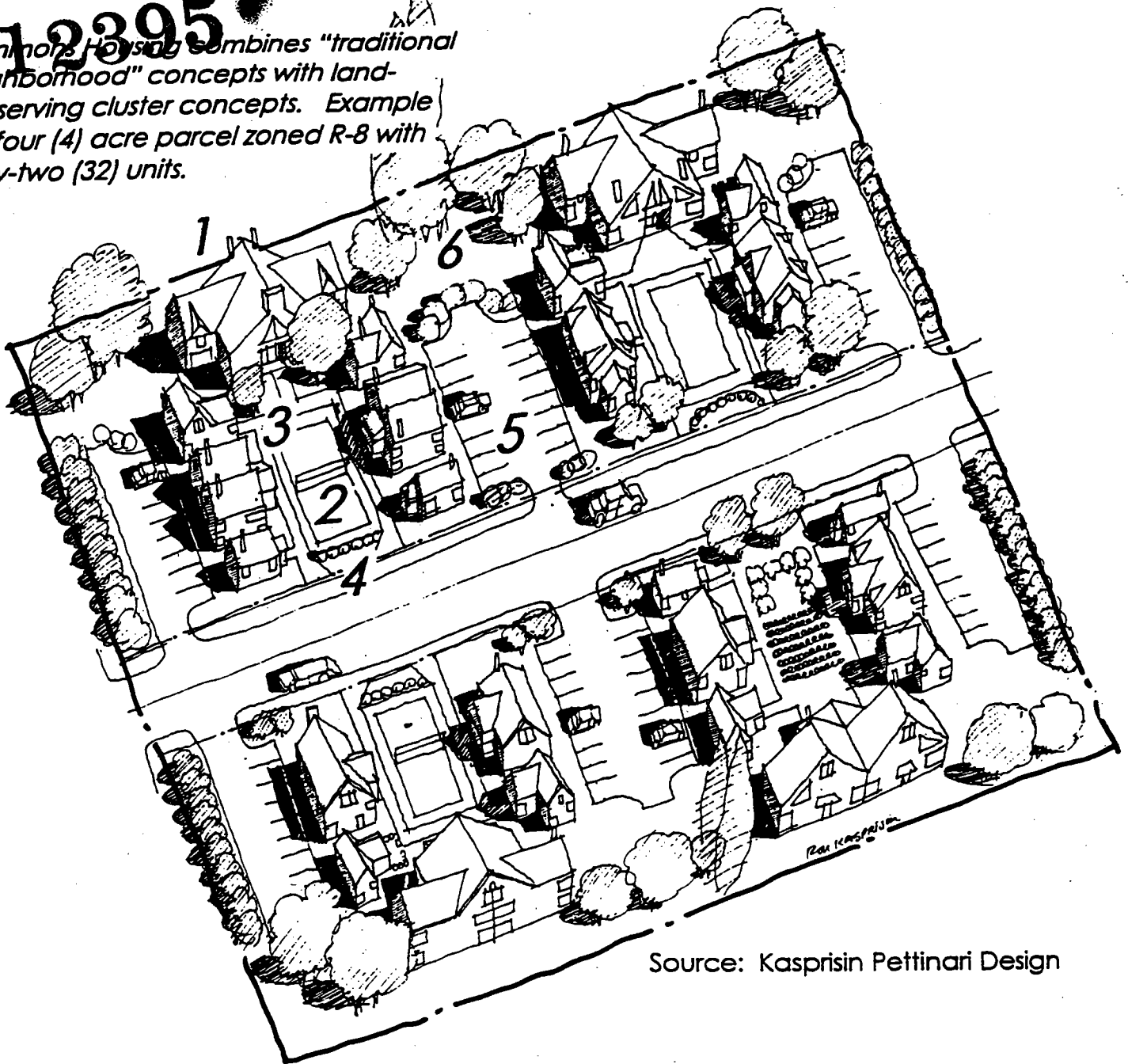
Cluster Housing consists of attached and detached housing units centered around an interior parking court.

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.

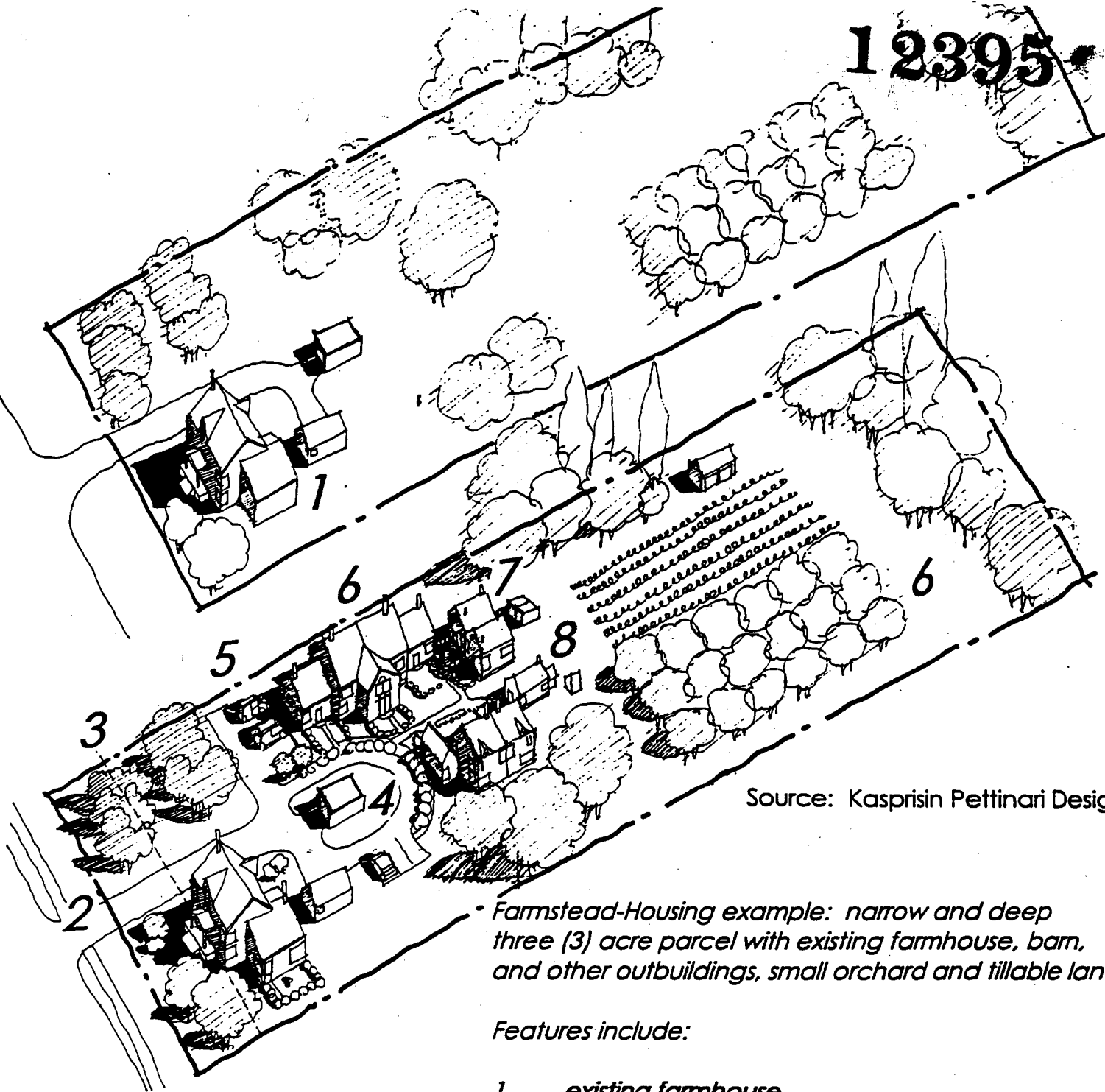


Source: Kasprisin Pettinari Design

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*

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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

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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 planned 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.

