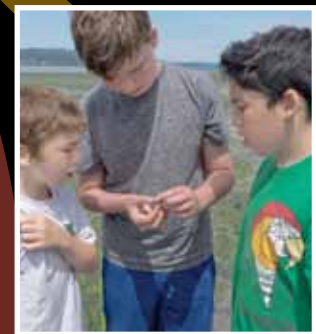


Vashon-Maury Island Community Service Area Plan

Attachment A to Ordinance _____



Adopted by the King County Council
[Date]



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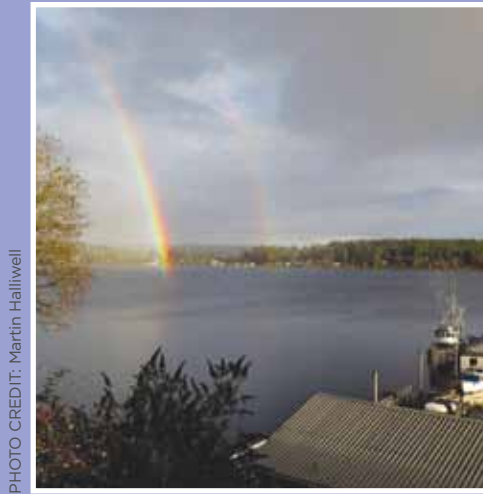


PHOTO CREDIT: Martin Halliwell

COVER PHOTO CREDITS CLOCKWISE FROM UPPER RIGHT: Strawberry Parade tractor, Tami Brockway Joyce; Dockton Marina, Lindsey Braun-Palmer; boys at Bioblitz, Susie Fitzhugh; Historic Matsuda Farm, Martin Stalling; ICF people, Susie Fitzhugh; girl with crab on Lisabuela Beach, Susie Fitzhugh

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Welcome

Dear King County resident:

King County has been working with energy, purpose, and measurable success to make it the best run county in the United States.

Through mounting major initiatives such as Best Starts for Kids, rethinking and improving our management practices, and encouraging greener buildings that lower our energy consumption, we have made King County a national leader in improving the lives of our residents. Yet our services are delivered at the local level and we need to engage with the residents and business owners in our neighborhoods to learn how our programs, services, and land use policies are working and how they could be made even better.

In 2016, King County reinstated its subarea planning program, which was quite active from the 1970s through the 1990s, but had been suspended for almost two decades. Vashon-Maury Island was selected as the first community to update its subarea plan. Until this plan was drafted, the most recent County planning documents specific to Vashon-Maury were the 1986 Vashon Community Plan and the 1996 Vashon Town Plan. While those plans served the Island well and helped preserve the rural character and eclectic charm so many Islanders cherish, much of their content is outdated and they fail to address many of the new, complex challenges that Vashon-Maury Island and King County now face.

This plan, which was developed with a dedicated community advisory group and several all-Island meetings, encompasses the Island's built, natural,

and social environments and lays out a series of policies and actions to protect what is most treasured and seeks to mitigate for the challenges anticipated over the next 10 to 20 years. A few of the critical challenges identified in the plan include the need to increase the supply of affordable housing in the Rural Town, protect the Island's sole-source aquifer, adapt to and mitigate climate change impacts, and perform a comprehensive study of on-site sewage systems and alternative wastewater disposal solutions.

As your local government, King County continually seeks new, effective tools to communicate with residents and business owners about local needs and priorities and to better partner with you to address them. To create this plan, King County used an on-line commenting portal to augment traditional engagement means such as websites, meetings, e-mails, and newspaper articles. We received strong public involvement in proposed policies and ideas, which makes this even more of a community plan. We thank everyone who participated in this process.

Adoption of the plan is only step one. We look forward to working in partnership with you in the years ahead to help realize the community's rich, dynamic, and rural vision.

Sincerely,

Joe McDermott
Councilmember
District 8

Dow Constantine
King County Executive
King County Council



Our services are delivered at the local level and we need to engage with the residents and business owners in our neighborhoods to learn how our programs, services, and land use policies are working and how they could be made even better.

Executive Summary

Vashon-Maury Island is a community grounded in its rich history, proud of its identity and distinction in the Puget Sound Region, and clear about the vision and principles that should shape its future.

Formerly called Community Plans, Community Service Area (CSA) Plans were created by King County in 2015 to provide an avenue for unincorporated areas to develop a long-range strategy informed and defined by their unique aspirations and values. The Vashon-Maury Island CSA Plan replaces the 1986 Vashon Community Plan and the 1996 Vashon Town Plan and is built on a set of guiding principles designed to protect the Island's diverse natural resources and maintain its rural character. The Plan envisions **a healthy, rural environment with a strong sense of community where people value:**

- **independence and self-sufficiency**
- **natural environment**

- **equity and diversity**
- **island history**
- **creativity and self-expression**
- **sustainable local employment, and**
- **community collaboration.**

As provided for under Washington's Growth Management Act, the CSA Plan is a component of the countywide King County Comprehensive Plan. It lays out a 20-year, integrated framework for Vashon-Maury Island, applying and implementing King County policies at a local scale. **The Plan aims to be multi-perspective, action-oriented, interconnected, anticipatory and preventative and serve as a communication tool for residents and King County government alike.**

The Plan's geographic scope incorporates all **37 square miles** of Vashon and Maury Island (see Map #3). In 2016, the Island had a **year-round population of 11,000 residents**. It is both older and more highly educated than much of King County. Lying outside the Urban Growth Area, the Island experiences a relatively slow growth rate and has added fewer than 1,700 people since 1990.

Preparation of the Vashon-Maury Island CSA Plan began in early 2016 when King County initiated an update to the Island's older community plans. Several types of public involvement methods were used, including the use of a **Community Advisory Group, community-wide forums, a Strawberry Festival booth and survey, digital outreach tools and collaboration with the Vashon-Maury Island Beachcomber newspaper and the Voice of Vashon's Island Crossroads radio program**. The Plan was developed through active and thoughtful

Vashon-Maury Island's Low Tide Festival is an annual tradition held each Spring at Maury Island's Point Robinson Park.



engagement of more than 300 residents who participated in the forums, completed surveys, and submitted written comments.

Introduced in the Land Use chapter but woven throughout the entire document is a theme of paramount importance to Vashon-Maury Island's residents, environment and economy. **The whole Island is a recharge area for a single-source aquifer from which almost all drinking water is sourced.** The Plan directs new multi-family residential, commercial and industrial uses to locate in the Rural Town. It also retains low density zoning on a one-mile stretch of Vashon Highway between Vashon Town Core and Center in order to create a distinct visual separation between these commercial nodes.

Vashon-Maury Island's official designation as a Rural Area reflects a long-established core value of the community to **maintain and preserve its rural character and small town culture.** This is done, in part, through protecting commercial zoning of the Island's ten neighborhood centers, working with property owners to promote forest cover preservation, and encouraging low-impact development practices. Several **new agricultural policies** also appear in the Plan. These foster a more vibrant and ecologically-sound local food economy, including support for the Vashon Island Grower's Association food hub and new farmer's market facility.

A top priority that emerged from the community engagement process was to **increase the amount of housing in Vashon Rural Town that is affordable to low-income residents.** As of 2017, an estimated 100 to 120 new affordable dwelling units are needed

to meet demand. While there was broad public consensus about the affordable housing need, deciding upon the best approach to address that need was the most debated and controversial topic of the planning process. In the end, after exploring several alternatives, the Plan recommends adoption of a new **Special District Overlay in the Vashon Rural Town** to offer a voluntary bonus density incentive when a development provides 100% affordable housing units.

One of the Plan's guiding principles is to "preserve and protect native habitats, groundwater, shorelines, open space and sensitive areas for present and future generations." The Environment chapter contains five policies intended to implement this principle, the most substantive being the **climate change policy** in Table 18. Vashon-Maury Island comprises almost 50% of King County's total shoreline miles and the Plan's two recommended actions are viewed as meaningful

Vashon-Maury Island's official designation as a Rural Area reflects a long-established core value of the community to maintain and preserve its rural character and small town culture.



PHOTO CREDIT: Renée Rutkowski

first steps to expedite climate change adaptation and mitigation strategies uniquely suited to the Island.

The Parks, Open Space and Cultural Resources chapter draws upon decades of environmental, historic and cultural preservation work. **Increasing public, pedestrian access to non-sensitive shoreline areas** is a high priority. Complimenting this action is a **Regional Trail feasibility study** to analyze new off-street corridors that would connect Vashon's two ferry terminals and Dockton. The Plan envisions adding historically-significant buildings to the National Historic Register as well as creation of a new **Arts Master Plan**.

The Transportation chapter seeks to **develop a more sustainable and accessible nonmotorized transportation network**. Beyond the major roadway projects listed in the 2016 *Transportation Needs Report*, several policies highlight expansion of DOT's alternative services program, such as the Community Van program, a mobile carpool matching service and real-time ridesharing.



PHOTO CREDIT: Samantha Spencer

Vashon's bike in a tree has provided intrigue and mystery since the 1950s. It even inspired a children's book by Berkeley Breathed entitled *Red Ranger Came Calling*.

The Services, Facilities and Utilities chapter takes a bird's-eye look at domestic water supply across Vashon-Maury Island, including **five core assumptions made during the planning process about Water District 19** and their capacity to serve new development in the Rural Town. Policy F-1 carries forward a long-standing principle that discourages importing water for domestic uses from off the Island. Driven by the community's strong environmental ethos and by a practical, pressing need, one of the Plan's most ambitious goals is to **perform a comprehensive, Island-wide study of on-site sewage systems**, with a focus on potential sea-level rise impacts for systems near shorelines.

The purpose of the Implementation chapter is to outline a functional, useable, action-oriented framework to translate written policies into tangible actions. Figure 15 graphically shows how Plan actions are prioritized and criteria used to identify appropriate and realistic timeframes. All 78 policies and 41 associated actions in the Plan are summarized in this section, along with the responsible parties and the priority level assigned to each.

The Vashon-Maury Island CSA Plan reflects King County's commitment to a heightened sustainable growth model that protects the Island's rural and critical area resources, assists in making the community more resilient to natural hazards and climate change impacts, identifies greener and more socially just approaches to growth, and lays out a practical roadmap to implement the shared community and King County vision. ▲

CSA Planning Framework

Community Service Area Planning in Unincorporated King County

Vibrant communities result from choice, not chance. Decisions made today - private and public, individual and corporate, intended or unintended - influence the quality, character, and health of our communities tomorrow. Just like individuals, places vary in shape, size, function and personality. While some of this variation is “genetic” and determined by climate, geography, soils, and some luck, much of it is the result of deliberative choice. And those choices often make the difference between distinctive, dynamic, forward-evolving places and those that struggle or may even devolve. This points to the essence and unique function of a community plan. These plans provide a vehicle for King County to collaborate and join forces with residents of a defined, unincorporated area to make choices and set priorities about that community’s future.

What is a Community Service Area (CSA) Plan?

Community planning experienced a significant shot in the arm in the late 1950s through the 1990s when the U.S. Government (primarily the Department of Housing and Urban Development and Department of Transportation) infused large amounts of cash funding into cities and counties for research and preparation of land use, transportation and housing plans. However, we are in a new era where the vast majority of resources for long-range planning is derived from local government and private sources.

There are benefits to this shift. For example, it has redirected planning to its appropriate and logical focal point - the people who live, work and recreate in the community. It is at this level of society where people

engage with neighbors, grocers, schools, parks, houses and local watersheds. There is no substitute to understanding the current and long-term needs of a place. Tapping into this grassroots knowledge and awareness of King County’s unincorporated communities and using this knowledge to refine tools and regulations for smaller geographies is a central motivation behind the CSA Plan Program.

King County had a robust community planning program that occurred in two distinct periods— 1973 through 1984 to implement the 1964 Comprehensive Plan, and 1985 through 1994 to implement the 1984 Comprehensive Plan. During this time, the term “community plan” was used to identify 12 large geographic areas of the county that had their own detailed plans. In 2014, King County adopted a new approach to the geography and communications strategy for its unincorporated areas. The boundaries of the seven different Community Service Areas (CSA) shown in Figure 1 were established and are used as the framework for all local subarea plans created and amended from 2014 forward.

King County’s CSA Plans are long-range, multi-discipline, integrated tools that apply countywide goals of the Comprehensive Plan to these seven unincorporated areas. Starting in 2017, each CSA will have its own plan, which will contain a locally-inspired vision and guiding principles supported by policies and actions that are prioritized to meet the unique needs and nuances of each area. Broader planning for the unincorporated urban areas, known collectively as the West King CSA, will occur on this cycle, with a more detailed focus on selected areas once every four years.

Key Topics in this Chapter

- Community Planning in Unincorporated King County
- CSA Plan Purpose, Structure and Core Concepts
- CSA Plan Authority and Relationship to Other Plans
- Prior Community Plans

CSA Plan Purpose, Structure and Core Concepts

To better understand the nature and purpose of CSA plans, it helps to understand what these plans are meant to accomplish and how they fit into the larger King County government context. Why is a plan like this needed? Who will use it? How does it relate to other plans and strategies? Today's CSA plans have a distinct and more narrowly defined role than prior community plans. Below are some distinguishing elements:

- **Multi-Perspective** – These plans strive to recognize and honor multiple perspectives. There is no panacea to complex, community-wide challenges. Successful plans not only integrate divergent perspectives and present those in both a practical and principled way but also understand such perspectives are an essential part of the solution. Increasingly over time, communities and local governments are appreciating the complexity of space and community. To ignore the many dimensions, challenges and dynamics that affect the places we live is to ensure a failed and ineffective plan.
- **Action-Oriented** – CSA plans have a strong action bias and are focused on achieving meaningful, on-the-ground results. They offer a vehicle for inter-department and cross-agency collaboration to better align service delivery and long-range goals within a community. Each plan has a 20-year horizon but will prioritize action items as short-medium-and long-term priorities and identify

responsible parties. Community-identified projects are examined across a multi-year timeframe and assessed and re-prioritized when plans are reviewed and updated on an eight-year schedule.

- **Interconnected** – “Everything is connected” is no longer a mantra of just ecologists or physicists but is now understood to be a core principle of public investment and community planning. Society has discovered the negative “downstream” impacts that occur when growth happens in a vacuum and without regard for other aspects of community life. A paradigm of interconnectedness is woven throughout these plans and recognizes that no policy or action stands in isolation but is part of an integrated whole.

Another aspect of interconnection is internal to King County government. CSA Plans identify, track and align various King County policies, programs and public services carried out within a specific CSA. Why is this necessary? The costs and inefficiencies of a “siloed” government have been well documented. King County's leadership has a goal to make King County one of the best run governments in the United States. Creating a “One King County” approach that interconnects diverse departments is a key strategy to achieve this goal.

- **Anticipatory and Preventative** – To the degree possible, CSA Plans are anticipatory, meaning they combine scientific data, historical trends, and informed, local observation with the community's vision to create a relevant action plan. No plan can predict the future. But it should outline a clear, broad-consensus, informed vision which both

Map 1

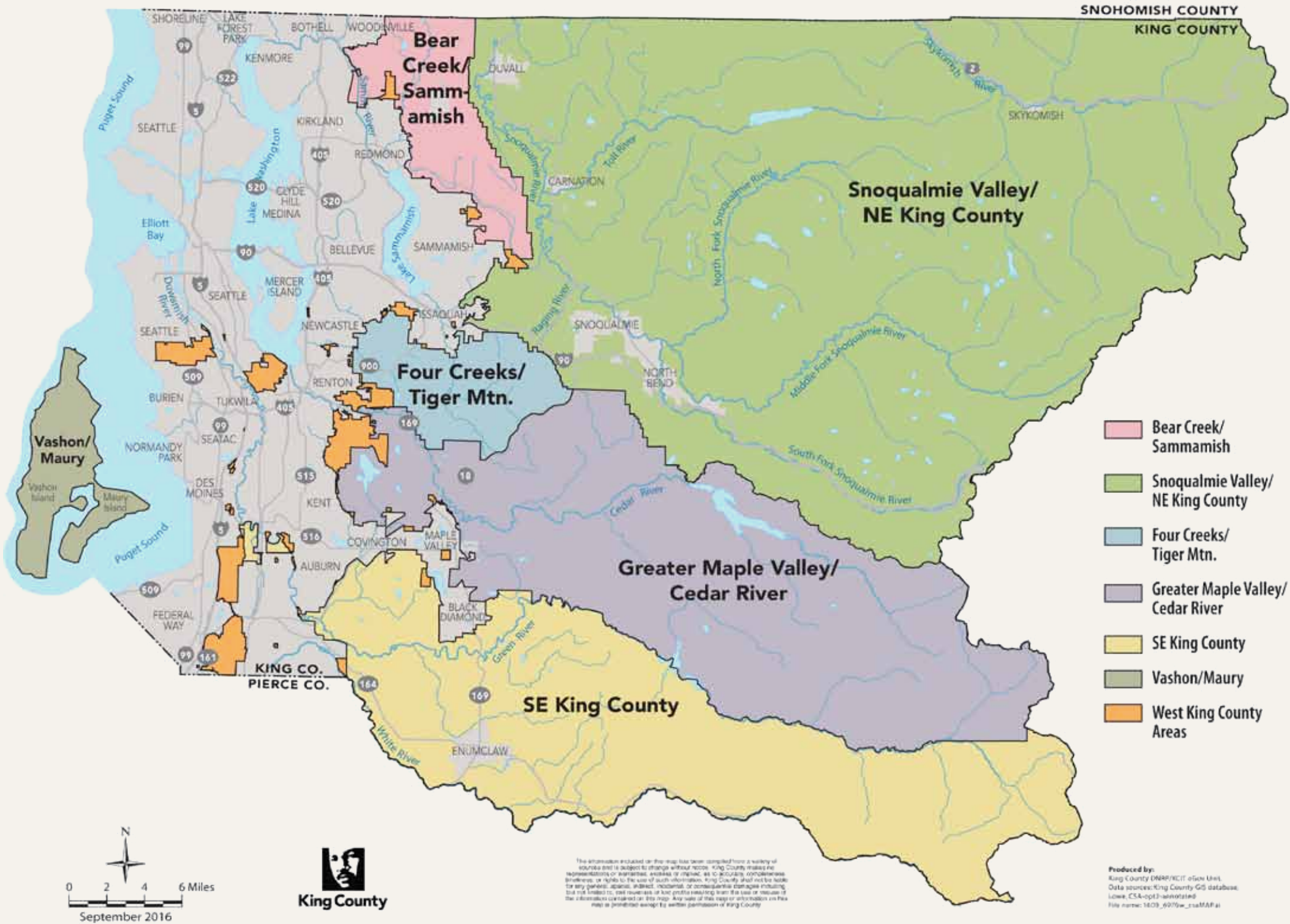
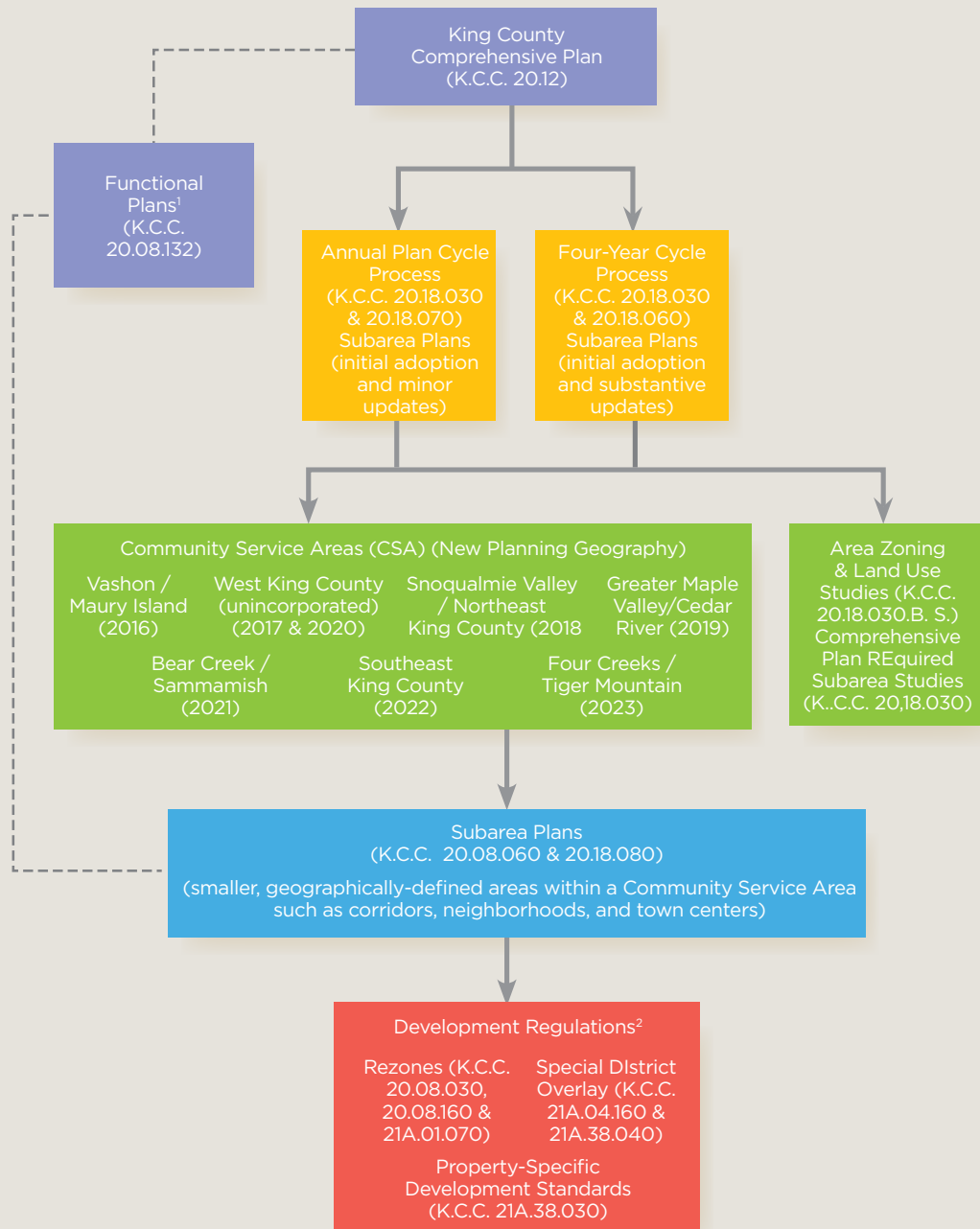


Figure 1
Relationship of King County Subarea Plans
to the 2016 Comprehensive Plan and
Development Regulations



citizens and King County's leadership can embrace. Yet, more than a compendium of data, the plan is designed to inform and address pressing needs by focusing largely on proactive and preventative measures to address social ills, infrastructure deterioration, environmental degradation, and more. Strategies in the plan need to adapt to and change with a community's evolving needs.

- **Tool for Communication and Action** – CSA Plans are a communication tool, used to communicate a community's vision and priorities to King County for use in preparing programs and budgets and used by King County to communicate how and when certain policies and priorities will be executed. As with any effective communication, the plan cannot sit idle or static and, for this reason, adopts the action bias noted above.

The plan's organization and structure is a reflection of being a component of the King County Comprehensive Plan. To that end, the section titles of this plan mimic the chapter titles and basic content of the Comprehensive Plan. For example, the topics of agriculture and forestry in the Comprehensive Plan are addressed in the Rural Areas and Natural Resource Lands chapter. Those same topics are covered in the section of the same title in the CSA Plan. Policies and actions for each topic are listed by section but are also compiled into a single, composite table in the Implementation chapter. With limited exception, policies that appear in the King County Comprehensive Plan are not duplicated in the CSA Plan.

CSA Plan Authority and Relationship to Other King County Plans and Strategies

Since its inception, Washington's Growth Management Act (Revised Code of Washington 36.70A) has included a provision that comprehensive plans may include community or neighborhood plans (also referred to as "subarea plans"), with the subarea plan required to be consistent with the comprehensive plan. As such, subarea plans are technically elements of and adopted as part of the King County Comprehensive Plan, although bound as a stand-alone document. Figure 1 depicts the relationship of subarea plans to the Comprehensive Plan, functional plans, and other zoning and regulatory tools used by King County.

What a CSA Plan is Not:

- **It is not a functional plan**, but it relies on functional plans to inform and implement its broader policies (e.g. transit plan, consolidated housing plan, open space plan, homelessness strategy).
- **It is not a singular sector plan**, such as transportation, watershed, natural resources, trails, or shoreline plan.
- ^a **It is not a social services plan.**
- **It is not a Capital Improvement Plan**, although capital projects identified in a CSA Plan typically are implemented through King County's Capital Improvement Program.
- **It is not an architectural or community design plan**, but it may identify design themes or districts where design ordinances are desired.
- **It is not an ordinance amendment**, but it lays the groundwork and guides the basic arch of ordinance content and outcomes.

- **It is not a development or critical areas site plan,** but it informs the basic framework for how those plans may be created.

The shared vision of King County’s Equity and Social Justice Strategic Plan is “A King County where all people have equitable opportunities to thrive.” The plan outlines numerous pro-equity policies, practices and systems to address root causes of injustice. These principles cannot and should not be siloed and segmented by themselves. They are woven throughout community life and culture. As such, this CSA Plan does not contain a standalone chapter to address social justice and equity goals but, rather, incorporates those end objectives throughout the plan.

Prior Vashon-Maury Island Community Plans

Examining existing or prior community plans is one way to appreciate the commitment and long-term vision of Vashon-Maury Island residents to carve out a distinctive place within King County. The most recent community plans prepared on the island – the 1986 Vashon Community Plan (island-wide) and the 1996 Vashon Town Plan (rural town only) – contained policies and vision statements that have retained a high degree of relevance. Selected policies from the 1986 plan were incorporated into and have continued to be a part of the Comprehensive Plan since the mid-1990s. The 1996 Town Plan remains active today but, after relevant content is moved into the new CSA plan, will be repealed. CSA Plans are used to consolidate and update policies from existing and prior plans into a single, updated document that aims to retain elements from previous plans that are still

community priorities while eliminating outdated and/or accomplished items. Policies and actions that are carried forward are re-assessed and re-prioritized for implementation.

Even though prior plans will no longer have regulatory or policy authority upon adoption of the CSA Plan, they often contain an abundance of history, research data, and policy justifications that inform and bolster ongoing planning. In this light, Appendix A contains a list of all policies from the Vashon Community Plan and the Vashon Town Plan that are not carried forward in this plan and states the reason(s) why. The intent is to create a bridge between old and new community plans and to emphasize the historic and educational value that prior plans continue to have today. ▲

PHOTO CREDIT: Gregg Erickson



Point Robinson, a shoreline park and historical and marine conservancy on Maury Island

FIGURE 2
Vision & Guiding
Principles

Vashon-Maury Island Vision

A healthy, rural environment with a strong sense of community, where people value:

- Independence and self-sufficiency
- Natural environment
- Equity and diversity
- Island history
- Creativity and self-expression
- Sustainable local employment
- Community collaboration

These values are exhibited and sustained through 10 guiding principles:

- Maintain the rural, small town culture of Vashon-Maury Island
- Encourage and protect the diversity of neighborhoods and affordable housing choices for all
- Guide limited growth on Vashon-Maury Island and ensure development does not over-extend basic services, public safety, and infrastructure
- Plan the Rural Town of Vashon as the mixed use and vibrant center of the community
- Preserve and protect native habitats, groundwater, shorelines, open space and sensitive areas for present and future generations
- Protect agricultural lands and support island farmers and growers
- Provide a balanced and integrated multimodal transportation system which reflects environmental, economic and social considerations
- Preserve historic, archeological and cultural resources
- Promote an environment where all people can be physically active, eat nutritious food and live in safe and healthy places
- Support and foster a diverse, dynamic and sustainable island economy

Demographic Profile

Demographic Overview

King County is Washington State’s most populated county and contains more than 2,100 square miles of land area. Approximately 80% of that area (1,713 square miles) is unincorporated and, as of 2015, an estimated 253,280 people reside outside the boundaries of incorporated cities. As shown in Map 1, unincorporated King County is divided into seven smaller geographies called Community Service Areas (CSA). Vashon-Maury Island is one of these CSAs and comprises approximately 2% of King County’s total unincorporated area (37 square miles) and 4% of its unincorporated population (estimated 11,000 year-round population).

This plan uses the name “Vashon-Maury Island” to describe two islands connected by a narrow isthmus. There are two U.S. Census tracts, one Rural Town (Vashon), and ten rural neighborhood centers on the island. All of Vashon-Maury Island is located outside of King County’s Urban Growth Area and is designated by the King County Comprehensive Plan as a Rural Area. King County does not allocate

or target a certain percentage of growth to its Rural Areas. As noted in the County’s 2014 Buildable Lands Report, “Countywide Planning Policies (CPPs) assume only a small fraction of King County’s residential growth will occur in rural and resource areas.” In fact, between 2010 and 2015, fewer than 30 new dwelling units were constructed on the island.

Census Data for Vashon-Maury Island

A key distinction between countywide comprehensive planning and subarea or community-based planning is scale and degree of specificity. CSA Plans help King County to focus on the unique goals and needs of citizens who share common public spaces, roads, watersheds, schools, and more. Planning for such shared places needs to be pertinent and reflect the unique differences from one community to another. One way to understand these unique characteristics is to collect, track, and analyze demographic information pertinent to each CSA.

U.S. Census data offers more than facts and figures about a community. Viewed over time, the data

QUICK STATS

Vashon-Maury Island
Land Area: 23,700 acres
(37 square miles)

Population History

1990	9,319
2000.....	10,123
2010	10,624
2016 (est.)	11,000

Median Age

2000.....	43.6
2010	50.2
2015.....	51.4

Employment

2014 number of business units.....	300
2014 total jobs	2,390

Median Household Income

1999 (2000 Census).....	\$58,300
2014 (Amer Comm Survey).....	\$72,600

Housing

2000 Census median house value	\$268,600
2016 ACS Survey median house value	\$467,200
2000 Census median 2-bdroom rental.....	\$700
2014 ACS median 2-bdroom rental.....	\$1,000

Figure 3 – Vashon-Maury Island Population

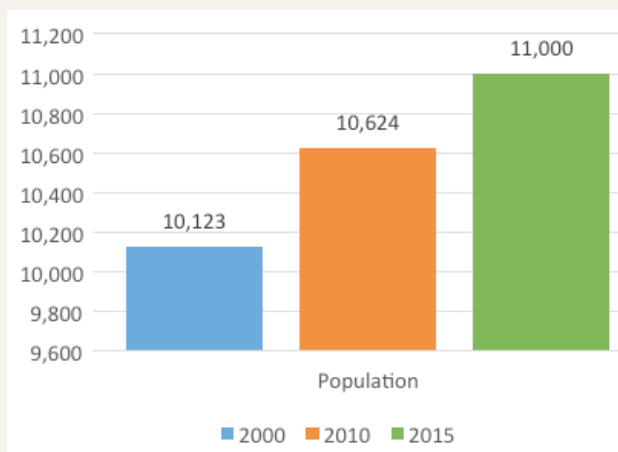
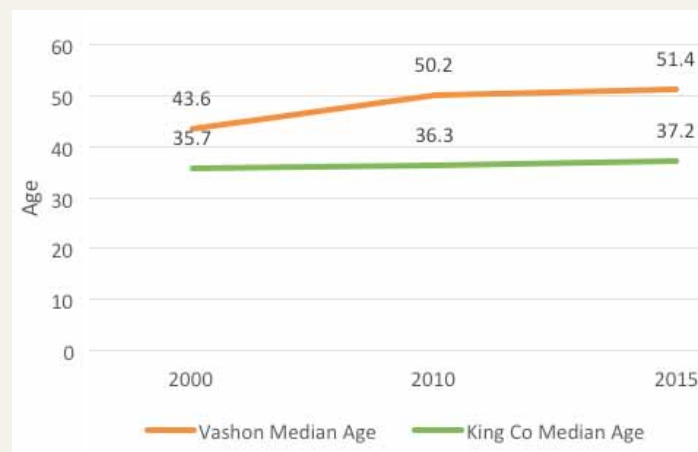


Figure 4 – Vashon -Maury & King County, Median Age



can be used to tell a story and, ideally, result in improved policies and decisions. King County's CSA Plans are updated on a routine eight-year cycle. The information in this chapter will be used to track trends and anomalies about Vashon-Maury Island as new Census information is released and plans are updated. The demographic data in this section is meant to serve as a feedback loop during the CSA

Plan review cycles to help ensure a more accountable and accurate plan.

The tables below include several datasets of information for Vashon-Maury Island and King County and are sourced from the 2000 and 2010 decennial Census as well as the 2011-2015 American Community Survey.

Table 1

SUBJECT	2000				2010				2015			
	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP (est.)	%	King County (est.)	%
SEX												
Total Population	10,123	100.0	1,737,034		10,624	(X)	1,931,249	(X)	11,000	100.0	2,045,756	100.0
Male	4,918	48.6	864,457	49.8	5,150	48.5	962,090	49.8	5,350	48.6	1,020,901	49.9
Female	5,205	51.4	872,577	50.2	5,474	51.5	969,159	50.2	5,650	51.4	1,024,855	50.1
AGE												
Under 5 years	484	4.8	105,321	6.1	409	3.8	120,294	6.2	400	3.6	126,282	6.2
5 to 9 years	656	6.5	111,162	6.4	523	4.9	113,295	5.9	510	4.6	120,439	5.9
10 to 14 years	728	7.2	109,992	6.3	711	6.7	110,789	5.7	730	6.6	114,356	5.6
15 to 19 years	673	6.6	108,261	6.2	586	5.5	117,514	6.1	580	5.3	114,940	5.6
20 to 24 years	270	2.7	116,597	6.7	284	2.7	129,822	6.7	320	2.9	134,272	6.6
25 to 34 years	766	7.6	294,443	17.0	634	6.0	312,717	16.2	650	5.9	344,357	16.8
35 to 44 years	1,774	17.5	308,823	17.8	1,189	11.2	296,790	15.3	1,220	11.1	306,778	15.0
45 to 54 years	2,319	22.9	259,136	14.9	2,075	19.5	291,132	15.1	2,150	19.5	291,710	14.3
55 to 59 years	656	6.5	83,442	4.8	1,255	11.8	126,272	6.5	1,300	11.8	134,911	6.6
60 to 64 years	470	4.6	58,085	3.3	1,086	10.2	101,945	5.3	1,150	10.4	115,351	5.6
65 to 74 years	716	7.1	88,884	5.1	1,087	10.2	71,860	5.9	1,170	10.6	138,841	6.8
75 to 84 years	479	4.7	68,348	3.9	540	5.0	64,148	3.3	560	5.1	67,696	3.3
85 years and over	132	1.3	24,540	1.4	245	2.3	33,784	1.7	260	2.4	35,823	1.8
Median age (years)	43.6	(X)	35.7	(X)	50.2	(X)	36.3	(X)	51.4	(X)	37.2	(X)

SUBJECT	2000				2010				2015			
	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP (est.)	%	King County (est.)	%
RACE												
Non-Hispanic White	9,308	91.9	1,275,127	73.4	9,556	90.0	1,251,300	64.8	9,700	88.0	1,392,513	68.1
Black or African American	44	0.5	91,789	5.3	81	0.8	116,326	6.0	100	1.0	126,806	6.2
Asian and Pacific Islander	162	1.7	195,352	11.2	177	1.7	294,097	15.2	200	2.0	334,706	16.4
Native American and other	80	0.8	18,855	1.1	73	0.6	17,619	0.9	80	0.7	15,291	0.7
Hispanic or Latino	259	2.6	95,242	5.5	434	4.1	172,378	8.9	580	5.3	189,808	9.3
Two or more race	270	2.7	60,660	3.5	303	2.9	79,529	4.1	340	3.1	119,094	5.8

Three noteworthy observations about Vashon-Maury Island are its high median age (compared with the rest of King County), the increasing percentage of Hispanic or Latino residents, and the education level of the island's adult population. For many years, demographers, planners, and others have pointed out the need to prepare for the baby boomer generation impact on our communities, especially in the areas of housing, medical, retail, and transportation. This is certainly not unique to Vashon-Maury Island. However, the island does have an especially high concentration of residents over 55 years of age. Its median age increased more than six times that of King County for the same 15-year period (2000 to 2015) and Vashon's 2015 median

age of 51.4 is 14 years higher than both King County (37.2) and the State of Washington (37.4). The 2015 median age for the United States was 37.6 years.

In terms of race, the island's Hispanic and Latino population is increasing at a higher rate than many other parts of King County. The overall percentage of Hispanic and Latino people in 2015 was less than King County (5.3% compared to 9.3%), but the rate of increase on the island (from 2.6% to 5.3%) was a much higher increase as compared with other races. The percentage of the island's non-Hispanic White population declined from almost 92% in 2000 to 88% in 2015.

SUBJECT	2000				2010				2015			
	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP (est.)	%	King County (est.)	%
HOUSING OCCUPANCY												
Total housing units	4,867	100.0	742,237	100.0	5,552	100.0	851,261	100.0	5,600	100.0	871,836	100.0
Occupied housing units	4,193	86.2	710,916	95.8	4,606	83.0	789,232	92.7	4,600	82.0	819,651	94.0
Vacant housing units	674	13.8	31,321	4.2	946	17.0	62,029	7.3	1,041	18.6	52,185	6.0
Homeowner vacancy rate (%)	1.2	(X)	1.2	(X)	1.7	(X)	2.6	(X)	1.9	(X)	1.3	(X)
Rental vacancy rate (%)	2.6	(X)	4.2	(X)	4.8	(X)	7.4	(X)	0.0	(X)	3.4	(X)
HOUSING VALUE												
Owner-occupied units	3,342	79.7	425,436	59.8	3,674	(X)	468,539	(X)	3,649	(X)	470,632	(X)
Less than \$50,000	0	0	2,440	0.7	18	0.5	10,277	2.2	0	0.0	14,785	3.1
\$50,000 to \$99,999	48	1.9	7,007	2.0	15	0.4	4,862	1.0	15	0.4	6,006	1.3
\$100,000 to \$149,999	146	5.7	42,360	11.9	48	1.3	7,300	1.6	125	3.4	13,544	2.9
\$150,000 to \$199,999	491	19	78,262	22.0	106	2.9	17,720	3.8	124	3.4	28,917	6.1
\$200,000 to \$299,999	868	33.6	115,359	32.4	285	7.8	80,976	17.3	613	16.8	93,483	19.9
\$300,000 to \$499,999	789	30.6	77,165	21.7	1,517	41.3	187,925	40.1	1,595	43.7	163,148	34.7
\$500,000 to \$999,999	238	9.2	27,361	7.7	1,457	39.7	132,374	28.3	1,035	28.4	125,355	26.6
\$1,000,000 or more	0	0	5,554	1.6	228	6.2	27,105	5.8	142	3.9	25,394	5.4
Median home value (\$)	268,600	(X)	236,900	(X)	479,600	(X)	407,700	(X)	467,200	(X)	384,300	(X)
GROSS RENT												
Occupied units paying rent	850	20.3	285,480	40.2	624	(X)	305,268	(X)	1,026	(X)	339,414	(X)
Less than \$500	155	19.1	41,754	14.6	57	9.2	24,246	8.0	181	17.6	22,386	6.6
\$500 to \$999	426	52.5	173,037	60.7	292	46.8	128,673	42.1	354	34.5	92,418	27.2
\$1,000 to \$1,499	137	16.9	48,996	17.2	104	16.7	98,140	32.1	321	31.3	118,864	35.0
\$1,500 or more	27	3.3	15,362	5.4	171	27.4	54,209	17.8	170	16.6	105,746	31.1
Median (\$)	692	(X)	758	(X)	963	(X)	999	(X)	975	(X)	1,204	(X)

SUBJECT	2000				2010				2015			
	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP (est.)	%	King County (est.)	%
INCOME AND BENEFITS												
Total households	4,196	100.0	711,235	100.0	4,374	(X)	781,977	(X)	4,757	(X)	819,651	(X)
Less than \$10,000	261	6.2	45,534	6.4	163	3.7	43,103	5.5	203	4.3	45,604	5.6
\$10,000 - \$14,999	142	3.4	30,146	4.2	80	1.8	28,145	3.6	85	1.8	25,916	3.2
\$15,000 - 24,999	380	9.1	66,414	9.3	231	5.3	57,052	7.3	476	10.0	55,293	6.7
\$25,000 - \$34,999	368	8.8	77,320	10.9	220	5.0	62,855	8.0	404	8.5	60,295	7.4
\$35,000 - \$49,999	667	15.9	111,224	15.6	649	14.8	94,460	12.1	667	14.0	89,268	10.9
\$50,000 - \$74,999	901	21.5	150,548	21.2	686	15.7	138,336	17.7	665	14.0	132,026	16.1
\$75,000 - \$99,999	591	14.1	96,885	13.6	745	17.0	109,540	14.0	565	11.9	104,155	12.7
\$100,000 - \$149,999	484	11.5	81,613	11.5	954	21.8	134,293	17.2	842	17.7	147,066	17.9
\$150,000 - \$199,999	200	4.8	24,479	3.4	289	6.6	56,323	7.2	407	8.6	73,379	9.0
\$200,000 or more	202	4.8	27,072	3.8	357	8.2	57,870	7.4	443	9.3	86,649	10.6
Median household income (\$)	58,261	(X)	53,157	(X)	80,000	(X)	68,065	(X)	71,820	(X)	75,302	(X)
Mean household income (\$)	72,731	(X)	(X)	(X)	97,362	(X)	90,716	(X)	96,823	(X)	101,859	(X)
Per capita income (\$)	31,983	(X)	29,521	(X)	43,298	(X)	38,211	(X)	45,809	(X)	41,664	(X)
Persons below poverty:	601	6.0	142,546	8.4	692	7.0	196,123	10.2	584	5.7	226,204	11.1
Under 18 years	142	1.4	37,954	2.2	224	2.3	51,079	2.6	169	1.7	57,874	2.8
18 to 64 years	429	4.2	91,655	5.3	391	3.9	128,095	6.6	345	3.4	146,400	7.2
65 years and over	30	--	129,937	--	77	--	16,949	--	70	--	21,930	--
EMPLOYMENT												
Population 16 years and over	8,111	100.0	1,389,714	100.0	8,361	(X)	1,520,352	(X)	8,848	(X)	1,662,822	(X)
In labor force	5,370	66.2	974,767	70.1	5,722	68.4	1,074,067	70.6	5,659	64.0	1,155,495	69.5
Civilian labor force	5,361	66.1	972,790	70.0	5,722	68.4	1,071,741	70.5	5,641	63.8	1,152,753	69.3
Employed	5,244	64.7	929,205	66.9	5,545	66.3	1,005,216	66.1	5,336	60.3	1,079,601	64.9
Unemployed	117	1.4	43,585	3.1	177	2.1	66,525	4.4	305	3.4	73,152	4.4
Armed Forces	9	0.1	1,977	0.1	0	0	2,326	0.2	18	0.2	2,742	0.2
Not in labor force	2,741	33.8	414,947	29.9	2,639	31.6	446,285	29.4	3,189	36.0	507,338	30.5

SUBJECT	2000				2010				2015			
	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP (est.)	%	King County (est.)	%
COMMUTING TO WORK												
Workers 16 years and over	5,144	100.0	911,677	100.0	5,328	(X)	982,438	100.0	5,200	(X)	1,059,196	(X)
Car, truck, or van – drove alone	3,107	60.4	626,576	68.7	2,820	52.9	645,517	65.7	3,051	58.7	682,793	64.5
Car, truck, or van – carpooled	545	10.6	109,573	12.0	425	8.0	108,754	11.1	295	5.7	103,938	9.8
Public transportation (excluding taxicab)	737	14.3	87,298	9.6	824	15.5	108,299	11.0	1,068	20.5	128,093	12.1
Walked	94	1.8	33,137	3.6	166	3.1	42,783	4.4	112	2.2	50,266	4.7
Other means	217	4.2	14,678	1.6	204	3.8	23,464	2.4	260	5.0	29,496	2.8
Worked at home	444	8.6	40,415	4.4	889	16.7	53,621	5.5	414	8.0	64,610	6.1
OCCUPATION												
Civilian employed population 16 years and over	5,244	100.0	929,205	100.0	5,545	(X)	1,005,216	100.0	5,336	(X)	1,079,601	(X)
Management, business, science, and arts occupations	2,563	48.9	403,287	43.4	2,919	52.6	474,568	47.2	2,771	51.9	529,609	49.1
Service occupations	717	13.7	119,770	12.9	605	10.9	144,394	14.4	745	14.0	168,456	15.6
Sales and office occupations	965	18.4	244,903	26.4	1,171	21.1	229,902	22.9	932	17.5	227,966	21.1
Natural resources, construction, and maintenance occupations	507	9.7	66,939	7.2	425	7.7	67,358	6.7	359	6.7	60,331	5.6
Production, transportation, and material moving occupations	492	9.4	94,306	10.1	425	7.7	88,994	8.9	529	9.9	93,239	8.6

SUBJECT	2000				2010				2015			
	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP (est.)	%	King County (est.)	%
EDUCATIONAL ATTAINMENT												
Population 18 To 24 years	432	(X)	159,259	(X)	374	(X)	174,547	(X)	529	(X)	180,534	(X)
Less than high school graduate	148	(X)	31,793	(X)	(X)	16.8	(X)	13.6	183	34.6	22,108	12.2
High school graduate	74	(X)	38,733	(X)	(X)	45.7	(X)	25.8	107	20.2	41,747	23.1
Some college or associate's degree	174	(X)	68,000	(X)	(X)	33.9	(X)	44.0	191	36.1	81,678	45.2
Bachelor's degree or higher	36	(X)	20,733	(X)	(X)	3.6	(X)	16.6	48	9.1	35,001	19.4
Population 25 years or higher:	7,350	(X)	1,188,740	(X)	7,655	(X)	1,299,736	(X)	8,021	(X)	1,435,467	(X)
Less than 9th grade	82	(X)	40,702	(X)	(X)	0.8	(X)	3.5	105	1.3	50,130	3.5
9th to 12th grade, no diploma	266	(X)	75,026	(X)	(X)	2.4	(X)	4.6	298	3.7	60,353	4.2
High school graduate	1,127	(X)	227,931	(X)	(X)	13.3	(X)	17.7	1,207	15.0	236,295	16.5
Some college, no degree	1,810	(X)	280,812	(X)	(X)	18.1	(X)	20.9	1,484	18.5	282,508	19.7
Associate's degree	476	(X)	89,321	(X)	(X)	7.7	(X)	8.0	489	6.1	118,760	8.3
Bachelor's degree	2,154	(X)	316,451	(X)	(X)	34.9	(X)	28.8	2,290	28.6	425,117	29.6
Graduate or professional degree	1,435	(X)	158,497	(X)	(X)	22.7	(X)	16.4	2,148	26.8	262,304	18.3

Source: U.S. Census, 2000, 2010, and 2011-1015 American Community Survey, www.factfinder.census.gov

Vashon-Maury Island's adult population, 55% of whom hold a Bachelor's degree or higher, is consistently higher than King County's ratio. However, for residents between 18 and 24 years old, the island has a much lower percentage of its population with post-high school degrees. In 2015, 19.4% of this age cohort countywide had a

Bachelor's degree of higher compared with 9.1% for Vashon.

Consistent with county, State and national figures, approximately two-thirds of Vashon's population (16+ years) are in the labor force, although the island does tend to have more people working from home than other places. ▲

Community Engagement

CSA Plan Process

“Keep Vashon Vashon” is a familiar and abiding sentiment on Vashon-Maury Island. It reflects a deep-seated desire and commitment to preserve the island’s core values, natural resources, and rural identity. Understanding and incorporating these and other citizen priorities into a community plan helps to ensure the plan is a representation of the general will of the community. When King County’s community planning program was revived in 2014, stepped-up public involvement and providing increased opportunity for unincorporated residents to have a direct voice in long-range planning was a key motivation behind this decision. As required by Washington’s Growth Management Act (RCW 36.70A.130), King County’s CSA Plans involve citizens in “early, continuous and broad” public engagement.

Types of Community Engagement

A range of public involvement strategies were used throughout the planning process, including:

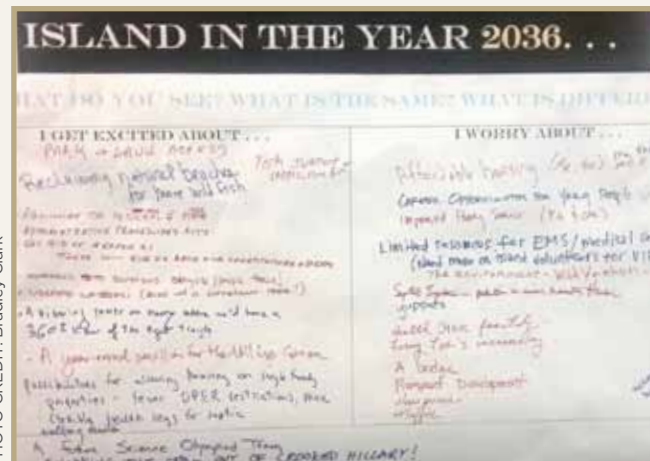


PHOTO CREDIT: Bradley Clark

“Development must be in a quantity and scale consistent with protecting our natural resources, especially for conservation alternative technology which improves sustainability.”

- Participant at February 2017 community forum

Island residents shared ideas at the 2016 Strawberry Festival about what excites and worries them.

Figure 5
Community Engagement Process



Community Advisory Group (CAG). This group of 15 volunteers served in an advisory capacity to King County and represented a broad cross-section of island interests and sectors. The main areas of expertise represented on the CAG were:

- Local business
- Environmental
- Agriculture
- Historic preservation
- Ministerial and social services
- Utility and infrastructure
- Community arts
- Health
- Affordable housing
- Land developer/real estate

CAG members provided valuable insights on both past and emerging local trends and met monthly in an open forum to discuss community needs and make policy and action recommendations. The CAG was comprised of three working groups:

- Natural Resources, Open Space and Agriculture
- Land Use, Housing, Community Health and Human Services
- Transportation and Infrastructure.

Community Presentations and Forums. A series of four community-wide forums were convened between March 2016 and April 2017 with the goal of hearing directly from citizens on a variety of topics. A kick-off meeting was held in March 2016 to identify opportunities and challenges. This was followed by an October 2016 forum for small group discussions

March 2017 Community Forum at McMurray Middle School

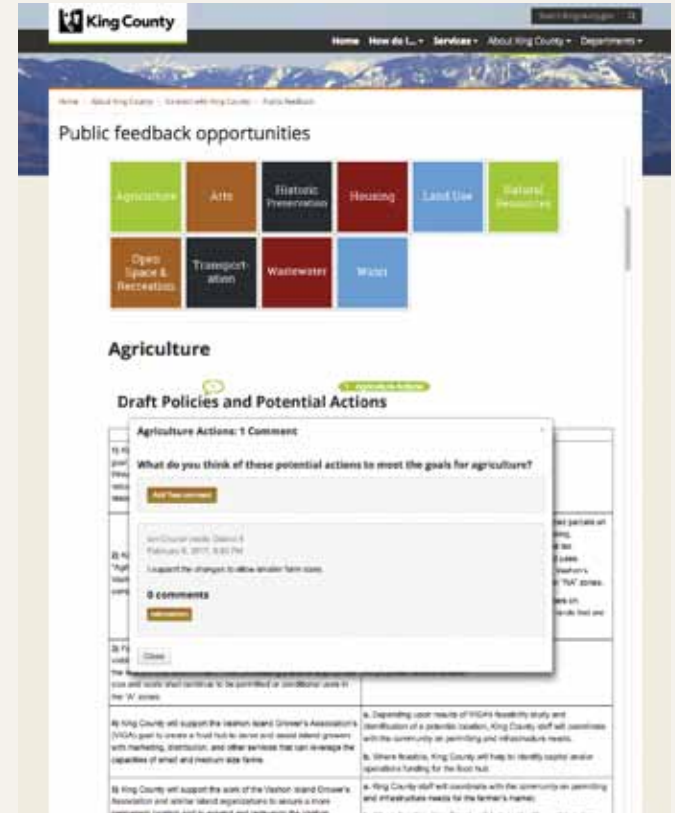


Figure 6 – CSA Plan Website

on island-wide land use and climate change policies, a February 2017 forum on affordable housing in the Town of Vashon, and an April 2017 forum to review and comment on the draft plan. More than 300 islanders participated in these events.

Strawberry Festival Survey and Outreach. For more than a century, the Vashon Island Strawberry Festival has celebrated the island’s agricultural, historical, and cultural heritage. King County hosted a booth during this July weekend where festival-goers viewed plan materials and gave staff their ideas about Vashon’s future. An informal, 5-question survey was taken by approximately 85 people. (A summary of the survey results are shown in Appendix B.)

Digital Public Engagement. In addition to the “in-person” public outreach noted above, online and digital tools also were employed during this plan. A project web site was launched in April 2016 as a platform for distributing plan documents and



CSA Plan table at the 2016 Vashon Island Strawberry Festival

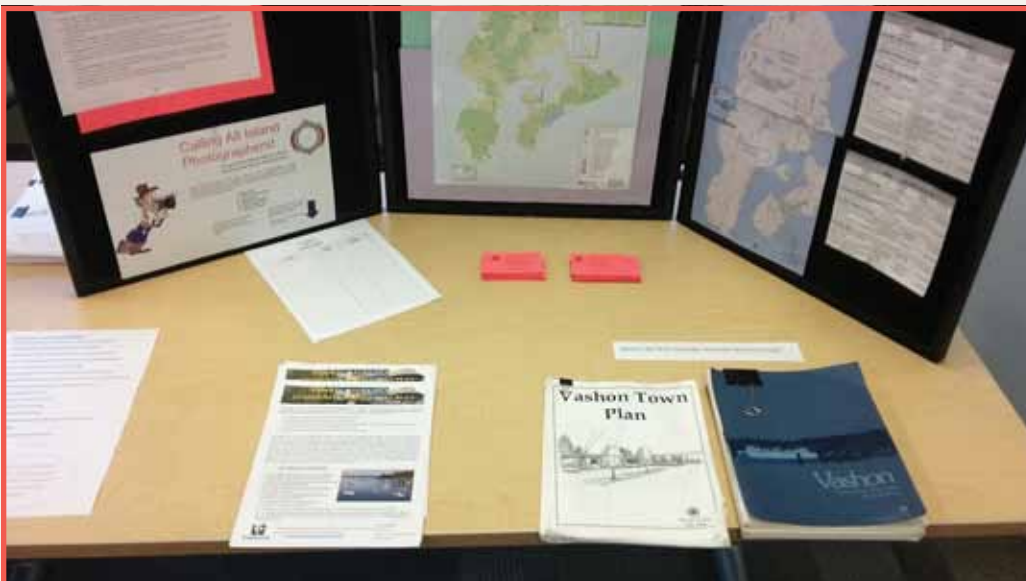


PHOTO CREDIT: Bradley Clark

announcements. More than 150 residents signed-up to receive regular e-newsletter updates at critical benchmarks throughout the process. King County also partnered with a private company, Peak Democracy, which managed an online portal where draft policies and proposals were posted and available for online commenting.

Media Partnerships. The Vashon-Maury Island Beachcomber newspaper provided regular and in-depth coverage throughout the 15-month process and published numerous letters to the editor from citizens representing diverse points of view, especially related to affordable housing and groundwater supply. The “Voice of Vashon” radio also hosted two, one-hour shows in September 2016 and March 2017 during which staff and citizens discussed various aspects of the plan. ▲

Land Use

Key Topics in this Chapter

- Rural Town Land Use and Zoning Classifications
- Town Core Design
- Commercial and Industrial Uses

Context, Opportunities and Challenges

“All land use policies and regulations for Vashon Island shall reflect the overriding importance of the fact that the whole Island is the recharge area for a single-source aquifer. All of Vashon Island shall therefore be considered a groundwater recharge area. Within the Island, based largely on soil types, there are areas of relatively high, medium, and low susceptibility to groundwater contamination. Areas deemed highly susceptible to contamination in the KCCP should receive extra protection.”

— 2016 King County Comprehensive Plan,
Policy CP-602

The policy above originated in the 1986 Vashon Community Plan, appeared in the 2008, 2012 and 2016 King County Comprehensive Plans, and continues to set the framework for all land use planning and zoning decisions on Vashon-Maury Island. Washington’s Growth Management Act (RCW 36.70A.070) requires that rural development “protect surface water and groundwater resources” and this policy helps to carry out that mandate. The policy also led to King County Council’s adoption of a Special District Overlay in 1997 requiring commercial and industrial projects in sensitive groundwater recharge areas to follow more restrictive building standards, such as retaining at least 40% of a site in natural vegetation.

Combined with the island’s designation as a Rural Area and its isolated geography, this long-established policy has resulted in a modest rate of growth over the past forty to fifty years. The island’s population has expanded from approximately 7,400 in 1980 to 11,000 in 2016, averaging 80-100 new residents per

year. The Puget Sound Regional Council projects an increase of 691 people on the island between 2010 and 2040. King County prepares housing and employment forecasts for the Urban Growth Area but not for unincorporated rural and resource land areas like Vashon-Maury Island. Population growth forecasts are a tenuous task at best for such small geographic areas. The most substantive influence on island growth has been and will continue to be the availability and quality of drinking water (as guided by the policy above) along with other topographical and transportation constraints. A key assumption of this plan is that a slow rate of growth and the drinking water and other natural limitations noted above will remain largely unchanged for the 20-year planning horizon of this plan.

Mukai Barrelling Plant



PHOTO CREDIT: Jim Diers

Figure 7 – Community Vision Word Cloud



Resident comments made at the 2016 Vashon Island Strawberry Festival

Since the mid-1990s, King County building permit data shows that at least three of every four new residences on Vashon-Maury Island are constructed in Rural Area (RA) zones outside of Vashon Rural Town. Although King County Code limits the number of land subdivisions in the RA zones and a small number of new building lots are created, a stable, albeit limited, supply of residential building parcels is expected to continue. The 2016 Washington Supreme Court case of *Hirst v. Whatcom County* pertaining to the regulation of permit exempt water wells may have some impact on single-family residential construction in these Rural Areas throughout King County, but that has yet to be seen and was not a modifying factor in this plan.

Land Use and Zoning Categories

Land use on Vashon-Maury Island is governed by the King County Comprehensive Plan (which sets broad,

Figure 8 – Land Use Map Designations

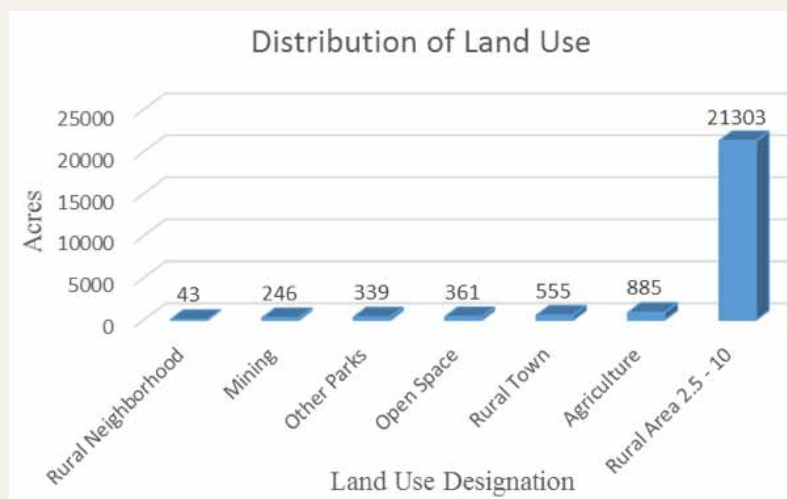
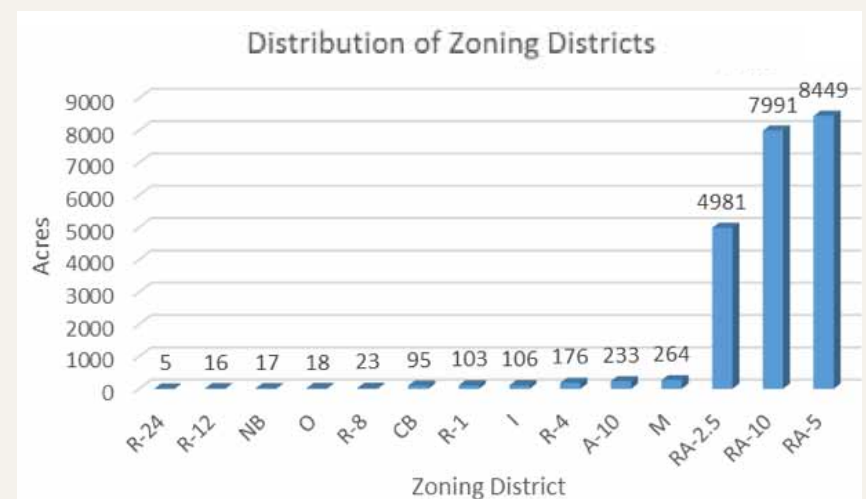


Figure 9 – Zoning Classifications



countywide policies and designates land use types through the Land Use Map) and by King County Code Title 20 (Planning) and Title 21A (Zoning). Land use designations indicate the basic type, intensity, and general density of land uses while zoning regulates specific uses, types of permits, setbacks and related building standards. The zoning of a property must be consistent with its land use designation. Figure 8 and Map 3 summarize the island’s land use designations and Figure 9 and Map 4 summarize the zoning districts. This data reflects the predominantly residential character of the island. Amendments to these maps are possible through separate Comprehensive Plan Amendment or individual rezone applications, but the general distribution and ratios of each category are expected to remain similar to what is reflected below.

Rural Town Land Use and Zoning Classifications

As established by the Comprehensive Plan and as described in the Rural Areas and Natural Resource Lands section, Vashon-Maury Island is home to one of King County’s three Rural Towns, the three being Vashon, Fall City and Snoqualmie Pass. Vashon Rural

Town has a defined boundary and is served with more urban-type utilities and amenities than lands outside of the Rural Town. (See the town boundary on Map 2.) As affirmed by Policies LU-2 and LU-3, the more intensive multi-family residential, mixed-use, commercial, and industrial land uses are located here and, for this reason, the Rural Town is the main focus of this land use section.

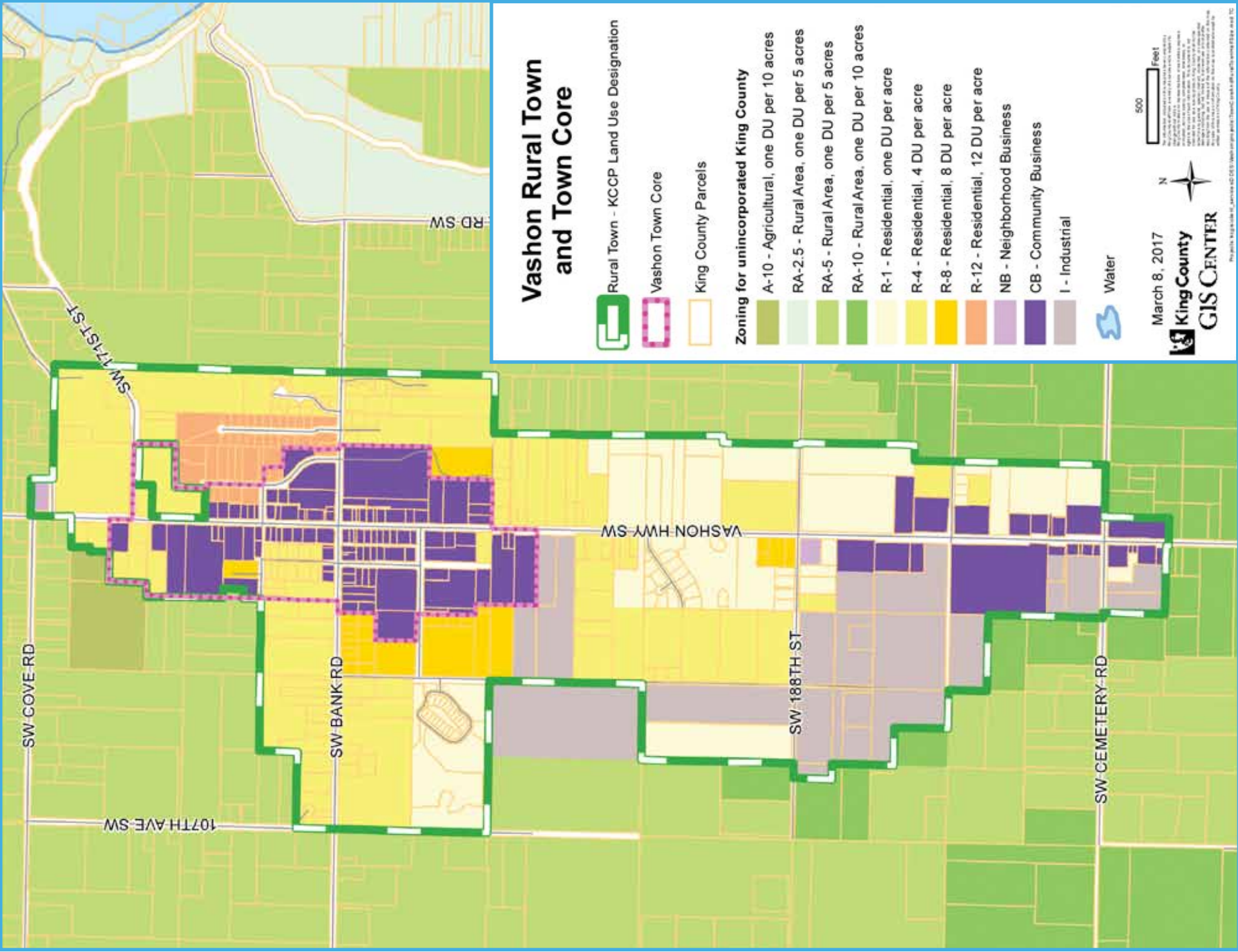
The town’s retail uses are concentrated in two distinct areas – the Town Core (discussed below) and Center (near the intersection of Cemetery and Vashon

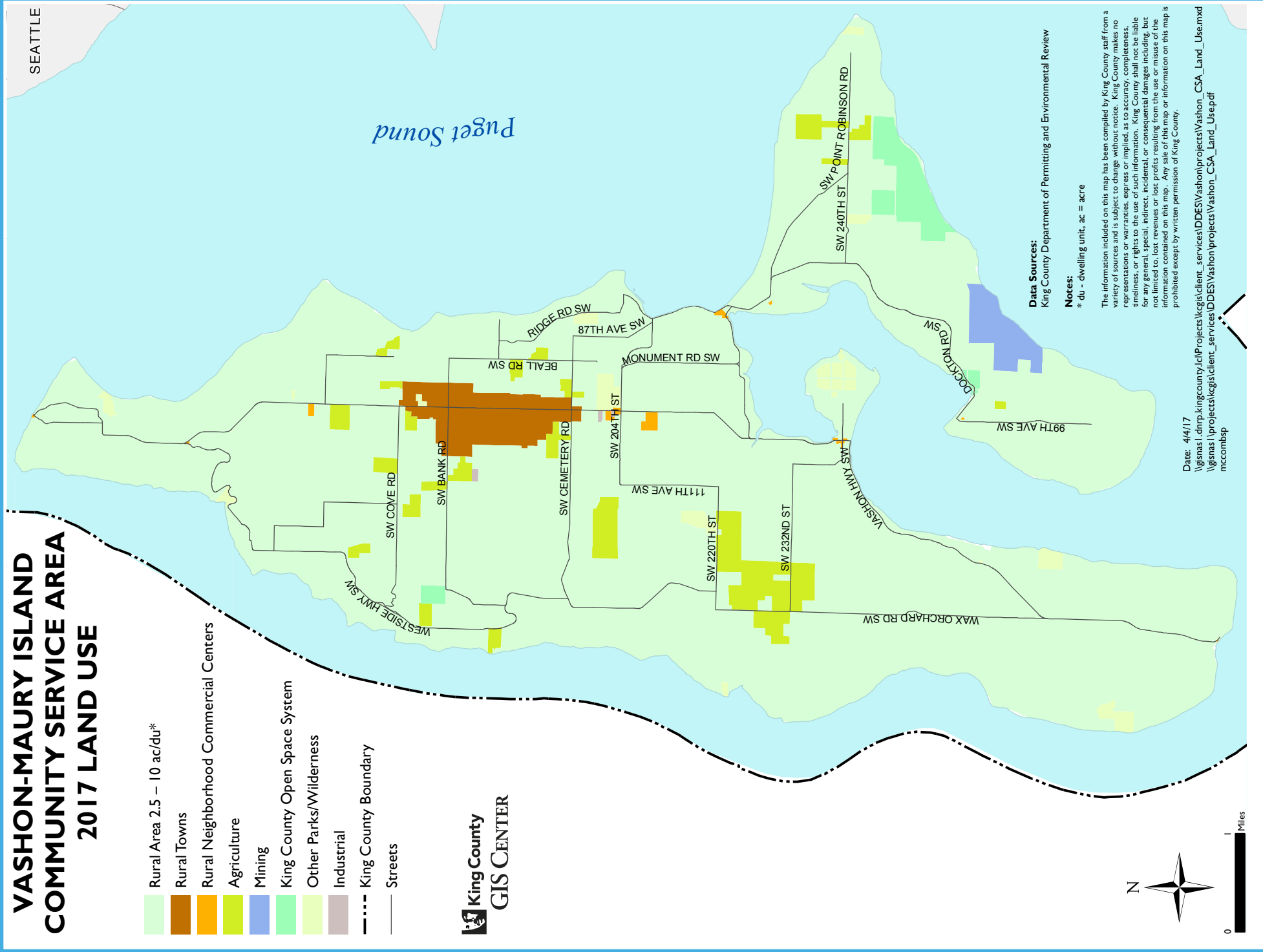


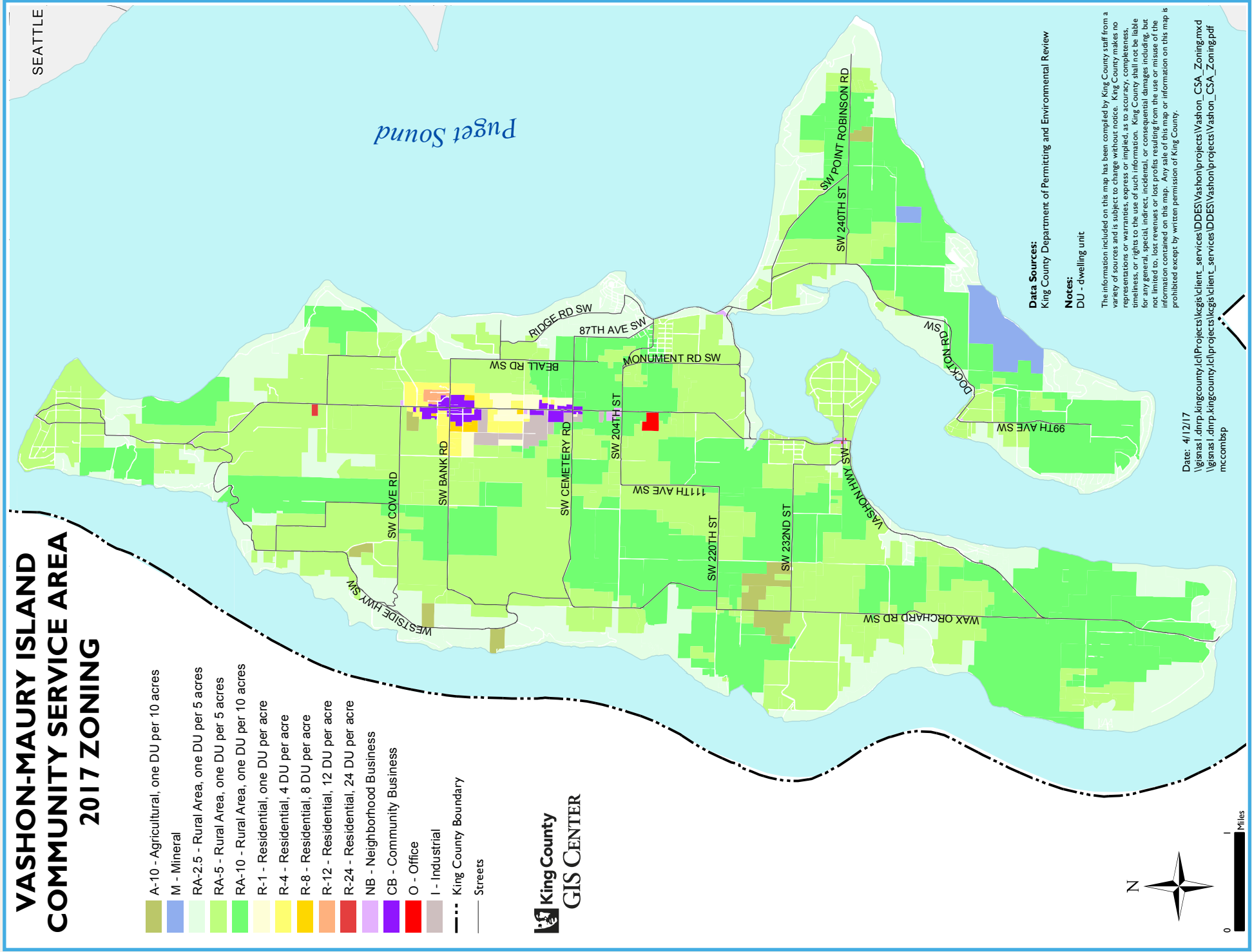
PHOTO CREDIT: Sam Spencer

Table 2

Policy No.	Policy	Implementing Action	Action Priority
LU-1	All land use policies and regulations for Vashon Island shall reflect the overriding importance of the fact that the whole Island is the recharge area for a single-source aquifer. All of Vashon Island shall therefore be considered a groundwater recharge area. Within the Island, based largely on soil types, there are areas of relatively high, medium, and low susceptibility to groundwater contamination. Areas deemed highly susceptible to contamination in the KCCP should receive extra protection.	N/A	Ongoing







Highway SW). All of the island’s Community Business zoning (the primary retail and office zone) and more than 90% of the island’s Industrial zoning are located in the Rural Town.

The Rural Town also contains a mix of residential zones and housing types. One helpful measure for assessing future development is a community’s inventory of vacant and underdeveloped land. As stated, limited amounts of new housing on the island are expected to locate in the Rural Area, along with some new residential growth in the Rural Town. Using 2016 Assessor’s Office data, Table 4 shows all parcels in the Rural Town that have a “Residential” zone, including acreage estimates of vacant and underdeveloped area.

(See Policy H-3 and H-5 in the Housing section of this plan for additional information about infill and affordable housing in the Rural Town.)

Policy LU-4 updates a policy in the 1996 Vashon Town Plan and is intended to protect the low-density, rural character of the Vashon Highway corridor between Vashon and Center. The corridor is approximately one mile in length, has dense native vegetative buffers, and contains no street lights, sidewalks or Metro bus stops. The community desires to maintain a distinct separation between the retail hubs of Vashon and Center and discourages denser multi-family, commercial or industrial uses within this corridor.

Commercial land uses in the Community Business zone are regulated by property-specific development standards in a section of the zoning code called a “P-suffix.” This plan amends VS-P29, a P-suffix that

Table 3

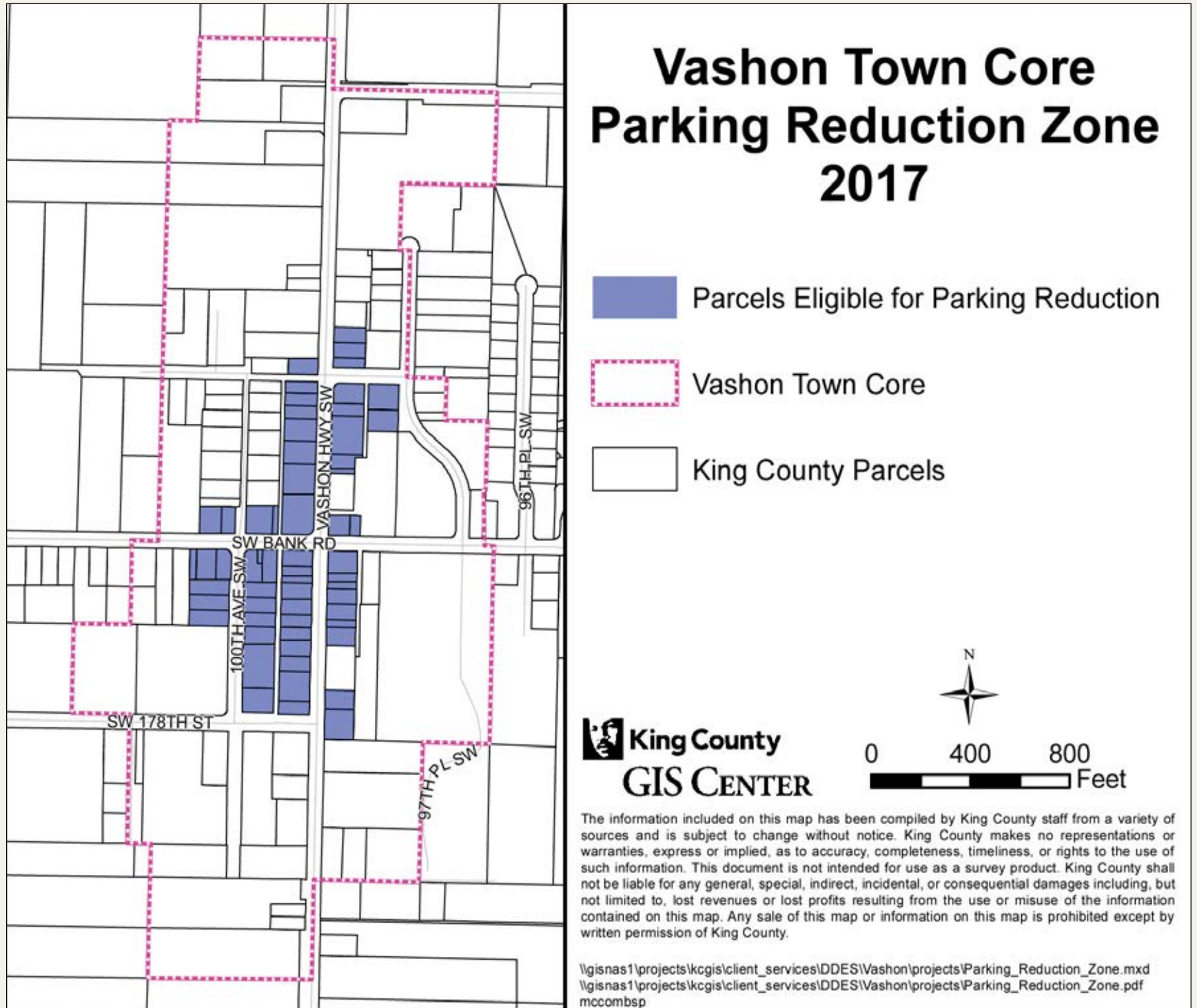
Policy No.	Policy	Implementing Action	Action Priority
LU-2	In order to fully utilize existing services including sewers, Class I water, public transportation, and shopping, Vashon Rural Town is planned to accommodate the most intensive residential, commercial and industrial development on the Island.	Implemented through zoning code, Title 21	Ongoing
LU-3	Development in the Rural Town should maintain the rural nature and service orientation of Vashon and Center with compact, pedestrian-friendly development.	Implemented through zoning code, Title 21	Ongoing
LU-4	The area between the south end of Vashon Town Core and Vashon Center on Vashon Highway SW should retain the existing low density residential zones and low impact uses to create visual relief and separation between the commercial nodes, mitigate against strip-type development, and to allow for development of single-family housing in the Rural Town.	DPER will consider this policy at the time of any new development applications submitted for this area.	Ongoing

Table 4 – Residential-Zoned Parcels in Vashon Rural Town

Zone	Total Acres (gross)	# of Parcels	# of Vacant Parcels	Total Vacant Acres	Estimated Underdeveloped* Acres
R-1	71	59	7	12	44
R-4	132	117	30	31	65
R-8	18	18	9	16	0
R-12	8	35	12	2	0
Total	230	229	58	61	109

*Parcels of at least 1 acre with existing dwelling units where a 1/2 acre of land is assigned to the dwelling and remaining acreage is deemed developable.

Figure 10 - Vashon Town Core Parking Reduction Zone



expands the range of land uses that can locate and operate in the Community Business zone. This same P-suffix was amended in 2014 to reflect countywide changes related to marijuana retailing, production, and processing. This plan does not change or affect those prior amendments.

Town Core Design

The Town Core is a smaller, concentrated area within the Rural Town boundary and the primary location for commercial businesses and medium to high density

housing. It is the location of the island’s largest festival and its most frequently visited destinations such as the Post Office, library, restaurants, and grocers. The diverse, eclectic nature of Vashon’s commercial building stock contributes to the town’s “village charm” and appeal. Since 1997, P-suffix VS-P28 has contained special design requirements for the Town Core to ensure this district is highly walkable and a place that is appealing for residents and visitors alike. This plan changes VS-P28 to clarify which properties are subject to the special design standards. The design requirements do not regulate

Table 5

Policy No.	Policy	Implementing Action	Action Priority
LU-5	The architectural design, height, bulk, and setbacks of both new and remodeled buildings within Vashon Town Core shall respect and reinforce the existing mix of architectural styles. No prescriptive architectural design and no formal building design review process should be required. However, basic commercial building and landscaping standards should be applied to new and substantially altered development projects.	King County Department of Permitting & Environmental Review will consistently enforce the provisions of P-suffix VS-P28.	Ongoing
LU-6	In order to foster walkability and housing affordability in the Vashon Rural Town, King County will use the flexibility that is allowed under the zoning code when enforcing off-street parking requirements.	Conduct an analysis of existing and projected off-street parking demands within the Vashon Rural Town to document potential impacts on road and pedestrian safety, congestion, housing affordability, and related opportunities and threats. Explore the benefits and risks of a Special District Overlay derived from the Parking Reduction Zone that reduces off-street parking requirements. Develop standard criteria and findings for making parking waiver decisions.	3

single-family houses. Policy LU-4 contains language similar to that proposed by the Land Use Subcommittee of the Vashon-Maury Island Community Council who drafted proposed amendments to the Vashon Town Plan in 2011.

Minimum off-street parking requirements often conflict with small town design, pedestrian safety, and housing affordability goals. To encourage infill development and to help reduce the need to demolish historically-valuable buildings, this plan carries forward the 1997 Vashon Town Plan's Parking Reduction Zone for the area designated on Figure 10. Off-street parking requirements for new or expanded uses on these parcels is waived, except that any waiver shall not reduce the number of existing parking spaces, as defined by King County Code, unless a site-specific parking study is filed and approved by King County Department of Permitting and Environmental Review.

Policy LU-5 calls for King County to analyze potential impacts of expanding the Parking Reduction Zone to include multi-family housing and potentially other parcels that are outside of the Parking Reduction Zone today. It also encourages the development of specific standards for making waiver decisions.

Commercial and Industrial Uses

For decades, industrial zoning and land uses have clustered around the southwest quadrant of the Rural Town, south of SW 178th Street and west of Vashon Highway. This is the location of several major island employers, the former K2 manufacturing building, and the Open Space for Arts and Community building. All parcels on the island with Industrial zoning are here and the community has placed a priority on ensuring this area is retained, both to protect existing manufacturing businesses and jobs and to allow for potential business expansion. Approximately 17 acres of vacant I-zoned land are in the Rural Town as of

Table 6

Policy No.	Policy	Implementing Action	Action Priority
LU-7	Future industrial development on the island should occur only within the Rural Town where sewer and water service exist and/or is allowed, where there is appropriately zoned land and nearby access to Vashon Highway. Said uses should be clustered south of SW 178th St and west of Vashon Hwy SW.	N/A	Ongoing
LU-8	King County supports Vashon-Maury Island residents, health care services, community-based organizations, foundations, and other agencies in their efforts to identify a long-term, stable funding source and location for a medical care facility and other social service activities on the island.	N/A	Ongoing

2017. Policy LU-7 extends this approach. Certain types of industrial uses like material processing facilities and portable sawmills are allowed on RA-zoned land. This policy is not intended to preclude these uses.

Former K2 Property - The former K2 manufacturing site on Vashon Highway south of town has been the subject of heightened community interest and concern over the years. It has sat mostly vacant for more than 20 years and, while some redevelopment proposals have been explored, the site continues to have constraints such as soil contamination and high rehabilitation costs. Community interest remains high for some type of adaptive reuse of the property, including ideas such as multi-family housing, commercial condominium space, and a community center. Residents have also explored various tax-incentive programs to facilitate and help finance a new use. This plan contains no proposed amendments to the current Community Business zoning and P-suffix conditions. Until a specific buyer or user is identified, it is challenging to identify the most appropriate redevelopment mechanism or tool. However, this plan does encourage King County to coordinate closely with the community and any future owner to help transition this property to a productive and sustainable use.

Sunrise Ridge - Easy access to health services is vital for helping residents prevent illness before it arises or worsens. The recent rapid change of medical providers at the Sunrise Ridge facility south of Vashon Town underscores the need in the community and importance of having a stable and reliable health care service on island. The Sunrise Ridge property



PHOTO CREDIT: Jim Diers

has a number of aging structures and various options for rehabilitating the site and developing a long-range master plan have been explored. As this important and historic former Nike missile defense site changes and evolves over time, the property's social, environmental and economic benefits and its unique

relationship to the Vashon-Maury Island community should be fully recognized. Sunrise Health Services (current owner), any potential subsequent owner, and King County should coordinate closely to identify and consider the unique circumstances of the site if any land use change should occur. ▲



PHOTO CREDIT: Emma Hathaway

Rural Area and Natural Resource Lands

Context, Opportunities and Challenges

A core value of the Vashon-Maury Island community is to maintain and preserve its rural character and small town culture. The island has been officially designated by King County as a Rural Area since 1985, but its rural heritage and agricultural identity are deeply embedded in its culture, starting with the island's S'Homamish, Muckleshoot, and other native peoples. Its dependence on ferry service, limited water supply, and poor soils for onsite wastewater systems have been major factors in keeping the island rural. Beyond these natural factors, the community and county have made clear and consistent choices to preserve and foster the rural environment.

There are varying definitions and interpretations of “rural.” This plan uses the Countywide Planning Policies and King County Comprehensive Plan definition of rural or rural character, which includes open space, very low-density residential development, farms, forests, fostering traditional rural lifestyles and rural-based economies, wildlife and fish habitats, and lands that do not require the extension of urban services. Comprehensive Plan Policy R-203 also clarifies that King County’s Rural Area is considered to be permanent.

In addition to rural character, there are four related yet distinct terms used in this plan that warrant further clarification.

- **Rural Area** – this is a broad land use designation that refers collectively to the geography that primarily contains Rural Town, Rural Neighborhood Commercial Centers and the Rural Area zones (see below). It distinguishes these lands from other

categories like Natural Resource Lands and the Urban Growth Area.

- **Rural Town** – this label applies to the unincorporated town of Vashon that has concentrations of higher density and economic activity and allows modest growth in order to keep economically viable into the future. The Rural Town is a defined boundary within the Rural Area and is served with more urban-type infrastructure and amenities.
- **Rural Area Zoning** – this refers to the three Rural Area (RA) zones on the island of RA-2.5, RA-5, and RA-10 which are regulated through King County Code Title 21A and have specific uses, lot sizes, dimensions, and development standards associated with each zoning district.

Key Topics in this Chapter

- Rural Area Policies and Actions
- Rural Neighborhood Commercial Centers
- Natural Resource Lands
- Island Agriculture and Food Economy

Vashon Farmer’s Market



PHOTO CREDIT: Caleb Johns

- **Rural Neighborhood Commercial Centers** – this term applies to ten different areas across the island that are too small to provide more than convenience shopping and services to surrounding residents. They typically have a historic identity and include the following: Burton, Dockton, Tahlequah, Portage, Heights Dock, Jack’s Corner, Vashon Center, Vashon Service Center, Vashon Heights and Maury Island Service Center.

Natural Resource Lands are the other category of lands addressed in this chapter. The Growth Management Act requires cities and counties to designate Natural Resource Lands which include the following:

- **Agricultural lands** that have long-term significance for the commercial production of food or other agricultural products;
- **Forest lands** that have long-term significance for the commercial production of timber; and
- **Mineral resource lands** that have long-term significance for the extraction of minerals.

The Rural Area geography does not include designated Natural Resource Lands, although resource activities do occur on them. Several island parcels have Agricultural zoning (Agricultural – 10-acre minimum lot size), but the 2016 King County Comprehensive Plan does not designate Natural Resource agricultural or forest lands on Vashon-Maury Island. As highlighted below, there are three mineral resource sites on the island.

Glassy Quartermaster Harbor



PHOTO CREDIT: Martin Halliwell

Rural Area Policies and Actions

Past island community plans recognized and planned development of Vashon-Maury Island as a Rural Area and this plan carries that policy forward. This does not exclude or prohibit some level of development – most notably in the Rural Town - but it does mean that all growth and land use changes must respect the broader rural context in which they operate.

All of Vashon-Maury Island is recognized for its unique ecological functions as a Puget Sound island. Land use activities should protect the entire ecological system, including the Puget Sound shoreline, island habitat areas, and ground and surface water resources. King County’s Public Benefit Rating System is a point-based, incentive program to preserve open space on private property by providing a tax reduction to property owners who

desire to enhance environmental benefits on their land. Policy R-2 aims to build on the island’s success with this program.

Consistent with Comprehensive Plan Policies R-309, island properties should continue to be excluded as

potential Transfer of Development Rights receiving sites, easing some of the economic and market pressure to subdivide or develop on rural lands. Similarly, King County’s Residential Density Incentive Program is not available to properties with Rural Area zoning.

Table 7

Policy No.	Policy	Implementing Action	Action Priority
R-1	All of Vashon-Maury Island is recognized as a Rural Area.	N/A	Ongoing
R-2	Proportionately, Vashon-Maury Island has a high percentage of acres enrolled in King County’s Public Benefit Rating System (PBRS) program. In concert with King County’s current use taxation program, public education and outreach regarding land and natural resource stewardship should be offered to PBRS enrollees to enhance environmental benefits.	Develop enhanced methods of public outreach and education to better assist Vashon-Maury Island’s PBRS participants with forestry, agricultural, and other land stewardship improvements, including topics, tools and property owner forums.	1
R-3	King County should promote preservation of at least 65% forest cover on rural-residential zoned parcels. The 65% forest cover goal may be adjusted for parcels less than 2.5 acres in size. Dispersion of stormwater runoff from impervious surfaces into native vegetation in accordance with the Surface Water Design Manual shall be the preferred method of stormwater management in the Rural Area.	King County will work with residential builders and developers on Vashon-Maury Island to encourage the use of low impact development practices that protect and enhance native vegetation and soils and reduce impervious surface area.	Ongoing
R-4	King County recognizes the important and unique role that Rural Neighborhood Commercial Centers have for islanders and encourages their economic viability and the continued historic, neighborhood-scale character of these centers.	N/A	Ongoing

Rural Neighborhood Commercial Centers

Comprehensive Plan Policy R-501 identifies ten Rural Neighborhood Commercial Centers across the island. Examples include Burton, Dockton, Portage, Vashon Center, the Heights Dock and other former “Mosquito Fleet” towns. Neighborhood stores, eating establishments and similar services are recognized as part of the past and present identity of Rural Neighborhood Commercial Centers. They serve a unique and important function in the Rural Area and help to reduce vehicle trips by providing retail and other service and civic functions. They act as neighborhood meeting places and their history as farmer’s market locations, post offices, and transportation hubs add value to these places.



PHOTO CREDIT: Caleb Johns

Local produce and value-added products are a growing part of the agricultural scene on Vashon-Maury Island.

Public comment for this plan revealed some difference of opinion as to how much development should be encouraged or permitted in these areas. There is support on Maury Island, for example, for limited expansion of existing neighborhood commercial zones. Others see possible negative side effects on Maury with increased commerce and do not want to encourage commercial rezoning. This plan does not propose any expansion or rezoning of any Rural Neighborhood Commercial Center. It does, however, support the preservation of all existing commercial zoning.

Natural Resource Lands

Natural Resource Lands are lands with long-term commercial significance for farming, forestry, and minerals. Businesses that rely on resource lands provide jobs and products, such as food, wood, and gravel. While there are no formally designated Agricultural Production Districts or Forest lands, Vashon Island does have two Potential Mineral Resource Sites totaling approximately 100 acres (Sprowls/King County and Doane Family Ltd.). Maury Island has one Designated Mineral Resource Site of approximately 39 acres (Ideal Cement Co./King County). Washington’s Growth Management Act requires these sites to be identified in its comprehensive plan and they are shown on the Mineral Resources Map in the Rural Area and Natural Resources chapter (3).

A 1997 report of Beach Assessment Program documents the degradation of the shellfish habitat from over-harvesting and increased beach use. The Public Health-Seattle and King County’s Pollution Identification and Correction program in

Quartermaster Harbor has provided a valuable body of data that supports continued public education, loans, and improved wastewater disposal methods to help protect intertidal shellfish habitats. The intent of Policy R-5 is to reduce development impacts on the island's shellfish habitat.

Island Agriculture and Food Economy

Agriculture has been a part of Vashon-Maury Island's heritage for generations. Popular community events like the Strawberry Festival, a harvest celebration that began in 1909, and the Vashon Sheepdog Classic reflect and honor this rich agricultural tradition. Building a local, resilient and sustainable food system and economy is a high priority for the community. This focus is supported by several King County programs and initiatives, including the following:

- Farmland Preservation Program
- Livestock Program
- Agricultural Drainage Assistance Program
- Executive's Local Food Initiative
- Public Benefit Rating System/Current Use Taxation
- King Conservation District (partner agency)

As the average parcel and farm size on Vashon-Maury Island is smaller than other areas of the county and Vashon has a sole-source aquifer, small-scale farming plays an important role in the policies and actions of this plan. While there is no Agricultural Production District on Vashon-Maury Island, there are approximately 230 acres of land zoned for Agriculture (A-10) and another 246 acres in the Farmland Preservation Program (FPP). The FPP is a voluntary program where owners sell their development rights and allow restrictive covenants to be placed to limit


use of the property to agriculture or open space. As shown on Table 8, many different crops are raised on the island.

There are two Priority One actions affiliated with agriculture in this plan. (See Policies R-9 and R-10.) Successful implementation of these policies will require partnership with the Vashon Island Grower's Association, a nonprofit organization whose mission is to "promote farming, access to healthy food, and a sustainable agricultural economy on Vashon Island through education, advocacy, and a vibrant farmers market". A central rationale for these and related

Table 8

Vashon Agricultural Land Uses (2013)		
Use / Crop Type ¹	No. of Parcels	Acres
Managed Field, Grassland	1,582	4,928
Unmanaged Grassland	1,269	4,993
Livestock, Forage	1,586	17,617
Corn (Field)	36	694
Market Crops (Produce)	283	3,158
Grapes	13	16
Horse	2,755	13,715
Forested	7,579	35,187
Orchard	148	86
Unmanaged Orchard	2	3
Nursery	87	428
Tree Farm	93	745
Sod Farm	4	365
Developed Recreation	64	979
Topsoil Production	4	35

¹Data derived from King County 2013 Agricultural Land Assessment



"From a horticultural point of view, space will not permit the printing of the vast list of fruits and vegetables that can be raised to perfection here without irrigation. Pears, apples, plums, prunes, cherries, peaches, etc. grow to any state of perfection maintained by the horticulturist."

— (Vashon Island Washington: the gem of Puget Sound, 1916, Collins, G.A.; Van Olinda, C.F., Hansen, T.)

agricultural policies is to expand the opportunity for value-added products and maximizing this as an economic development tool for the island. Food hubs promote a cooperative type of food system and help to increase local production by allowing growers to dedicate more time to growing crops and raising animals. The Regional Food Policy Council 2014 report identifies a need to secure permanent

locations for farmer’s markets and Policy R-10 aims to accomplish that end goal.

Other Rural Area and Natural Resource-Related Resources for Vashon-Maury Island

Below is a list of other functional plans and resources related to the provision of rural area and natural resource services on Vashon-Maury Island. These

Table 9

Policy No.	Policy	Implementing Action	Action Priority
R-5	Intertidal shellfish habitat on Vashon-Maury Island shall be protected for its key role in the marine food chain, to protect public health, and to assure long-term productivity. King County shall explore effective means to protect this fisheries resource.	N/A	Ongoing
R-6	King County and the King Conservation District will continue to promote environmentally-sensitive agricultural practices through Farm Management Plans and other tools. This includes reducing animal load impacts on groundwater and surface water resources.	N/A	Ongoing
R-7	King County should allow applications for rezones to an “Agriculture” zone on parcels down to 5 acres in size on Vashon-Maury Island when requested by property owners and where compatibility standards can be met.	<p>a. Perform a comparative analysis of “A” and “RA”-zoned parcels on the island, examining issues such as farm worker housing, stormwater regulations, permit timeframes, current use tax advantages, and different types of production and land uses. Consider amending the current use program to assist Vashon’s predominantly small acreage operations that are within “RA” zones.</p> <p>b. Examine the feasibility of creating agricultural clusters on Vashon-Maury Island to designate priority agricultural lands that are outside of an Agricultural Production District.</p>	3
R-8	Food processing operations are an integral part of creating a viable local agricultural economy and are deemed compatible with the island’s rural environment. Food processing plants of appropriate size and scale shall continue to be permitted uses or conditional uses in the “A” zones.	N/A	Ongoing

Map 5

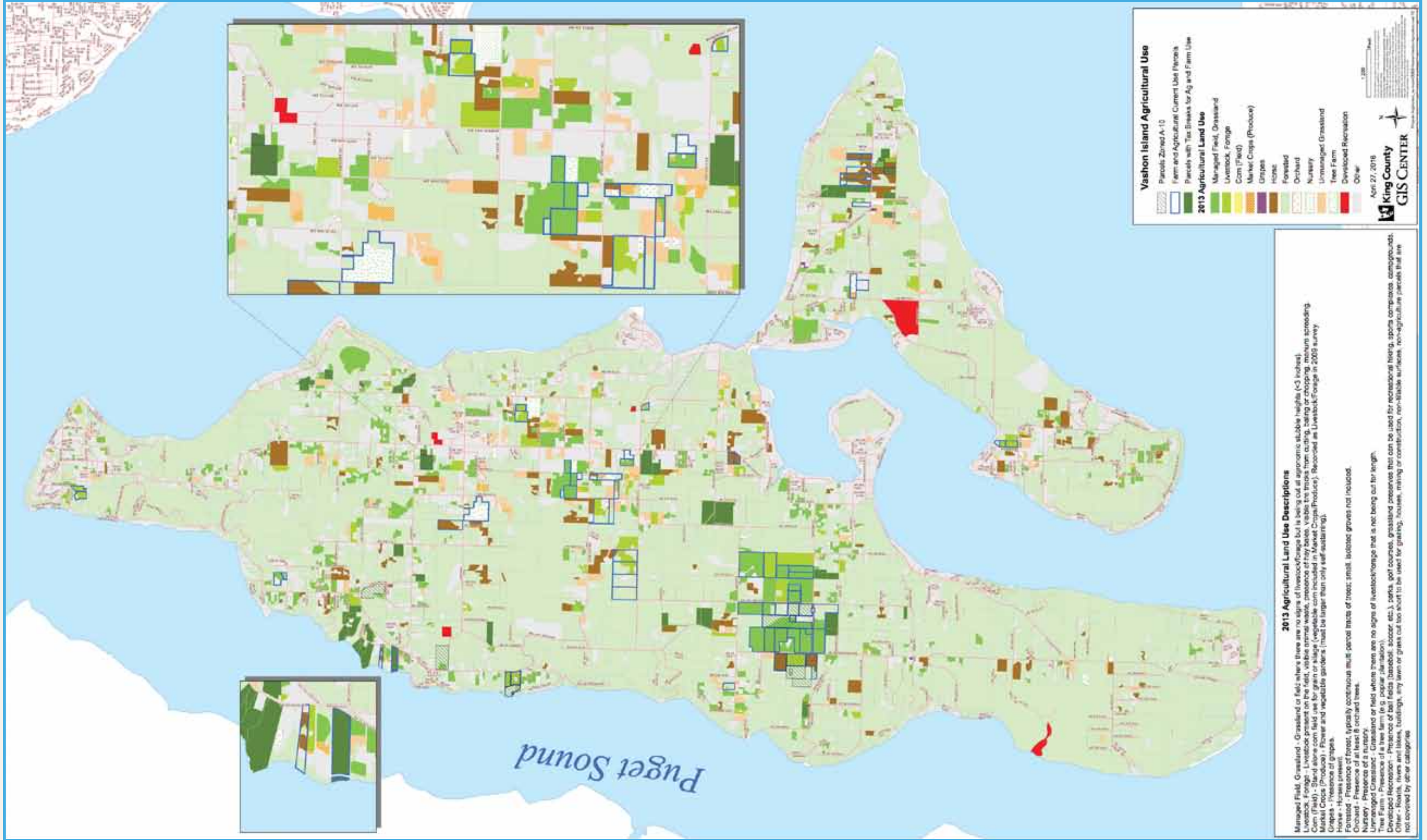


Table 10

Policy No.	Policy	Implementing Action	Action Priority
R-9	King County will support the Vashon Island Grower’s Association’s goal to create a food hub to serve and assist island growers with marketing, distribution, and other services that can leverage the capacities of small and medium size farms.	a. Depending upon results of the Vashon Island Grower’s Association feasibility study and identification of a potential location, King County staff will coordinate with the community on permitting and infrastructure needs. b. Where feasible, King County will help to identify capital and/or operations funding for the food hub.	1
R-10	King County will support the work of the Vashon Island Grower’s Association and similar island organizations to secure a more permanent location and to expand and redevelop the Vashon Farmer’s Market in a safe, compatible and accessible manner.	a. King County staff will coordinate with the community on permitting and infrastructure needs for the farmer’s market. b. Where feasible, King County will help to identify capital and/or operations funding for the farmer’s market.	1
R-11	Farmland preservation on Vashon-Maury Island requires strategies that go beyond traditional approaches to protecting agricultural lands. Parcel sizes are typically smaller and there is no Agricultural Production District. King County commits to coordinate with property owners, the Vashon Maury Island Land Trust, and other organizations to ensure productive and valuable farmland on the island remains protected.	King County’s Farmland Protection Program will work with local partners to explore opportunities for additional farmland protection on Vashon-Maury Island. Given the island’s limited groundwater supply, such a strategy should examine water rights and ensure that lands preserved for agriculture contain adequate water supply.	2
R-12	As an officially designated “Rural Area” of King County where rural economic development and agricultural enterprises are intended to locate and strongly encouraged, agritourism is an industry with expansion potential for the island. King County will work with property owners, nonprofit organizations, the Washington Department of Agriculture, and others to facilitate agritourism-related activities on Vashon-Maury Island that are consistent with its character and values.	a. Review King County Code 21A and other pertinent policies for opportunities to streamline and create positive incentives for agritourism activities. Ensure that special on-farm events are permitted uses. b. Support on-farm events that feature agricultural values and landscapes but do not detract from long-term commercial viability of agricultural businesses.	2
R-13	Recognize and encourage community gardens as an important use of open space resources, particularly in higher density residential areas, in small commercial centers, and in locations with less access to affordable food and other services.	Convene a planning committee of citizens, social service providers, the WSU Master Gardeners program, and others to explore the feasibility of and possibly launch a community garden program.	3

documents contain more detailed and technical information for how specific services are planned, funded and rendered. Copies of the documents are available at the respective agency office or web site.

- 2014 Regional Food Policy Council Report
- 2015 Local Food Initiative ▲

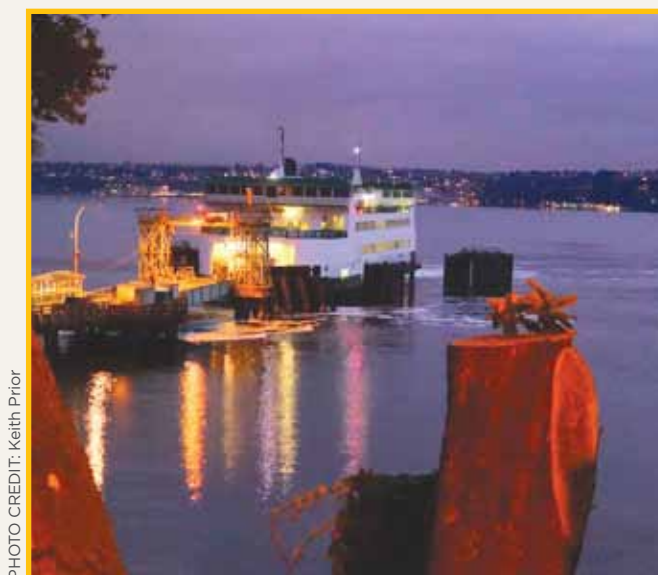


PHOTO CREDIT: Keith Prior

Tahlequah Ferry Landing

Housing and Human Services

Context, Opportunities and Challenges

“The Community Plan encourages development of Vashon Island as a rural community where a variety of people can afford to live.”

The statement above first appeared in the 1986 Vashon Community Plan and communicates a laudable and broadly-supported vision for the island. It complements and is consistent with community development and housing goals in Washington’s Growth Management Act, King County’s Strategic Plan, Comprehensive Plan and Countywide Planning Policies. This plan contains a Guiding Principle that echoes this theme: “Encourage and protect the diversity of neighborhoods and affordable housing choices for all.” The vision was also captured in comments made by one citizen during the planning process:

“We need housing stock that matches the people who want to live on island, including those who work here.”

— October 20 community forum participant

Approximately 91% of Vashon-Maury Island is zoned for residential use and almost 99% of that is intended for low density, rural lot sizes.¹ Housing and its associated uses such as electricity, vehicular access, water use, and property management have a big impact on the island’s land and residents. The policies and actions of this section are intended to guide the location, density, and physical design of different types of housing and related services. Virtually all

new housing that is attached or has multiple units is expected to locate within Vashon Rural Town while most large-lot, single-family dwellings are expected in one of the three Rural Area zones that are outside of the Rural Town.

There is broad consensus among Puget Sound housing experts that the region is experiencing a serious housing crisis. One affordable housing professional put it this way: “We all have a housing crisis. It is most visible in the homeless populations in our urban centers. But homelessness is simply a symptom of a system which is not working. And it’s a problem that the market is not going to solve. It’s a crisis that requires cooperation between government, private and nonprofit sectors.” (Paul Purcell, President, Beacon Development Group, PSRC Growth Management Policy Board meeting, 3/2/2017)

A combination of global, national, regional and local factors contributes to the affordable housing crisis. Some factors of relevance to Vashon-Maury Island include:

Regional economy. The island’s close proximity to Seattle and Tacoma and the region’s dramatic job growth over the past decade trigger more private wealth and investment in land and housing, putting upward pressure on island prices.

Rural location. Being outside of an Urban Growth Boundary presents a different set of challenges for rural communities. For example, the majority of King County housing subsidies are not expected to be available for Vashon since funding is prioritized toward projects that are within the Urban Growth Boundary and near high capacity transit lines.

¹ This figure includes all parcels with Rural Area or Residential zoning, whether or not those parcels are suitable or appropriate for building. RA-2.5, RA-5.0, RA-10, R-1, R-4, R-8 and R-12 zones = 21,559 acres (out of 23,700 acres on island).

Key Topics in this Chapter

• Rural Area Housing

• Rural Town Housing

• Affordable Housing

• Healthy and Accessible Housing

QUICK STATS

Housing units
(Vashon-Maury
Island), 2016 5,600

Housing units
(Vashon Rural
Town), 2016 412

2015 median
home value \$467,000

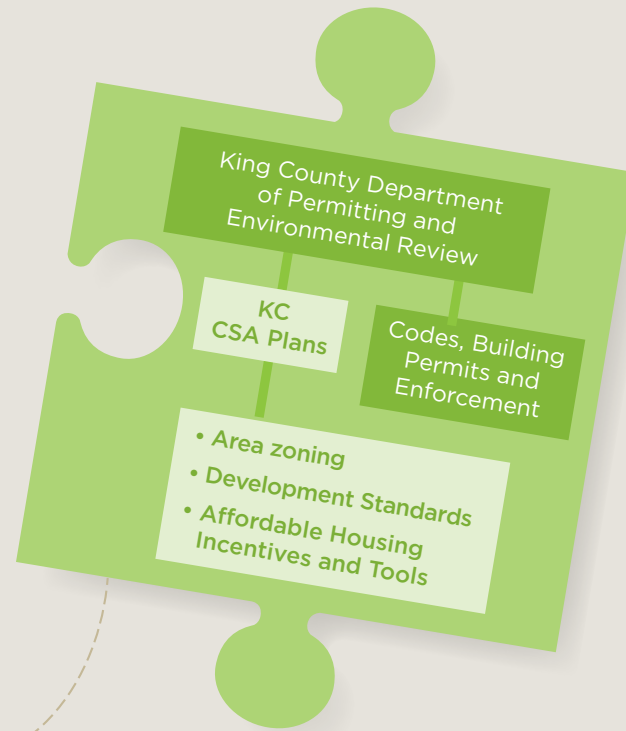
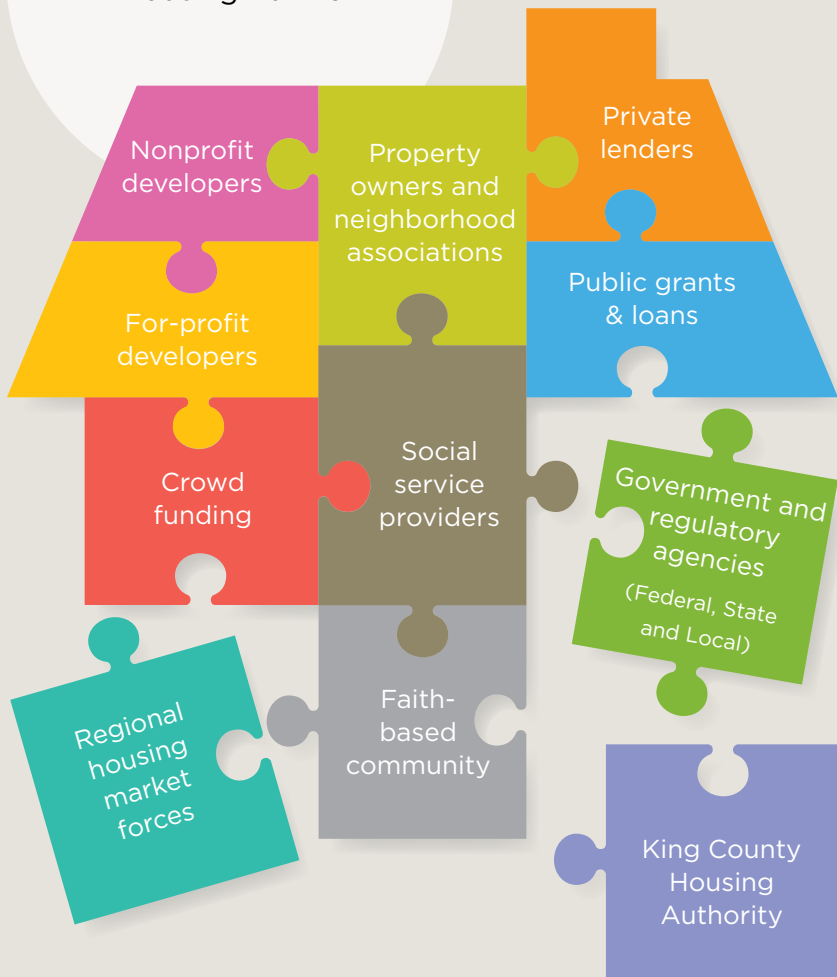
2015 median rent \$975

King County Housing
Authority Section 8
voucher units, 2016 45

King County Housing
Repair Projects,
19 units \$261,000

King County Housing
Finance Projects,
130 units \$6,435,211

FIGURE 11
Vashon's Affordable
Housing Puzzle



How does this CSA Plan relate to affordable housing?

Housing is planned, built, funded and maintained by a disparate yet connected web of private, public and quasi-public forces. Akin to a community or neighborhood, there are distinct and important roles held by each part yet none function entirely alone.

Mortgage rates, access to financing, construction material costs, land values, contract labor, and many other factors affect the price and availability of housing. This is accentuated in the arena of affordable and subsidized housing where new pieces get added to the puzzle. And it is often accentuated even further in a geographically-defined space like an island.

As with every other piece of the puzzle, the role of King County's CSA Plan is both unique and limited in terms of the influence it has on the larger affordable housing picture. The location, size and number of residential dwellings is directly linked to zoning, which is guided by a community's long-range plan and vision. In turn, the ordinances, design standards, incentives and other tools that builders and developers of affordable housing are also influenced by these plans.

In the case of Vashon-Maury Island, housing that is affordable to low income residents is expected to locate within the Rural Town where most transit, grocers, public services, infrastructure and other amenities are located.

Declining resources. Federal and State financial resources for not only housing capital but also maintenance and operations are experiencing a general downward trend. According to the Washington Housing Trust Fund, the level of their investments peaked in 2009.

Rural gentrification. Converting or removing existing, affordable housing stock from the market and building more expensive housing is not only an urban phenomenon. Vashon-Maury Island’s already limited supply of affordable housing has diminished since the mid-2000’s as a result of vacation home conversions and other forms of reinvestment that result in higher rents or mortgages.

Given the multi-scale complexities of the housing market, addressing the causes and problem of affordable housing through a community plan such as this one are limited. However, there are areas of opportunity. King County and its nonprofit and private sector partners can explore and implement innovative housing models. Other opportunities involve making homes more friendly and accessible for seniors, encouraging more accessory dwelling units, and using incentives to build green and sustainable housing. As discussed in Figure 12, King County encourages the exploration and use of these and other alternative and innovative tools to house low income and special needs individuals and families, including the homeless.

Rural Area Housing

Table 11 shows that almost 90% of the island’s housing is either detached or attached single-family. Countywide, less than 60% of the housing stock

is single-family homes. Even more striking is the contrast between the number of people who own a home on the island versus King County in general. In 2015, an estimated 4,090 (83%) of all Vashon-Maury housing units were owned and 830 units (17%) were rented. This compares to 57.4% owned units and 42.6% rented units countywide. Such a high level of homeownership, combined with Vashon’s higher owner occupancy rates, often contributes to neighborhoods with strong social bonds and community trust.

Policies H-1 and H-2 aim to protect and preserve the island’s rural, residential lands and the general character that exists today. Both policies have been in the King County Comprehensive Plan for many years and the community desires to carry them forward. Geographic concentrations of too much high-end housing or too much low-end housing can have gentrifying, over-crowding, or negative social and economic consequences. Policy H-1 aims to prevent such outcomes. Policy H-2 does not allow parcels located in the RA-10 zone to be subdivided below the minimum lot size of 7.5 acres. The purpose here is to preserve rural character and reduce the number

Table 11 – Housing Units by Type

Unit Type	Number	Percent
Single-family (detached & attached)	5,215	89.9%
2-4 units	111	1.9%
5+ units	348	5.9
Mobile homes	108	1.9%
Total	5,782	100%

Source: 2011-2015 US Census, ACS, 5-Year Estimates



“We all have a housing crisis...it’s a problem that the market is not going to solve. It’s a crisis that requires cooperation between government, private and nonprofit sectors.”

— Paul Purcell,
President, Beacon
Development Group

of groundwater withdrawals from the sole source aquifer.

Rural Town Housing

Consistent with King County Comprehensive Plan policies R-506 and R-507 and the 1996 Vashon Town Plan, this plan continues to designate Vashon Rural

Town as the priority island location for apartments, cottages and other forms of higher density residential development. (See Policy H-3.) This is done, in part, because Vashon Sewer District and King County Water District 19 serve the Rural Town along with Metro bus lines and other essential public services.

Table 12

Policy No.	Policy	Implementing Action	Action Priority
H-1	In the Rural Area (RA) zones, preserving a healthy diversity of housing types, sizes, and price levels helps to meet the diverse demographic needs of the island. While protecting the low density RA zones, King County shall encourage and support a wide variety of single-family residential dwellings.	N/A	Ongoing
H-2	A residential density of one home per 10 acres: a. Shall be maintained on areas zoned RA-10 as of 1994 to help protect community character and reduce adverse impacts on the island’s infrastructure; and b. Shall be applied to areas with a predominant lot size of 10 acres or greater and mapped as category I Critical Aquifer Recharge Areas.	N/A	Ongoing
H-3	Apartments, townhouses, cottages, and other types of higher density housing should locate in the Vashon Rural Town. Such multi-family uses should be incentivized as infill development where they are structurally compatible with the neighborhood and are hooked-up to central sewer and Class A water systems.	Assess the King County zoning and planning ordinances as well as policies of King County Water District 19 and Vashon Sewer District for innovative opportunities to simplify and streamline multi-family infill development on both vacant and underdeveloped parcels.	3
H-4	King County should ensure that established, single-family residential subdivisions in the Rural Town are allowed to retain their low density character and zoning.	N/A	Ongoing

Figure 12
Alternative and
Innovative Housing
Approaches

This plan uses the Comprehensive Plan definition of infill, which is “development or redevelopment on small properties or groups of properties within existing built-up areas.” Sometimes referred to as the “missing middle,” this is a type of housing product that is compatible in scale with existing neighborhoods and usually contains between three and eight dwellings in a single structure.

Policy H-4 is not meant to preclude or discourage single-family detached housing since all housing types are desired. Five platted, single-family subdivisions with shared access streets, homeowner associations, common areas and other shared features are in the Rural Town. The intent of Policy H-4 is to retain low-density zoning districts (R-1 and R-4) for these developments.

Affordable Housing













The first goal identified in King County’s 2015-2019 Housing Plan (used and implemented by the Department of Community and Human Services) is to “ensure that there is decent, safe, and healthy affordable housing available to income-eligible households throughout the Consortium”. Realizing and implementing this countywide goal at the local level is one role of a community plan. As noted in Figure 11 the challenge is to plug a community plan and its policies into the rest of the affordable housing puzzle pieces in a way that results in affordable housing for people to access.

What is “affordable?” King County uses figures from the U.S. Department of Housing and Urban Development to define levels of affordability. Housing that is affordable at 30% or less of a household’s monthly income is the basic threshold. In 2016, the

The Vashon-Maury Island community takes pride in its reputation as a place that accepts and fosters new and often unorthodox ideas. Its receptivity to experiment with unproven approaches was made evident during the affordable housing conversations held throughout this planning process. For example, the Vashon Co-housing condos and the Roseballen Community Land Trust, which both have clustered, small-scale affordable units, were frequently cited as types of housing developments with community support. Below are some alternatives to traditional, high-density, and affordable multi-family residential projects advocated by the community. These were presented as being consistent with island values and its small town character and housing that would be more accessible to the island’s low-income population. They paint a picture of a rural, flexible, and adaptable housing model that strives to minimize its environmental and carbon footprint.

LEGEND

-  Money-saving
-  Water-saving
-  Environmentally conscious
-  Social capital
-  Reduced construction time
-  High cost
-  Regulatory
-  Complex to execute

Alternative Housing Type / Model	Features / Benefits	Potential Barriers
Tiny Houses		
Co-Housing / Community Land Trusts		
Microhousing		
Apodments		
Rehabilitation of nonresidential structures		
Off-grid construction (composting toilets, rainharvesting, solar, etc.)		

Area Median Income (AMI) for one person in King County was \$63,300. This is considered 100% of AMI and translates to no more than \$1,580 per month should be spent on housing. In general, individuals and families who qualify for subsidized housing can earn 80% of AMI or below (which, in this example, would be \$50,640 for one person in 2016). As the median income of a person or household decreases and housing prices increase, housing affordability becomes more and more of a challenge.

As shown in Table 13, in 2013 there were approximately 5,140 households on Vashon-Maury Island. Of these, 590 households (11.5%) had incomes at or below 30% of Area Median Income. Of these 590 households, 320 paid more than half of their income for housing.

Why does it matter? Ensuring that Vashon-Maury Island has housing stock that is safe and affordable for its residents is important for many reasons. Below are three reasons identified during this plan:

- helps the island’s labor force (which is a business interest as well);

- reduces the number of workers who travel off-island (which has both environmental and social benefits); and
- creates opportunity for both independence and social cohesion.

What can be done? To date, much of the island’s affordable housing stock has been developed and managed by nonprofit housing organizations. Given the high level of community connection and effective social service providers on the island, the low income, disabled and homeless are also assisted through the public, nonprofit and faith-based network. Private developers, family members and island businesses also play a valuable role. King County’s role as a local government is primarily oriented to financing new and rehabilitated housing and administering and enforcing land use and zoning codes.

The Vashon-Maury Community Advisory Group focused on alternatives related to land use and zoning that would have the highest degree of community acceptance combined with potential impact. Options explored included rezoning specific parcels for multi-family residential, expanding the Rural Town boundary to add parcels with limited or no wetlands, upzoning parcels that were previously designated as having potential R-12 zoning, and inclusionary zoning tools to mandate private development include affordable housing in future developments. In the end, each of these alternatives was discarded and policies H-5 and H-6 are the recommended course of action.

Consistent with the environmental and sustainability priorities of islanders, new multi-family residential

Table 13 – Household Income Distribution

Income Distribution Overview	Owner	Renter	Total
Household Income <= 30% HAMFI	290	300	590
Household Income >30% to <=50% HAMFI	245	165	410
Household Income >50% to <=80% HAMFI	425	330	755
Household Income >80% to <=100% HAMFI	550	80	630
Household Income >100% HAMFI	2,625	130	2,755
Total	4,135	1,005	5,140

Source: 2009-2013 US Census, ACS, 5-Year Estimates

housing that is affordable is expected to be built to a higher environmental standard than other housing. While this higher environmental standard is desired of

all new construction on the island long-term, it is only the affordable housing projects that use the bonus density incentive required to comply.

Table 14

Policy No.	Policy	Implementing Action	Action Priority
H-5	<p>Increasing the inventory of housing that is affordable to very-low, low, and moderate-income populations on the island is a high community need and priority. One barrier to constructing affordable housing is the lack of land suitable and zoned for high density residential. King County should support increasing incentives to allow for higher density residential in the Rural Town, if it meets the following criteria:</p> <ul style="list-style-type: none"> • is within a sewer and water service areas; • provides a mix of housing that is affordable to families with incomes of 80% AMI or below, and 60% AMI or below; • complies with KCC 20.22.150; • ensures that new ownership units remain affordable for at least 50 years and new rental units remain affordable for at least 30 years. 	<p>Expand the Residential Density Incentives for affordable housing currently listed in KCC 21A.34 for the Rural Town.</p>	1
H-6	<p>To help increase the island’s inventory of affordable housing, accessory dwelling units should continue to be permitted on single family residential lots per KCC 21A.08.030 and should be allowed as either attached or detached units whenever minimum setbacks, water and wastewater standards can be met. King County should consider new options to streamline and simplify the ADU permitting process.</p>	<ol style="list-style-type: none"> a. Research and draft amendments to the ADU section of the King County Code and DPER policy on the following topics; b. Allow an applicant to request a waiver from the off-street parking requirement; c. Allow park model homes as ADUs; d. Create a suite of registered ADU plans for attached and detached ADUs to expedite the building permit process and reduce plan check fees; and e. Allow detached ADUs on lots sizes <5k sq. ft if minimum building setbacks and maximum impervious surface area standards are met. 	



With limited senior housing developments and assisted living options on the island, helping seniors to “age in place” and adapt to their existing accommodations is especially important.

ADUs can help expand housing affordability options, especially on the island where transit oriented development, homelessness counts, and other criteria for housing subsidies often cannot be met.

Healthy and Accessible Housing

The median age of Vashon-Maury Island (50.2) is much higher than King County (37.1) and Washington

State (37.3). This creates an increasing need for housing that is accessible to seniors, as well as people of all ages and physical abilities. With limited senior housing developments and assisted living options on the island, helping seniors remain in and adapt to their existing accommodations is especially important (e.g. “aging in place”). Figure H-2 shows that the island’s housing stock is aging and emphasis will need to be placed by both public and private sectors on ensuring this housing is maintained and remains a viable part of the inventory.

Table 15 – Year Structure Built

Unit Type	Number	Percent
Built 2014 or later	0	0.0%
Built 2010 to 2013	10	0.2%
Built 2000 to 2009	503	8.7%
Built 1990 to 1999	1,018	17.6%
Built 1980 to 1989	712	12.3%
Built 1970 to 1979	861	14.8%
Built 1960 to 1969	695	12.0%
Built 1950 to 1959	345	6.0%
Built 1940 to 1949	390	6.7%
Built 1939 or earlier	1,264	21.8%

Source: 2011-2015 US Census, ACS, 5-Year Estimates

Other Housing-Related Resources for Vashon-Maury Island

Below is a list of other functional plans and resources related to the provision of housing services on Vashon-Maury Island. These documents contain more detailed and technical information for how specific services are planned, funded and rendered. Copies of the documents are available at the respective agency office or web site.

- King County Consortium Consolidated Housing and Community Development Plan 2015-2019
- All Home Strategic Plan to End Homelessness
- Area Plan – Area Agency on Aging, 2016-2019 ▲

Table 16

Policy No.	Policy	Implementing Action	Action Priority
H-7	King County should work with property owners, housing developers, property managers, and architects to support healthy home environments, including universal design features and similar accommodations in existing and new dwelling units.	Research universal design educational tools and partnerships and examine potential code or policy incentives to improve the accessibility of owner-occupied and rental dwellings (e.g. residential designer/contractor workshops, expedite building permits that contain universal design features, etc.).	2

Environment

Context, Opportunities and Challenges

There is a pristine, almost unchanging beauty that permeates Vashon-Maury Island and impresses visitors and long-time residents alike. Stewardship, protection, and preservation of the island’s environment is and always has been a central theme in island community plans and the King County Comprehensive Plan. Many of the environment-related goals and policies stem from Washington’s Growth Management Act and State Environmental Policy Act and are localized in and implemented through community plans such as this one. A guiding principle of this plan is to “preserve and protect native habitats, groundwater, shorelines, open space and sensitive areas for present and future generations.”

King County’s comprehensive plan contains a list of policies and programs intended to protect, restore, and enhance watersheds, natural habitats, wildlife corridors and open space areas. Additional protections also have been incorporated directly into King County’s Zoning Ordinance, most notably its Critical Areas section in King County Code Title 21A.24. Together, these and other state and federal regulations provide a strong framework for natural resource protection in King County. For consistency and clarity, natural resource protection policies should be implemented and applied uniformly throughout the county. Therefore, it is unnecessary to duplicate the county’s extensive body of natural resource protection policies within a community plan. Instead, this chapter focuses on those aspects of the environment that are most sensitive and timely for Vashon-Maury Island to address over the next ten to twenty years. Priority topics were derived primarily from the plan’s Community Advisory Group. A

complete list of natural resource policies can be found in the Environment and Natural Resource Lands chapters of the King County Comprehensive Plan.

Opportunities to protect and preserve the island’s natural environment in the coming years are expected to continue using many of the same vehicles that exist today. These include popular activities like volunteering at island nonprofit organizations, attending environmental education forums,



PHOTO CREDIT: Jeanne Reynen

Key Topics in this Chapter

- Critical Areas
- Groundwater and Surface Water Resources
- Climate Change
- Hazardous Area Planning

QUICK STATS

Miles of island shoreline	58+
Number of stream basins	70+
FEMA-declared disasters on island (1980-2015)	14
Buildings in Puget Sound 100-year Floodplain (2011)	699
Number of water basins closed to new water rights by Dept. of Ecology	4 ¹

¹Christiansen Creek, Fisher Creek, Judd Creek and Shinglemill Creek

participating in King County's Public Benefit Rating System program and enforcing clean water and critical area regulations. As evidenced in the policies below, the top environmental challenges expected over the next twenty years revolve around climate change and its potential impacts on the island's sole source aquifer and sea level rise effects on shoreline properties.

Critical Areas

Washington's Growth Management Act requires cities and counties to designate, where appropriate, critical areas within their jurisdictions. Consistent with policy E-112a of the King County Comprehensive Plan, this plan recognizes critical areas and the unique and important role they play in the island's various

habitats. King County Code Title 21A defines critical areas as aquatic, critical aquifer recharge, landslide hazard, seismic hazard, wetlands, wildlife areas and more. Regulations are established for these areas which are fragile or potentially threatened by development and are enforced typically at the time of application for a building permit or subdivision by the Department of Permitting and Environmental Review.

Groundwater and Surface Water

Vashon-Maury Island has a strong track record of vigorous groundwater and surface water protection. Such protection has come from an array of individual, community, and government efforts, especially since passage of the Clean Water Act in 1972. Studies and regulatory decisions of note include:

- the Vashon-Maury Island Water Resources Study by J.R. Carr and Associates (1983);
- the 1994 decision by the US Environmental Protection Agency to designate the entire island as a Sole Source Aquifer;
- the Vashon-Maury Island Ground Water Management Plan (1998);
- the Vashon-Maury Island Watershed Plan (2005);
- the Vashon-Maury Island Hydrologic Modeling Report (2009);
- various decisions made by the Washington Department of Ecology, including closure of four water basins on the island to any new water shares.

A useful and significant outcome of the 1983 Water Resources Study was the mapping of aquifer recharge areas, of critical importance to the island's drinking water supplies. In 1997, King County

KVI Beach, Vashon Island



PHOTO CREDIT: Michael Elenko

adopted Ordinance 12823, which created a Special District Overlay for groundwater protection. This regulation (used countywide) applies to hundreds of parcels across the island and is used to limit land uses that have the potential to severely contaminate groundwater supplies in and around these aquifer recharge zones. An evaluation of this overlay to

ensure its continued relevance and effectiveness is identified in Policy E-3.

The island comprises one of King County's five Groundwater Management Areas and, since 2001, has had a Groundwater Protection Committee, organized and staffed through King County's

Table 17

Policy No.	Policy	Implementing Action	Action Priority
E-1	This plan strongly supports the continued protection of critical areas on Vashon-Maury Island and enforcement of all federal, state, and local regulations intended to protect or mitigate damage to or by these areas.	N/A	Ongoing
E-2	The quantity and quality of Vashon-Maury Islands' groundwater supply should be monitored, along with building permit and subdivision data, to determine if planned densities can be achieved. If new information indicates the groundwater supply is endangered, the County shall take immediate steps to ensure new development does not impair the groundwater supply, especially in areas highly susceptible to contamination or near public water supplies.	N/A	Ongoing
E-3	To protect domestic water resource, areas deemed highly susceptible to groundwater contamination and watersheds should be maintained in residential or similarly non-intensive uses at low densities.	Assess the effectiveness of Special District Overlay 140 by examining parcels that have been developed under this provision and determine if any modifications and/or enforcement changes are needed.	Ongoing
E-4	King County, with Vashon-Maury Island Groundwater Protection Committee support, should continue monitoring groundwater and surface water on Vashon-Maury Island.	King County should continue to expand, if feasible, the monitoring of surface water and groundwater quality. King County shall continue reporting the results of this monitoring to VMIGPC.	1

Department of Natural Resources and Parks. In addition to public education, the committee works to implement the island's Groundwater Management and Watershed Plans. In 2010, the committee created a list of 12 indicators for sustainable water quality, water quantity and healthy ecosystem and prepared a groundwater report card and public education mailer titled "Liquid Assets." The mission and work of the Groundwater Protection Committee has enjoyed broad support and they are recognized as an important partner in the implementation of many of this plan's environmental policies and actions.

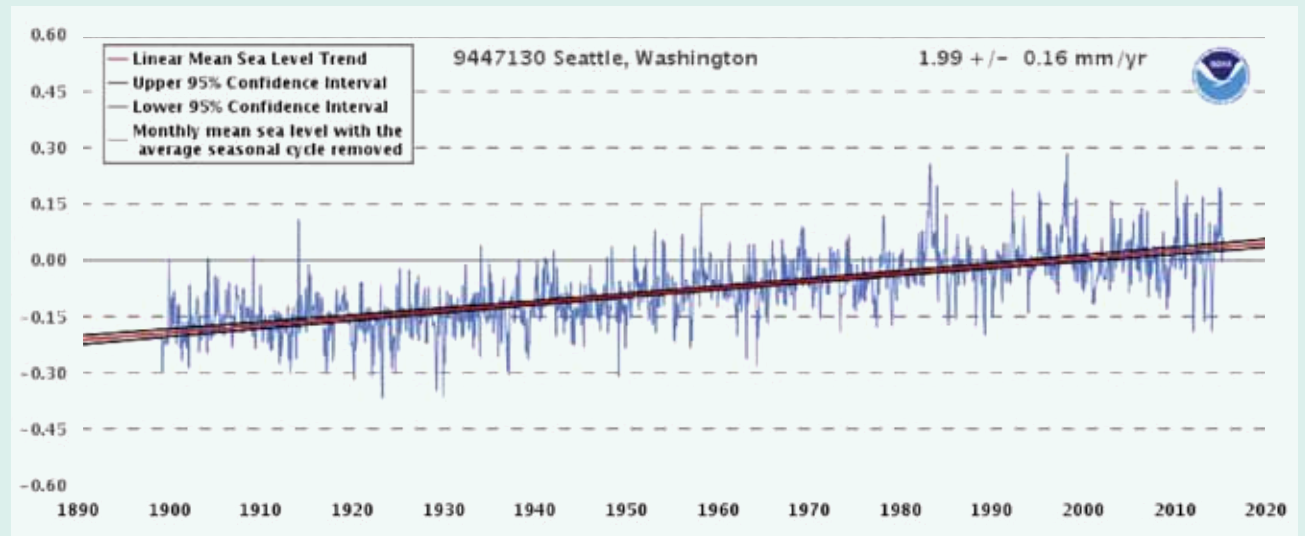
Both the Groundwater Protection Committee and prior plans called for land uses and development densities to be planned so that demands on the island's groundwater resources do not exceed its capacity to provide adequate supplies without deterioration of quality. To achieve this, ongoing research and monitoring as recommended by the Groundwater Protection Committee needs to be conducted.

Individual wells and Group B public water systems (serving less than 15 connections and fewer than 25



PHOTO CREDIT: Susie Fitzhugh

Figure 13
Sea Level
Rise Impacts



Seattle tide gage monthly mean sea level, 1899-2015

Sea level rise projections vary widely. The National Oceanographic and Atmospheric Administration (NOAA) has, however, collected data in Seattle for decades and it does confirm that sea level rise is a broadly accepted impact of climate change. Tide heights at NOAA's Seattle tide gage show an 8-inch rise in the past century.

Until further analysis is done, it is unknown what sea level rise impacts for Vashon-Maury Island residents and land owners will be. Beyond requiring a three-foot elevation above the 100-year flood level for new construction and major remodels, King County does not currently have a comprehensive strategy for reducing future flood risks to Puget Sound shoreline homes

and businesses under its jurisdiction in the unincorporated area of Vashon-Maury Island.

In 2017/18, the Water and Land Resources Division is preparing a countywide, comprehensive sea level rise strategy that will address, among other topics, adaptation approaches for the Puget Sound shoreline and risks to King County infrastructure. Addressing sea level rise via permitting requirements and risk reduction activities can minimize the impacts and risks to public safety while maintaining property rights and environmental quality. Incorporated into this strategy is a robust public outreach effort and education about

types of sea level rise impacts and options for risk reduction.

In 2011, King County mapped the 100-year floodplain for the marine shorelines throughout the county. Along with mapping the 100 year floodplain, they also undertook a sea level rise analysis for Vashon-Maury Island that increased water surface elevation by two feet to evaluate how the total water level would change in response that increase. Depending on shoreline orientation and bathymetry/topography, they found the total water level increased by 0.5 to 5.5 feet higher than the mapped 100 year floodplain.

people per day) are not required to monitor water quality or quantity. Policy E-4 is one approach to help ensure all sources of water are eventually monitored and for users to be self-aware of their usage and potential impacts to the island's water supply.

Climate Change

Climate change is one of this generation's most complex and vexing challenges. The King County Executive and County Council have identified climate change as a top priority for action, as have 13 partner cities in the King County-Cities Climate Collaboration (K4C). King County's 2015 Strategic Climate Action Plan (SCAP) is a five-year blueprint for County action to confront and prepare for the local impacts of climate change. The SCAP looks at climate change through a predominantly regional lens, focusing on

Participating in hands-on learning about the island's diverse habitats and species is a valued part of the Vashon-Maury Island experience for many residents and visitors.



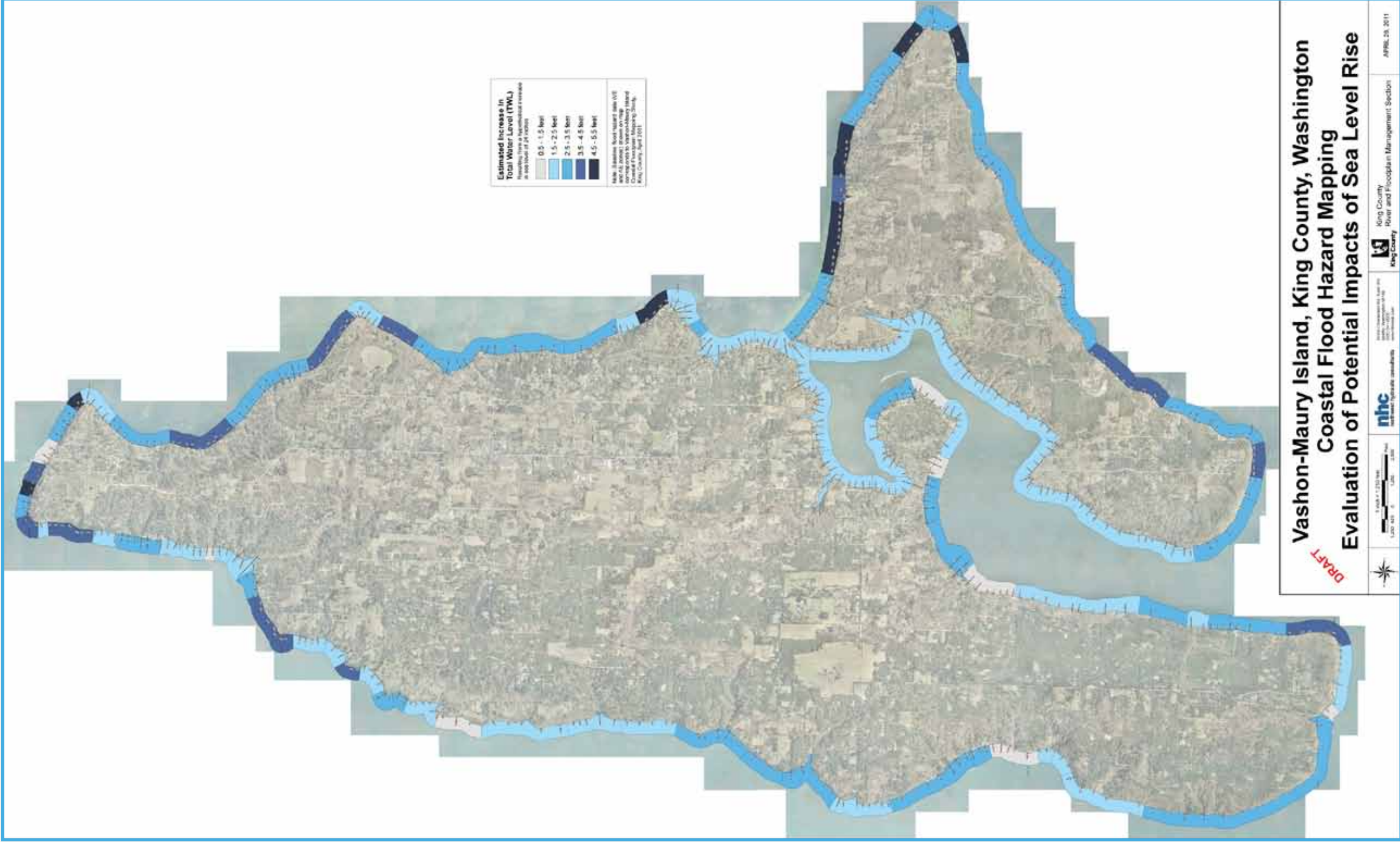
PHOTO CREDIT: Susie Fitzhugh

greenhouse gas emission reduction, energy-saving, waste-reduction tools, and preparing for climate change impacts to county-owned and managed facilities. However, there are policy implications for community scale plans, particularly for Vashon-Maury Island as the county's largest island with more than 50 miles of Puget Sound shoreline.

As an island community, the issue of sea level rise is of particular interest and concern to residents. A community-specific assessment of sea level rise impacts and appropriate adaptation strategies will require detailed study. Over time, sea level rise resulting from climate change is expected to lead to increased erosion, loss of wetlands, more frequent flooding and the permanent or periodic inundation of low-lying coastal areas. There are also anticipated economic and critical infrastructure risks across the island. For example, a 2011 King County study found that there are 699 buildings and three road segments on Vashon-Maury Island within the current 100-year floodplain of Puget Sound. Figure 13 highlights a 2017/18 sea level rise study being completed by King County's Water and Land Resources Division that is expected to provide islanders with more accurate and useful information.

There are potential climate change impacts to the island beyond that of sea level rise:

- Conclusions from the Vashon Maury Island Hydrologic Modeling Report (2009) recommended additional study of climate change models to better understand the impacts of climate change on island groundwater supplies.
- Extreme weather events where more intense, more frequent, and longer-lasting periods of precipitation and greater wind speeds occur in tandem with



extreme high tides resulting in severe flooding may also be of concern. As demonstrated by wide-scale power outages that occurred on the island in January 2017, the temporary but potentially significant impacts of extreme storm events may occur well before sea level rise itself is noticeable.

- Among other transportation infrastructure needs, King County's Road Services Division has examined the 100-year old Dockton Road seawall and explored various options for this section of public road as it relates to sea level rise and storm surges. Meeting existing road infrastructure needs on Dockton Road alone is estimated to cost almost \$40 million.

King Conservation District's Conservation Corps planting the habitat wetland buffer around Matsuda Farm irrigation pond



PHOTO CREDIT: King Conservation District

Using results from the Water and Land Resources Division sea level rise study, Policy E-5 targets a number of island-specific actions for climate change adaptation and mitigation. These actions are a high community priority and implementation will be coordinated between the Department of Permitting and Environmental Review and the Department of Natural Resources and Parks-WLRD.

Hazardous Area Planning and Mitigation

King County's Regional Hazard Mitigation Plan addresses services of the Vashon Island Fire and Rescue (Fire Protection District 13) as they pertain to disaster response and hazard mitigation planning. The District has adopted, and King County Office of Emergency Management has approved, a Vashon Emergency Management Plan that outlines protocol for responding to emergency situations. Such situations are not uncommon on the island. Since 1980, the Federal Emergency Management Agency (FEMA) has declared 14 disasters, 12 of which have been severe winter storm events. Major regional Cascadia earthquakes happen regularly (roughly every 750 years) and, along with smaller but closer and more frequent earthquakes, pose the island's most serious hazard. Residents can take practical steps to reduce consequences for most hazards though building remediation (to current building codes), making a family communication plan and storing emergencies supplies.

VashonBePrepared, the FEMA designated local Citizen Corp Council, is a volunteer-based, nonprofit coalition of disaster preparedness organizations. VashonBePrepared organizations serve Vashon Island

Fire and Rescue in a supporting role by recruiting, training, and educating island residents.

Landslide hazard areas are recognized by the Washington State Growth Management Act and King County as environmentally critical areas. In the 1986 Vashon Community Plan, these and related natural features of concern were referred to as development limitation or sensitive areas. King County Code Title 21A requires that such areas undergo more scrutiny during development and other land use changes on a property. In 2016, King County completed a multi-year update to its landslide hazard mapping tool. Vashon-Maury Island has experienced a large number of landslides, some of which affect

DEFINITION OF A RESILIENT KING COUNTY

“A resilient King County has the capacity to maintain the services and livelihoods that its residents rely on after a catastrophic hazard event. In the event that these services and livelihoods are disrupted, recovery within King County occurs in a systematic, defensible, and transparent manner that balances speed and opportunity.”

— (Resilient King County White Paper, Jan. 2014)

Table 18

Policy No.	Policy	Implementing Action	Action Priority
E-5	Vashon-Maury Island comprises almost 50% of King County’s total shoreline miles. As such, it has a high exposure to potential impacts of sea level rise related to climate change. King County should develop a suite of climate change adaptation and mitigation strategies for the island to better prepare not only waterfront properties and infrastructure but other sensitive and vulnerable upland properties for expected climate change impacts. King County supports the development of public education, targeted communications, and regulatory tools to help achieve this objective.	<ol style="list-style-type: none"> 1. King County will coordinate with island property owners, hazard mitigation specialists, engineers, and other key stakeholders to develop policy and public education tools targeted for use on Vashon-Maury Island, considering such topics as: <ol style="list-style-type: none"> a. Creating disincentives for new construction that is located in projected sea-level rise zones; b. Determine if some flood district and flood hazard reduction tools for riverine areas can or should be applied in marine zones c. Other Vashon-specific items derived from the sea level rise strategy being developed by DNRP/WLRD staff. 2. King County will pursue a permanent funding source for routine monitoring of marine shoreline changes. Data collected from said monitoring will be used to support future climate change mitigation and adaptation interventions. 	1

neighborhood-sized areas. Potential landslide hazards are reviewed for all building and land-use permit applications, and a number are monitored by the King County Department of Transportation, Road Services Division.

Other Environment-Related Resources for Vashon-Maury Island

Below is a list of other functional plans and resources related to the provision of environmental services on

Vashon-Maury Island. These documents contain more detailed and technical information for how specific services are planned, funded and rendered. Copies of the documents are available at the respective agency office or web site.

- King County Strategic Climate Action Plan (2015)
- King County Shoreline Protection and Restoration Plan (2010)
- King County Shoreline Public Access Plan (2010)
- Vashon-Maury Island Watershed Plan (2005) ▲



PHOTO CREDIT: Susie Fitzhugh

Parks, Open Space & Cultural Resources

Context, Opportunities and Challenges

Accessible, safe, and appealing public spaces are core attributes of any healthy, thriving community. Sometimes these spaces are passive and nature-based while others are active and user-based. Vashon-Maury Island has an abundance of open space, artistic talent, diversity of heritage, and passionate residents who are committed to creating and improving their public spaces. This section builds on the island's many past accomplishments in parks and open space preservation and on its reputation as a dynamic arts and historically-significant community. It examines these attributes, the synergies between them, and identifies several new, high priority actions related to improved shoreline access, an expanded off-street trail network, and developing a Master Arts Plan for the island. Three guiding principles underpin the policies in this section:

- Preserve and protect native habitats, groundwater, shorelines, open space and sensitive areas for present and future generations
- Preserve historic, archeological and cultural resources
- Promote an environment where all people can be physically active, eat nutritious food and live in safe and healthy places

The physical and environmental benefits of the island's parks, open space, arts and history are visible and unmistakable. But it is often the intangible benefits of these community assets that have the most enduring impacts. These include stewardship, beauty, contributing to a sense of safety and neighborliness, creating a welcoming atmosphere, and more. Such benefits may be less visible or measurable than traditional indicators, but their

impact on the social and emotional well-being of all people is important to recognize when considering these particular plan elements.

Opportunities to strengthen and improve the island's parks, open space and other cultural resources over the next 20 years will require strong public-private partnerships and will rely on the continued philanthropy and volunteerism of islanders and local organizations. Projects such as the Vashon Center for the Arts building and the Mukai House preservation demonstrate the deep commitment islanders have to local culture. Strong, functional inter-agency and inter-governmental agreements are also a key ingredient to capitalize on future opportunities. Many of those relationships are already established, such as between King County and Vashon Park District, Washington Department of Natural Resources, and Vashon-Maury Island Land Trust. But others may need to be created, especially in the area of community arts.

PHOTO CREDIT: Jessica Harper



Key Topics in this Chapter

- Natural Areas, Forests & Parks
- Shoreline Open Space
- Off-street Trail Network
- Community Art
- Recreation and Health
- Historic Preservation



Strengthening the island's parks, open space and other cultural resources over the next 20 years will require strong public-private partnerships and will rely on the continued philanthropy and volunteerism of islanders and local organizations.

Parks and Open Space

In 2013, King County voters approved the 2014-2019 Parks, Trails and Open Space Replacement Levy, a \$414 million property tax levy lid-lift to fund the maintenance and development of local and regional parks, trails, and natural areas. The Conservation Futures Tax Levy is another principal revenue source used for passive-use recreation purchases. Levies are important for unincorporated areas like Vashon-Maury Island since the King County general fund no longer supports parks and recreation activities and the levy provides approximately 70% of the parks operating budget. It's expected that these revenue streams will continue to play a central role for King County's parks, recreation, and open space system throughout the course of this plan.

A combination of private, county, quasi-public, and nonprofit agencies own, maintain and administer the park and open space network on Vashon and Maury Islands. Map 7 shows the geographic distribution of public land ownership across the island. Policy OS-122 of the 2016 King County Park and Open Space Plan establishes five land classifications within the County's park system: Recreation, Natural Areas, Working Forest Land, Multi-use, and Regional Trail. Table 19 shows that King County owns and manages 1,660 acres of open space land, more than 50% of which is classified as Natural Area. There are three Working Forests (Dockton Forest, Island Center Forest and Frog Holler Forest), one Multi-use site (Maury Island Marine Park), and Dockton Park is the only Recreation site. There is currently no Regional Trail designated on Vashon-Maury Island.

The Parks and Open Space policies and actions have been categorized into three sub-topics: Natural Areas

and Parks, Shoreline Open Space, and Off-street Trails.

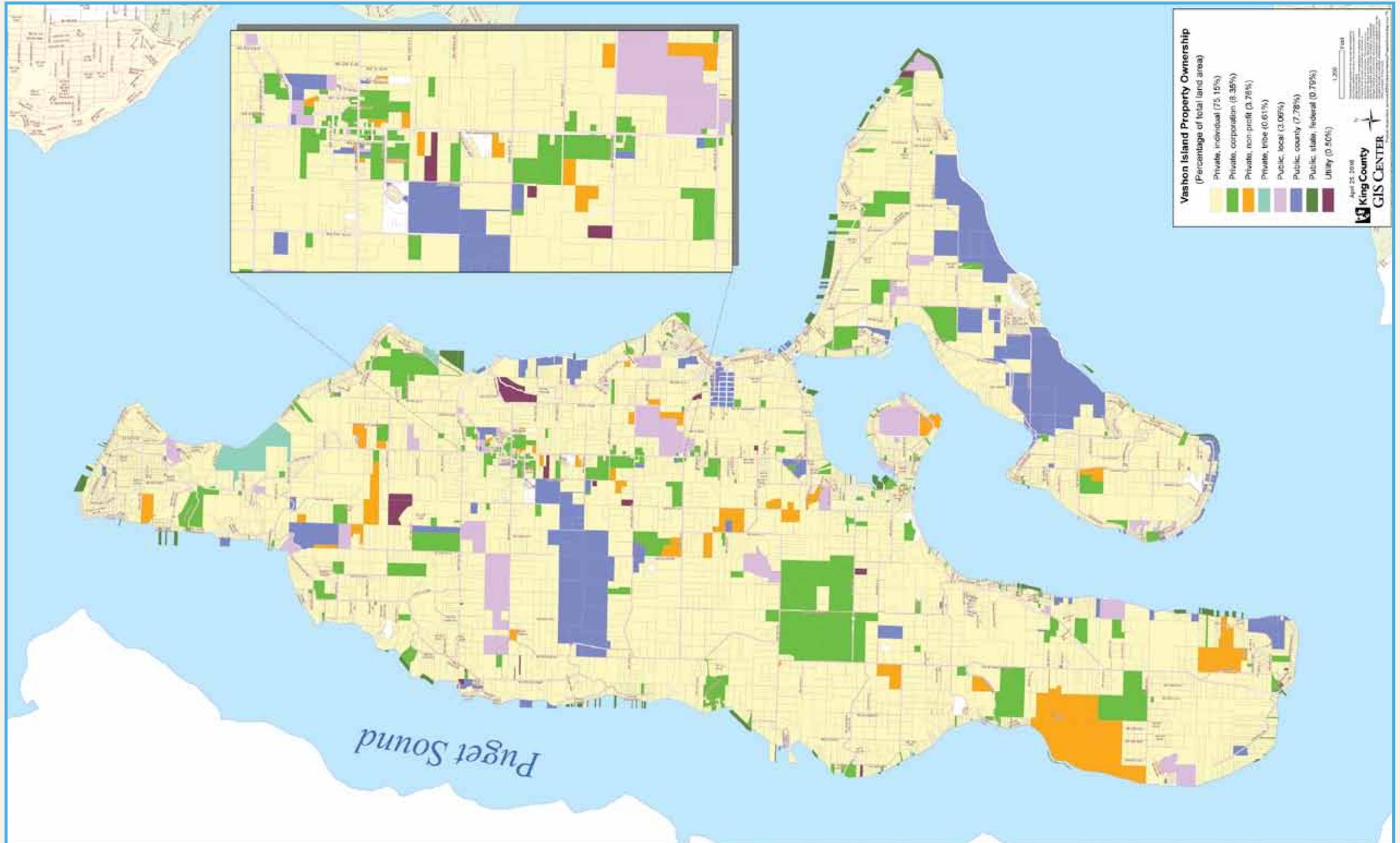
Natural Areas, Forests and Parks

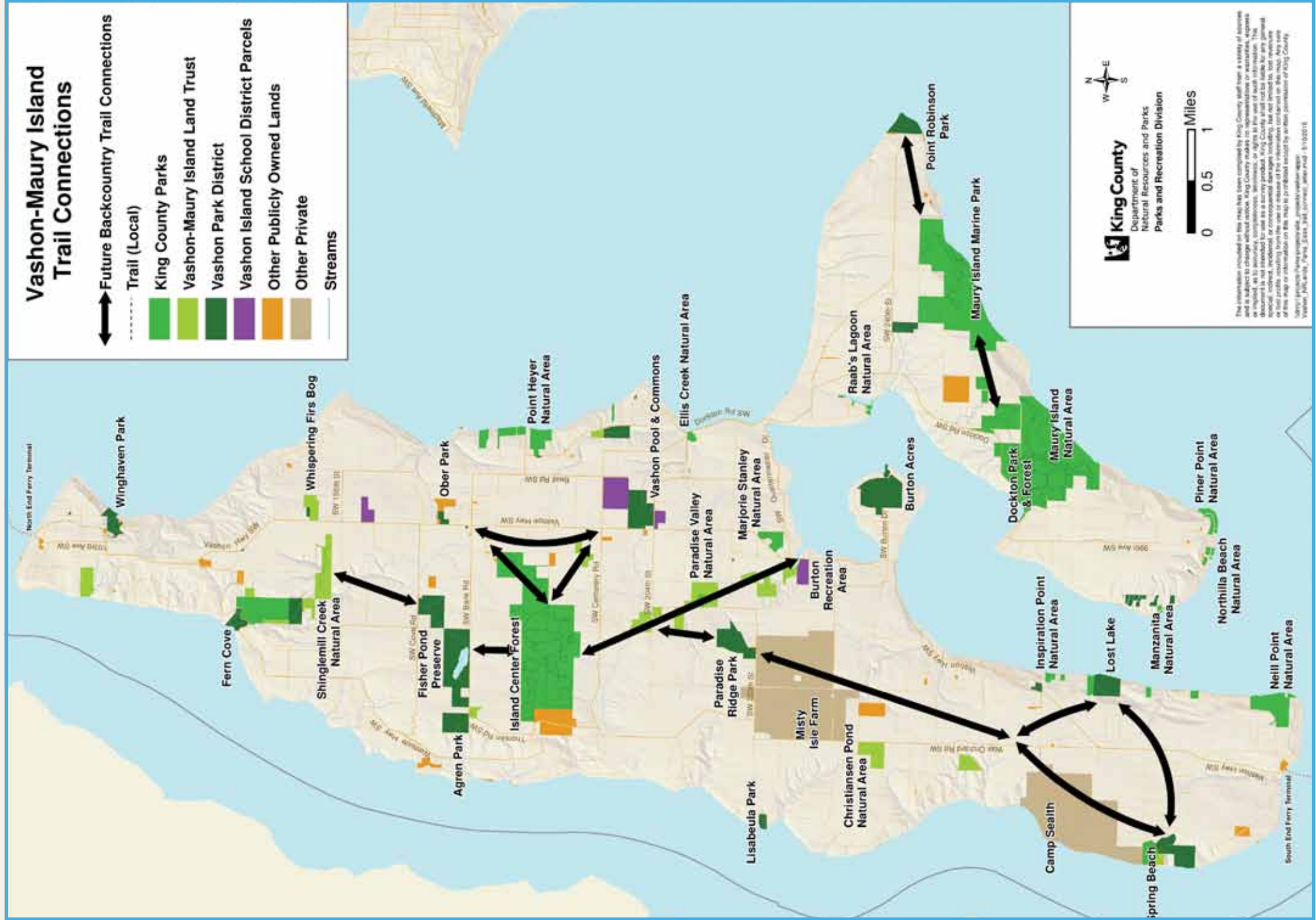
Natural Areas are managed for their ecological value and support wetlands, riparian areas, small lakes and ponds and other vulnerable or rare habitats. The County supports public use of these areas so long as the use does not degrade a site's natural system. The 2004 Programmatic Plan for Management of King County-owned Ecological Lands sets clear goals for all King County Natural Areas, which guides Policy P-1 and all future Natural Area acquisitions on Vashon-Maury Island:

- conserve and enhance the site's ecological value
- facilitate appropriate passive recreational use that does not harm natural resources
- engage the public in planning, development and stewardship activities
- employ adaptive management methods

Many of the open space acquisition goals in the 1986 Vashon Community Plan have been accomplished. Judd Creek, Nettle/Shinglemill Creek/Fern Cove, Banks Road Marsh and Whispering Firs Bog were identified in the 1986 plan and these areas are now protected in perpetuity. But several other priority, high-functioning fish and wildlife habitat sites around the island have yet to be protected. Since 1989, the Vashon Maury Island Land Trust, a local nonprofit land stewardship and conservation organization, has helped to acquire and preserve approximately 2,000 acres of high quality lands. King County partners with the Land Trust on numerous initiatives and they are identified as a lead or supporting agency to implement several open space policies of this

Map 7





plan, especially related to Natural Area and Working Forest acquisition.

Working forests are managed to sustain and enhance environmental benefits, demonstrate progressive forest management and research, and provide revenue for a self-supported management program. The 2003 Programmatic Plan for King County-owned Working Forest Properties sets guidelines that establish goals for timber production, restoration of natural resources and public recreation and education.

In 2004 and 2005, 200 acres of Washington State Department of Natural Resources forest lands were transferred to King County to become Island Center Forest. Additional state forest lands were transferred that are now part of the Marjorie Stanley Natural Area and Dockton Forest. In 2016 King County acquired the sixty-acre Frog Holler Forest as part of a long term effort to conserve and protect over 500 acres of forest on the south end of Vashon Island. King County and the Land Trust will continue to pursue forest conservation through fee and easement acquisition.

Most of the island's Recreation sites are owned and managed by the Vashon Park District, a Junior Taxing District providing active and passive recreational opportunities to island residents. They are the largest owner and operator of improved public parks and facilities on the island. They own almost 50 parcels of land and manage 18 island parks totaling approximately 530 acres. Many of the District's assets were transferred to them from King County in the 1990s and early 2000s but there continues to be some fragmentation of ownership of public open space across the island and land utilization is

Table 19 – King County Park, Open Space & Natural Area Sites¹

Site Name	Open Space Classification	Size (approx.) (acres)
Camp Sealth Creek Natural Area	Natural Area	101 ²
Dockton Park	Recreation	21
Dockton Forest	Working forest	125
Dockton Natural Area	Natural Area	44
Ellis Creek Natural Area	Natural Area	3
Forest Glen Natural Area	Natural Area	4
Frog Holler Forest	Working forest	60
Inspiration Point Natural Area	Natural Area	6
Island Center Forest & Natural Area	Working forest & nature preserve	439
Lost Lake Natural Area		11
Marjorie R. Stanley Natural Area	Natural Area	18
Maury Island Marine Park	Multi-use	320
Maury Island Natural Area	Natural Area	276
Neill Point Natural Area	Natural Area	53
Paradise Valley Natural Area	Natural Area	5
Piner Point Natural Area	Natural Area	14
Point Heyer Natural Area	Natural Area	50
Raab's Lagoon Natural Area	Natural Area	17
Shinglemill Creek Preserve	Natural Area	69
Spring Beach Natural Area	Natural Area	24
Total		1,660

¹Source: King County Open Space Plan 2016 Update. This list can be expected to change with new acquisitions, easements and/or transfers.

²Easement

not always aligned to the strength or mission of each entity. Policy P-2 encourages collaboration amongst King County, the Vashon Maury Island Land Trust, and the Vashon Park District on projects where there is a mutual interest and benefit to the public.

Shoreline Open Space

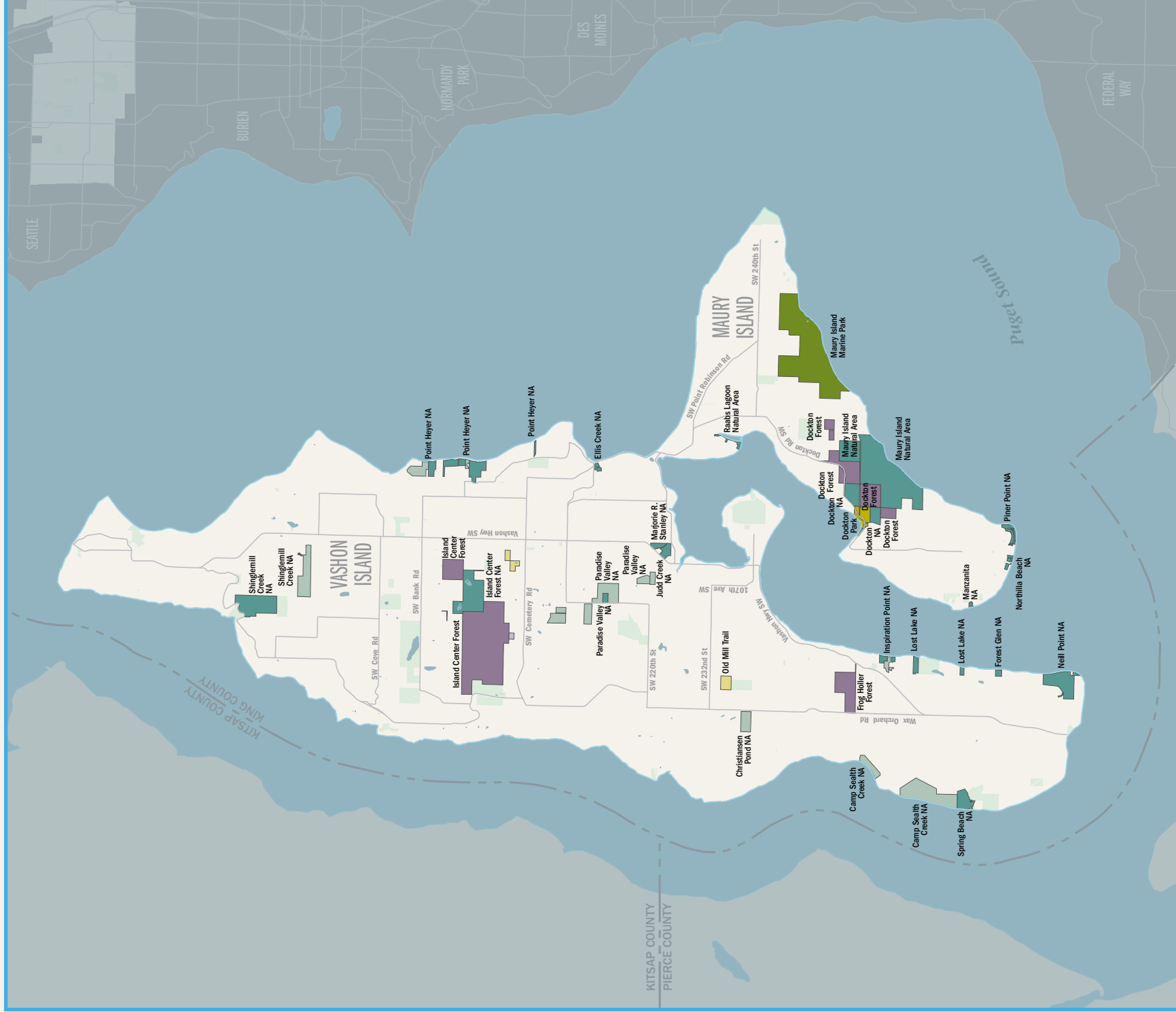
The island has approximately 50 miles of Puget Sound shoreline. Public access to much of that land is limited since most waterfront parcels are under private ownership and control. The community has expressed interest in expanding pedestrian access to the shoreline, particularly in neighborhoods with no existing public park or pier nearby. In many cases, public access and use of sensitive marine habitats may not be appropriate. But others may offer the opportunity for increasing passive use and enjoyment of these unique open spaces. King County owns several parcels across the island which extend from public roads to a shoreline, most of which are not serving a functional purpose today and could potentially be divested. Policy P-3 calls for an analysis of these parcels to determine if any offer the potential to provide for safe and accessible public use of more

shoreline areas. This has secondary advantages of promoting active, healthy lifestyles and, in some areas, improving shoreline access may facilitate marine habitat improvements. It is important that any type of shoreline area improvements be done in accordance with King County's adopted Shoreline Master Program..

Policy P-4, a second-tier priority, addresses improvements to Tramp Harbor on the island's eastern shoreline and seeks to leverage economies of scale on dock projects through inter-agency planning and construction. This policy also works in tandem with climate change adaptation goals to reduce structural and facility exposure to sea level rise. There were more than 780 individual responses to a 2014 KC/Parks survey about the Tramp Harbor Dock, showing strong user support of this facility.

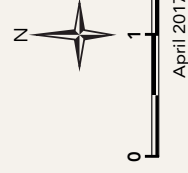
Table 20

Policy No.	Policy	Implementing Action	Action Priority
P-1	Working forests, critical fish and wildlife habitats, and other key natural area lands across the island will be considered for parks and/or open space acquisition by King County and other conservation organizations.	King County, the Vashon Maury Island Land Trust, and other partners will continue to explore options to accelerate habitat protection and conservation using both traditional and non-traditional tools.	Ongoing
P-2	King County supports and will continue to be an active partner with the Vashon Park District and Vashon Maury Island Land Trust in ensuring high quality public parks and recreational services and facilities continue to be provided on the island.	To consolidate ownership, improve maintenance, and provide for improved land management schemes, develop a mid-to-long-term strategy that supports mutually beneficial exchanges between Vashon Park District, the Vashon Maury Island Land Trust and King County Parks. Consider special lease agreements, underutilized parcels, and related issues.	2



Vashon – Maury Island KING COUNTY'S OPEN SPACE SYSTEM

Fee owned	Easement, Use Agreement, or Other Interest	King County Regional Trail	Recreation Site	Other Public Land
Multi-Use Site	Natural Area (NA)	Working Forest Land	Incorporated Area	Open Water
Major Road				



April 2017

The information included on this map has been compiled by King County and is based on a variety of sources and is subject to change without notice. King County does not warrant the accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County is not liable for any damages, including consequential, incidental, or special damages, or for any lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.



Map created by King County GIS Center and KCTI/DNRF GIS, Visual Communications, Web Unit
 Data King County Datasets
 File 1704_8375w_dper_VASHONmap.ai

Table 21

Policy No.	Policy	Implementing Action	Action Priority
P-3	King County supports improved and expanded public access to the island's shoreline where sensitive habitats are not disturbed.	<ul style="list-style-type: none"> a. King County should analyze its publicly-held property and road right-of-way to identify any potential opportunities for increasing public shoreline access or transferring to other agencies. b. DOT/Roads and DNRP/Parks staff to develop a set of criteria to identify opportunities for appropriate shoreline access. c. Cooperate with Vashon Park District to include any District-owned parcels or surplus land in a future shoreline access analysis. 	1
P-4	The Tramp Harbor dock/pier has significant historic, economic, and recreational community value. King County is supportive of Vashon Park District's ongoing maintenance of the docks in a safe, attractive, and functional state. King County should work with the Vashon Park District, Washington Department of Natural Resources, and other key stakeholders to ensure the Tramp Harbor facility is well-maintained and complies with all state and federal regulations.	<ul style="list-style-type: none"> a. Vashon Park District and King County Parks will continue to partner to secure a state appropriation to upgrade the Tramp Harbor dock, including removal of creosote, pylon safety improvements, and other improvements. b. Coordinate on lease relationships with the Washington Department of Natural Resources. c. Solicit community input on dock design and desired activities. 	2
P-5	Additional water-related natural areas should be acquired along the saltwater shorelines of Vashon-Maury Island. These lands should be retained as passive, natural areas.	King County/DNRP has ongoing programs that identify parcels with high ecological value on the island and acquire them for long-term public benefit.	Ongoing
P-6	The existing public boat launch site adjacent to the State of Washington north ferry terminal should be preserved and improved to become a more functional boat launch at the north end of Vashon Island.	<ul style="list-style-type: none"> a. Determine the legal description and property ownership of the existing launch site, including access to the site. b. Identify partners and formalize an inter-agency agreement to assess the launch site, safety, parking and create recommendations for potential improvements. 	3

Off-Street Trail Network

Since at least 1971, when the King County Urban Trails Plan included a regional trail recommendation for Vashon Island, the concept of an island-wide, multi-use trail network has been discussed and debated. The 1986 Vashon Community Plan called for a nonmotorized path to connect the north ferry and Tahlequah ferry terminals and Maury Island. It also contained a bicycle system and parks and trails map that envisioned connecting parks, schools, boat launch sites and nature areas across the island. The 1996 Vashon Town Plan identified a “Green Network” that would include pedestrian walkways. Various advocacy organizations, equestrian groups, and neighborhoods have voiced a desire for better and safer routes to walk and bicycle around the island. Community input on this plan affirm that such an integrated, nonmotorized transportation system continues to be widely supported.

While a significant number of off-street trails have been constructed (e.g. Island Center Forest, Maury Island Marine Park, Dockton Forest, Shinglemill Creek), there is no “backbone” to the entire system to provide easy access to local trails and to link the system segments together. As identified in the King County Comprehensive Plan, the Regional Trails System is the centerpiece of the nonmotorized system in the Rural Area. It is regional trails that provide recreational opportunities and mobility options, connecting users with dedicated nonmotorized routes to parks, work, school and other destinations. These are nonmotorized facilities and may be paved or soft-surface (gravel) or a combination of both and are used for walking,

jogging, cycling, skating, and, where appropriate, horseback riding.

There is, however, no segment of the Regional Trails System on Vashon-Maury Island. One disadvantage to building a Regional Trail on Vashon-Maury Island is that, unlike many other mainland areas, the island has no abandoned railroad grades, major water pipeline or power line corridors in which to co-locate trail facilities. Vashon Highway is the only public corridor that acts like a “spine” in the island’s transportation system, akin to a railroad or utility corridor. However, King County’s road design standards do not contain an on-street or “in public right-of-way” provision to accommodate a typical regional trail width. As such, a regional trail or similar type facility would need to be primarily outside of the King County right-of-way and cross primarily private property.

Policy P-7 recommends creation of a committee to explore the above-mentioned challenges and to assess the feasibility of a Regional Trail on Vashon-

The Vashon Sheepdog Classic event is held each summer at Misty Isle Farms, Vashon Island.



PHOTO CREDIT: Kim Farrell



“Regional Trails provide nonmotorized recreational, transportation and commuting opportunities and may serve a variety of user types or may be designed for a more limited user group.”

— Policy OS-124 from the King County Open Space Plan 2016 Update

Table 22

Policy No.	Policy	Implementing Action	Action Priority
P-7	<p>The community desires a Regional Trail that provides commuters, students, and recreationalists with access to commercial areas, transit services, schools and other destinations. King County should explore the feasibility of a new Regional Trail or other active transportation facilities that connects the Vashon and Maury Island communities with the north and south ferry terminals and respective ferry routes.</p> <p>Investigate the feasibility of Regional Trails or other active transportation facilities that achieve the following:</p> <ul style="list-style-type: none"> a. Connect residential, employment, and commercial centers and other important community destinations; and b. Connect the north and south ferry terminals. 	<p>Form an interdepartmental and interagency working committee to assess the physical, environmental, financial and design feasibility for a new Regional Trail or other active transportation facility.</p>	2
P-8	<p>An island-wide network of soft-surface, multi-use, backcountry trails is envisioned for pedestrians, bicyclists and equestrians that connects several open space, park and community destinations. Trail corridors should be established and designed based upon the following criteria:</p> <ul style="list-style-type: none"> a. Connect park and open space areas; b. Provide access to shoreline areas, particularly public parks; c. Incorporate views and other special features of scenic, historic, or archaeological interest. 	<p>Form a working committee to:</p> <ul style="list-style-type: none"> a. Scope, identify funding for, and conduct a feasibility study to expand the existing backcountry trail network. b. Pursue voluntary public easements across private lands in order to connect public trails. c. Upgrade DNRP’s current program to promote donations from willing land owners (similar to conservation easements). 	2

Policy No.	Policy	Implementing Action	Action Priority
P-9	Art, in all its forms and expressions, plays an influential role in the local culture and public image of Vashon-Maury Island. King County should support proactive integration of the arts into the island's public and private spaces as a high priority, especially where such projects invest in and support island artists.	N/A	Ongoing
P-10	Arts Programming - To expand the role, presence, and influence of the arts throughout Vashon-Maury Island, it is important to develop an island-specific strategy which identifies talent, programs, and other arts programming opportunities. King County supports a proactive and organized initiative to develop a long-term Arts Master Plan for Vashon-Maury Island.	<ol style="list-style-type: none"> Form a committee of resident artists, a 4Culture representative and others to develop an Arts Master Plan. Develop a formal program matching professional island artists with apprentices wishing to develop their skills. A focus could be on mentoring and education to young people and those who cannot afford classes. Identify opportunities to improve diversity in arts programming. 	1
P-11	Artful Signage - Incorporating artistic elements into the physical structure and/or design of signs across the island is an effective way to display local art, raise public awareness about local talent and businesses, invest in island artists, and improve wayfinding. Community-based arts organizations should pursue grants and partnerships for constructing or improving signs.	<p>Pursue grants and partnerships for constructing or improving the following signs:</p> <ul style="list-style-type: none"> “Welcome to Vashon Island” signage at North End and Tahlequah Ferry Docks Vashon Town Markers/Welcome Signs Neighborhood Markers/Welcome Signs for Burton, Dockton, Ellisport and other community centers Directional signs for the intersection of Bank Road and Vashon Hwy. Welcome and interpretative markers/signs at parks, forests and beaches 	2

Maury Island. The goal is to determine if a Regional Trail aligns with community goals and is physically feasible to construct. The work of such a committee should be distinguished from ongoing, collaborative efforts between King County Parks, Vashon Maury Island Land Trust, equestrians, and other trail advocates to create an island-wide network of recreational, back-country trails, which is the aim of Policy P-8. This network, as envisioned on Map 8, is outside of King County Department of Transportation

public right-of-way and is being realized through voluntary efforts using primarily recreational easements with approval of private property owners.

Equestrian activities such as training, competitions, and trail riding are popular for a growing number of islanders. Policies in the King County Comprehensive Plan specifically call for the county's regulations to support equestrian activities that are compatible with their area.

Policy No.	Policy	Implementing Action	Action Priority
P-12	Public Art – Public art enhances community character and diversity, sparks imagination, and provides a direct cultural experience for its viewers. King County supports and encourages the creative incorporation of art into the public and private spaces of Vashon-Maury Island.	<p>Seek out opportunities to install permanent and temporary public art, including:</p> <ul style="list-style-type: none"> • Play local music on bus routes 118/119, possibly curated by Voice of Vashon Radio • Use creative design elements such as paint, tile and texture at public crosswalks and squares • Purchase and display local art inside and/or outside government facilities • Display local artist work on public library computers and screen savers • Solicit local artist involvement in the design and/or review of new or expanded government buildings • Install island art on bike racks and benches at select/visible locations 	2
P-13	Community Events – King County will work with the Vashon-Maury Island community to ensure access to both public and private spaces for festivals, fairs, performing and visual arts is maintained and utilized to their full potential.	N/A	Ongoing

WHAT IS A HEALTHY COMMUNITY?

“A healthy community is one that continuously creates and improves both its physical and social environments, helping people to support one another in aspects of daily life and to develop to their fullest potential. Healthy places are those designed and built to improve the quality of life for all people who live, work, worship, learn, and play within their borders – where every person is free to make choices amid a variety of healthy, available, accessible, and affordable options.”

– (Healthy People 2010 report, U.S. Department of Health and Human Services)

Community Art

The exploration, teaching, and hosting of the visual and performing arts has long been a part of Vashon-Maury Island, but they have expanded greatly over the past decade through the work of art entrepreneurs, community events and festivals, and the opening of new venues such as Vashon Open Space for Arts and Community and Vashon Center for the Arts. Studios, galleries and home-based artists of all forms and expressions also contribute to a burgeoning art scene on the island.

4Culture is King County’s cultural services agency. They are a tax-exempt public development authority whose Board is nominated by the King County

Executive and confirmed by the King County Council. They also administer a competitive grant program, funded in large part by a \$20 million arts program launched in 2015. 4Culture and community-based arts organizations will play the principal role in initiating and implementing the arts actions of this plan.

Policy P-9 lays out a broad vision for the role of art in the island’s culture over the next two decades. Policy P-10 calls for development of an Arts Master Plan that is specific to Vashon-Maury Island and is intended to set a clear, coordinated direction for the future of the island’s arts community while preserving the decentralized and diverse nature of art venues and experiences that contribute to Vashon’s unique culture. This is the highest priority action since other actions will be discussed and detailed in the Arts Master Plan. Other actions include examples of how islanders envision implementing the policies. All of these actions will be initiated and performed by community-based arts organizations and associations with the assistance of 4Culture.

Artistic signage of the genre discussed in Policy P-11 is encouraged throughout the island but will require participation from a private property owner since King County does not own or maintain this type of signage. Such signs must be installed outside of the public right-of-way and in a safe, attractive manner.

Recreation and Health

The health of an individual and community at-large is shaped by more than behavior or medical care. Research has shown that public infrastructure, workplaces, schools, neighborhoods, and communities all contribute to health. Decisions about

Table 23

King County Landmarks ¹ - Vashon-Maury Island (2017)	
Burton Masonic Hall, 1894	Lisabeula School, 1925
Cedarhurst Road-Westside Highway Heritage Corridor, 1891-1936	Marjesira Inn, 1906
Colvos Store, 1923	Thomas McNair House, 1884
Dockton Road Heritage Corridor, 1907-1964	Mukai Agricultural Complex, 1926
Dockton Store and Post Office, 1908	Captain Thomas W. Phillips House, 1925
Norman Edson Studio (Community Landmark), 1890s	Schwartz-Bell House, 1930
Ferncliff (Wise Mansion) (Community Landmark), 1923	Smith-Baldwin House (Fern Cove), 1912
Fuller Store, 1884	Hilmar and Selma Steen House, 1910
Harrington-Beall Greenhouse Historic District, c. 1885-1902	Vashon Hardware Store, 1890/1935
Judd Creek Bridge, 1953	Vashon Odd Fellows Hall, 1912

¹King County Historic Preservation Program, Department of Natural Resources and Parks, Technical Paper No. 6

land use, community design, and transportation impact local air quality, water quality and supply, traffic safety, physical activity, and other exposures. Such decisions are linked to intractable public health problems like adult and childhood obesity, cancer and respiratory problems. Addressing these health challenges requires efforts among multiple groups to integrate all components of the public health system and the built environment. This plan weaves the vision and principle of a healthy and active Vashon-Maury Island throughout all elements rather than address it

Table 24

Policy No.	Policy	Implementing Action	Action Priority
P-14	King County will partner with the Vashon- Maury Island Heritage Association and other preservation organizations to identify sites that are deemed to be of significant historic value and to promote designation of additional historic properties to the King County Landmarks program.	Recommend eligible, historically significant structures from the “historic sites” list in Appendix C for nomination to the National and State Registers of Historic Places and/or for designation as King County Landmarks.	2
P-15	Historic sites that meet national, state or county standards should be safeguarded through land use designation compatible with the site’s historic character, and flexible regulations and standards that promote preservation and reuse. New construction and additions should be compatible in design, mass, and scale with the area’s historic character.	Upon property owner notification and consent, create a map to catalog the locations of historically significant properties on the island.	2
P-16	The preservation and sensitive rehabilitation of historic or culturally significant sites in the Vashon Rural Town should be encouraged in order to maintain the Town’s character and to preserve tangible links to the Town’s history.	N/A	Ongoing
P-17	Dockton and Burton are historically significant neighborhood centers for Vashon-Maury Island. Each of these centers has a distinct quality and scale that contributes to the cultural heritage of their locale. New development and redevelopment in these neighborhood centers should be compatible with their historic character.	N/A	Ongoing
P-18	King County supports collaboration with the Muckleshoot and Puyallup Tribes and other groups of cultural significance on Vashon-Maury Island to identify areas of particular cultural importance, including archaeological sites, so they can be protected.	N/A	Ongoing

in an isolated section. Examples of where this is done include:

- Promoting healthy housing
- Encouraging active recreation on trails and in parks
- Support for community gardens
- Ensuring clean drinking water is available to all
- Building in a compact, mixed-use manner in the Vashon Town Core

Historic Preservation

Preservation of Vashon-Maury Island's built heritage is a value shared by this community. Dockton, Center, Burton, Portage, and Vashon were the earliest commercial areas, but about 25 "steamer landing" sites plus many other stores, old Post Offices, residences, and small neighborhoods dot the island's landscape today. The preservation, rehabilitation, and adaptive reuse of these historic sites are indispensable in helping to maintain neighborhood character and provide reminders of the island's rich history.

King County's Historic Preservation Program (KCHPP) preserves and enhances community character through identification and documentation of historic resources, landmark designation, and planning. They identify and evaluate resources that reflect King County's past and develop an inventory of sites used to incorporate historic and cultural resources into county planning efforts. HPP uses eligibility criteria to evaluate the significance of resources at the local, state, or national levels. These resources may be listed in the National Register of Historic Places, the Washington Heritage Register, and/or become designated King County Landmarks or Community

Landmarks. Table 23 lists King County's designated Landmarks and Community Landmarks, including houses, stores, bridges, historic districts, and heritage corridors. King County Code Title 20.62 and several policies in the King County Comprehensive Plan provide the regulatory support and framework for this preservation work.

The rationale for incorporating the historic preservation policies below into this plan includes:

- recognize the importance of identifying additional historic resources;
- promote landmark designation;
- provide financial incentives that promote rehabilitation; and
- support regulatory flexibility that enables owners of historic properties to adaptively reuse them.

Portage Store and Post Office (1910); view in 1937



PHOTO CREDIT: Washington State Archives

Community support for implementation of these policies is critical. These resources are tangible connections to the community's history, but they are also nonrenewable resources that continue to be lost at accelerated rates. Several individuals and local groups actively promote protection of historic resources. The Vashon Maury Island Heritage Association has been a leading voice on the island for decades and they will continue to play a central role in implementing the historic preservation actions identified in this plan.

While many areas have been surveyed, numerous historically-significant resources across the island have never been surveyed or considered for listing. Policy P-14 identifies this as a community priority. Some of this work is well underway. For example, volunteers from the Vashon-Maury Island Heritage Association prepared a list and mapped more than 45 historic sites in the Portage neighborhood during

this planning process. An unofficial list of more than 120 historic sites is in Appendix C. This community-prepared list does not indicate an official historic designation or recognition but is intended for use in future reconnaissance or survey work. It may also be linked with KCHPP's Local Inventory List.

The 1986 Vashon Community Plan included a policy recommending the nomination of Dockton and Burton as historic districts. Those nominations were not pursued over the past 30 years and there appears to be limited community support for creation of these districts. However, many property owners support new and rehabilitated buildings being consistent with the historic character of these commercial centers. (See Policy P-17.)

Other Parks and Cultural Resource-Related Resources for Vashon-Maury Island

Below is a list of other functional plans and resources related to the provision of parks, open space, and cultural resources on Vashon-Maury Island. These documents contain more detailed and technical information for how specific services are planned, funded and rendered. Copies of the documents are available at the respective agency office or web site.

- King County Open Space Plan: Parks, Trails, and Natural Areas (2016 Update)
- King County Parks Levy Task Force Report (2012)
- Maury Island Natural Area Site Management Plan (2013)
- Programmatic Plan for Management of King County-owned Ecological Lands (2004)
- King County Historic Preservation Program Strategic Plan (2013-2020) ▲

Vashon Athletic Club



PHOTO CREDIT: Nick Maier

Transportation

Context, Opportunities and Challenges

Transportation is an integral and vital part of community life. The fundamental purpose of any transportation system, whether urban or rural, is to provide for the safe, dependable, and efficient movement of people and goods from one point to another. As stated in the 2015 King County Strategic Plan, the county aims to “deliver a seamless network of transportation options to get people where they need to go, when they need to get there.” There are several important factors that influence how a transportation system is developed and maintained, including availability of funding, sustainability, social equity, accessibility, and climate change objectives.

For decades, Vashon-Maury Island residents and community plans have aspired to a local transportation system that is more multimodal. The majority of islanders live in portions of the rural area where public transportation and nonmotorized travel options are either limited or unavailable. As such, the automobile continues to be the primary mode of transportation. But, as the policies of this and prior plans reflect, expansion of alternative and affordable forms of transportation remains a high priority for the community. In addition, the King County Comprehensive Plan requires transportation infrastructure be consistent with rural levels of service and rural character.

The 1986 *Vashon Community Plan* identified four over-arching desires for the island’s transportation system:

1. No four-lane highways or other solutions characteristic of an urban or suburban area;

2. Significantly increase public transportation, both intra-island and to the mainland;
3. More facilities (trails, parks, etc.) for pedestrians, bicyclists, and horse-riders; and
4. Adequate ferry service (and associated facilities) such that islanders can reasonably maintain employment and other activities on the mainland.

Public comments received during the 2017 CSA Plan continue to support these and similar objectives. During one informal survey of 85+ participants, transportation was voted as the top issue the island will face during the next ten years.

Opportunities to enhance the island’s transportation system over the next 20 years focus on alternatives to single-occupant vehicles such as community vans, multi-use trails, real-time ridesharing and, where feasible, nonmotorized modes of travel. Successful action on these opportunities will rely upon

Key Topics in this Chapter

- Transportation Service Providers
- Public Road Network
- Public Transportation and Alternative Services
- Nonmotorized and Vashon Rural Town Transportation
- Airport and Marine Services
- Other Vashon-Maury Transportation Resources

In 2016, more than 1.2 million passengers traveled through Vashon Island’s two ferry terminals, operated by Washington State Ferries.



PHOTO CREDIT: Michael Reuter

Snapshot of Vashon-Maury Island Transportation System

- Miles of King County-maintained roadway139 miles
- Number of public bridges..... 1
- Number of signalized intersections.....0¹
- Number of unsignalized intersections (approx.)...465
- Annual passenger trips on Washington State Ferries (2016):
 - Fautleroy-Vashon 880,102
 - Tahlequah-Pt. Defiance338,862
- Number of park and ride lots 3
- Service Providers:
 - King County Department of Transportation - Metro Transit Division (Metro)
 - King County Department of Transportation - Roads Division
 - King County Department of Transportation - Marine Division (water taxi)
 - Washington State Ferries
 - Private taxi and shuttle bus services

¹Does not include flashers

sustainable funding, collaboration across King County agencies and partnerships with private entities. Various technological innovations and use of mobile digital tools are expected to have ever-increasing roles in the island's transportation future.

One key transportation challenge involves meeting the travel needs of senior, low-income and disabled populations. Social service agencies and nonprofits often assist low-income individuals and families with travel needs. This CSA Plan does not directly address those important services.

Another key challenge revolves around insufficient funding to preserve and maintain the island's aging rural road system that is susceptible to landslides, flooding and other natural disasters. Nearly three decades of annexations, declines in gas tax revenues, and the effects of voter initiatives have led to the chronic underfunding of the county's bridge and road system. Current funding levels for county roads and bridges are sufficient only to address critical life safety issues and a limited amount of work to maintain and preserve the existing infrastructure.

Given the significant road funding problem, transportation system investments during the plan's 20-year timeframe are likely to focus on public transportation enhancements, responding to safety issues and caring for existing road infrastructure, and nonmotorized improvements located outside of the road right-of-way and/or funded by sources other than the county road fund.

Public Road Network

As in most rural areas, Vashon-Maury Island's public road network originated and was largely defined by historical uses such as mosquito fleet towns, farm-to-market roads, and providing access to ferries and shorelines. Vashon Highway is the spine of the island's road network and the most heavily traveled corridor on the island. It carries approximately 8,400 vehicle trips per day in the vicinity of town center and approximately 2,500 vehicle trips per day at the north ferry dock (2013 figures). It is the only road on the island with a principal arterial classification. (See Map 11 for the road functional classification map.) It serves many of the island's most popular destinations including the Town of Vashon, Center, Burton, the north Vashon and Tahlequah ferry terminals, and numerous commercial and industrial employers. It also supports the principal Metro bus routes on the island. While traffic congestion does occur during large community events and peak ferry hours, per the county's transportation policies, road widening is not an appropriate solution for congestion mitigation in Rural Areas. Policy T-1 is consistent with King County Comprehensive Plan transportation policies that prohibit adding new arterials or capacity.

King County's *Transportation Needs Report* identifies road-related capital investments needed to support the county's land use vision. It is a 20-year needs list (distinct from the 6-year Capital Improvement Program) developed and managed by the Road Services Division. The Division uses a data-driven asset management approach that

is aligned with policy direction in the King County Comprehensive Plan and the Strategic Plan for Road Services. The 2016 *Transportation Needs Report* identifies eight roadside, four roadway, two drainage, and three other project needs on Vashon-Maury Island with an estimated total cost of almost \$70 million. These projects are currently unfunded and project scopes are preliminary. If funding for a project is secured in the future, more comprehensive scoping and design efforts will take place and there will be additional opportunities for public input. The following five project needs make up the bulk of this cost:

- Vashon Highway SW and SW Cemetery Rd - Intersection improvements, such as construction of a roundabout (\$1.7 million)
- Dockton Rd. SW from SW Ellisport Rd to Portage Way SW - replace failing seawall (\$37.7 million)
- Vashon Highway SW from 115th Ave SW to SW 240th Place - replace seawall (\$18.8 million)
- Chautauqua Beach Rd SW and Ellisport Creek - replace undersized and failing culvert (\$1.1 million)
- SW Governors Lane from 99th Ave SW to 96th Ave SW - replace failing seawall (\$3.4 million)

Public Transportation and Alternative Services

The Transportation chapter of King County’s Comprehensive Plan supports public transportation in Rural Areas where there are commercial centers and other areas of concentrated activity. The Puget Sound Regional Council and Metro have identified transit activity centers throughout King County that have strategic planning importance for transit planning. The Town of Vashon is one of those activity centers. Metro operates two fixed-route bus lines (#118 and #119) that serve both Vashon and Maury Island as well as West Seattle. These routes have regular weekday and reduced weekend service. This is a critical public service for many islanders. Metro’s four park and ride lots also play a central role in island public transportation. Policy No. T-3 calls for continued maintenance and improvements of these facilities.

Metro’s Alternative Services Demonstration Project brings service to parts of King County that don’t have the infrastructure, density, or land use patterns to support a dense network of traditional fixed-route bus service. Alternative services may be a better and more cost-effective match for community transportation needs in these rural areas. Metro’s

Table 25

Policy No.	Policy	Implementing Action	Action Priority
T-1	Except in the Rural Town, new roads should not be constructed on Vashon-Maury Island until other viable multimodal alternatives have been implemented or determined infeasible.	N/A	Ongoing

Five Year Implementation Plan for Alternative Service Delivery (September 2012) identified Vashon Island as a candidate area for a potential demonstration project. After identifying needs with community partners, a suite of alternative service solution concepts was developed and includes Real-Time Rideshare, Community Van, Community Transportation Hub (a one-stop shop location for transit information), and, potentially, “Open Door Access” (paratransit service open to the general public). Metro is developing a plan for rolling out these solutions on the island, focusing first on the community transportation hub and community van solutions. The Vashon Chamber of Commerce is a strategic local partner with Metro on these efforts.

Service Guidelines Task Force

In 2010, King County formed a Regional Transit Task Force which recommended that Metro create objective, data-based guidelines for planning and managing transit service. Metro responded to this recommendation and the King County Council adopted the King County Metro Strategic Plan for

Public Transportation and Service Guidelines in July 2011.

After Metro used these guidelines for several years in transit planning, the King County Executive and Council formed a new task force to further analyze how transit service is evaluated and allocated. A Service Guidelines Task Force developed principles and recommendations for modifying the guidelines.

Metro Long Range Plan

In January of 2017, the King County Council adopted King County Metro’s long range plan *Metro CONNECTS*. King County Metro worked with stakeholders, riders and the public to develop the plan which will guide how the transit system grows and changes over the next 25 years. *Metro CONNECTS* presents a shared vision for a future public transportation system that gets people where they want to go and helps the Puget Sound region thrive. It describes an integrated network of transportation options, the facilities and technology needed to support those services, and the financial requirements for building the system. It was developed in close coordination with Sound Transit and other transportation agencies.

Nonmotorized and Vashon Rural Town Transportation

There are three key policies in the Transportation chapter of King County’s Comprehensive Plan that address nonmotorized transportation and guide how it is implemented on the island:

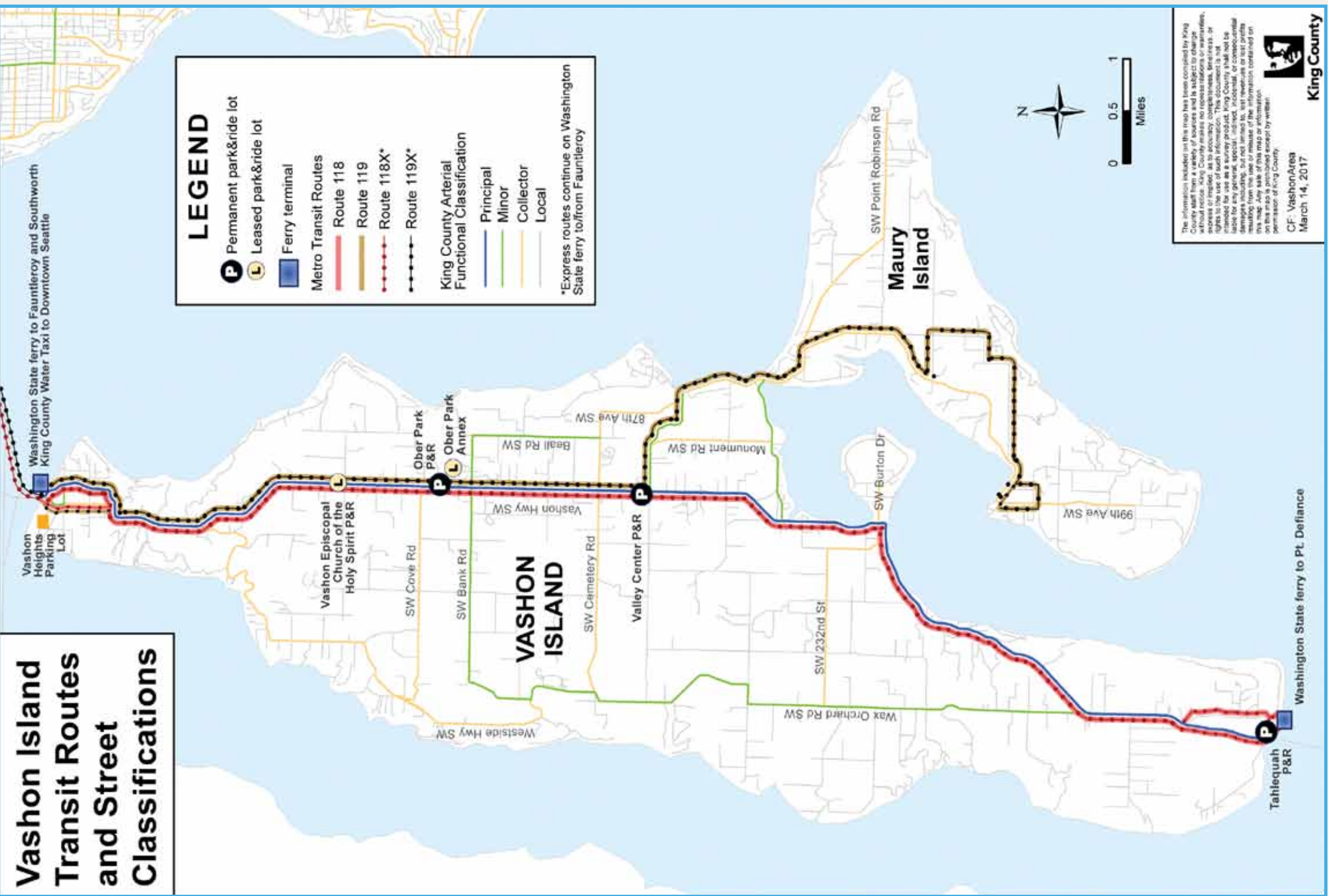
T-203 — As funding permits, King County should partner with jurisdictions and the private sector

Vashon Municipal Airport,
Cove Road



PHOTO CREDIT: Jessica Harper





to spur infrastructure investments that enhance opportunities for transit, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles.

T-235 — The King County Regional Trails System is the centerpiece of the nonmotorized system in the

Rural Area and Natural Resource Lands. The county’s efforts to enhance the Rural Area and Natural Resource Lands nonmotorized network should include filling in the Regional Trails System’s missing links, coordinating road and trail projects whenever possible, considering access from roadways such as

Table 26

Policy No.	Policy	Implementing Action	Action Priority
T-2	Some form of public transportation service such as ridesharing, pedi-cabs, community vans, mobile vehicle matching, or on-island shuttle buses should be made available to residents who reside in remote areas beyond Metro’s fixed-route bus lines.	Implement the Community Van program which provides Metro vans for local prescheduled group trips that are arranged by a Community Transportation Coordinator and driven by volunteer drivers to meet community-identified transportation needs. Promote mobile carpool matching services that help people find one-time carpools in real time.	1
T-3	A high priority goal of this plan is to create a more sustainable island transportation system through a reduction in motorized vehicle trips. How people travel to and from the two Washington State Ferries’ terminals is a key element in meeting the trip reduction goal. More incentives should be provided for passenger versus automobiles on the ferry system and Metro bus connections to and from the terminals should be continually monitored and strengthened.	Encourage use of incentives distributed through the promotion of real-time ridesharing through the Alternative Service program to reduce drive-alone rates on the island by making it easy to share the ride to/from the ferries.	Ongoing
T-4	Park-and-Ride lot maintenance should be encouraged at the Vashon facilities of Ober Park, Valley Center, Tahlequah and the North end parking lot at the ferry terminal.	Continue to perform quarterly utilization counts of King County park and ride lots on the island. Make the results of said assessments readily accessible to park and ride lot customers.	Ongoing
T-5	Metro will continue to serve and evaluate connectivity to the island’s major activity centers for fixed-routes #118 and #119.	NA	Ongoing

trailhead parking, and enhancing access to transit, especially park and rides and transit centers.

T-236 — In Rural Areas and Natural Resource Lands, nonmotorized improvements shall be consistent with providing rural levels of service, preserving rural character, and avoiding impacts to the environment and significant historic properties.

Specific numbers of people who bicycle, walk or use some other form of nonmotorized transportation are constantly in flux and difficult to obtain or verify. But, according to community input, biking and walking are popular activities on the island. Creating and making automobile alternatives more readily available has been a priority of the Vashon community for decades. These activities promote an active, healthy lifestyle, contribute to a reduction in greenhouse gas emissions, and support shared goals of the Vashon-Maury Island Land Trust, local bicycle groups and other organizations who advocate for improved connectivity of the island trail system. Concerns have been expressed about the condition and width of certain rural road shoulders, discontinuous sidewalks in town, and potential conflicts with traffic along busier roadways that make the road network less conducive to nonmotorized travel. While immediate operational safety hazards will continue to be addressed on an ongoing basis, substantial improvements within the public rights-of-way for pathways or bike lanes are not planned or expected due to the road funding challenges noted earlier. Instead, this plan places emphasis on the use of off-road, multi-use trails and using partnerships to expand the nonmotorized network.

The Vashon Town Core is the commercial center of Vashon which brings together vehicular, pedestrian and bicycle traffic along with the island's largest park and ride lot and busiest Metro bus stop. It is the location of the annual Strawberry Festival and numerous other music, art and cultural events throughout the year. This plan continues support for the 1996 Vashon Town Plan policies to have no signals or bypasses at the intersection of Vashon Highway and SW Bank Road, unless it becomes necessary for the safety of the traveling public. Per Policy No. T-8, sidewalk improvements will be made at the time of private development adjacent to the most heavily traveled roads in the Rural Town. These roads are designated on Figure 14.

There is no standalone bicycle and pedestrian circulation or improvement plan for Vashon Rural Town. However, the 2016 Transportation Needs Report does identify two nonmotorized infrastructure needs in the Rural Town. One is for a new sidewalk on Vashon Highway between SW 177th and 98th Place SW. The other is to provide a nonmotorized facility on SW Bank Road between Vashon Highway and 107th Avenue SW. Policy No. T-9 calls for a review of the nonmotorized facility standards and needs as part of the 2020 Comprehensive Plan update.

Airport and Marine Services

The King County Marine Division's passenger-only water taxi service to Vashon Island is a critical link in the island-mainland transportation network, especially for Vashon-Seattle commuters. The community has expressed a keen interest in expanding the level of water taxi service to Vashon

Island, especially for recreational, leisure, and other non-commuter purposes. Ridership numbers have consistently risen since the water taxi service was launched. The Marine Division reported a 2016 ridership increase of 10.7% over the 2015 figures.

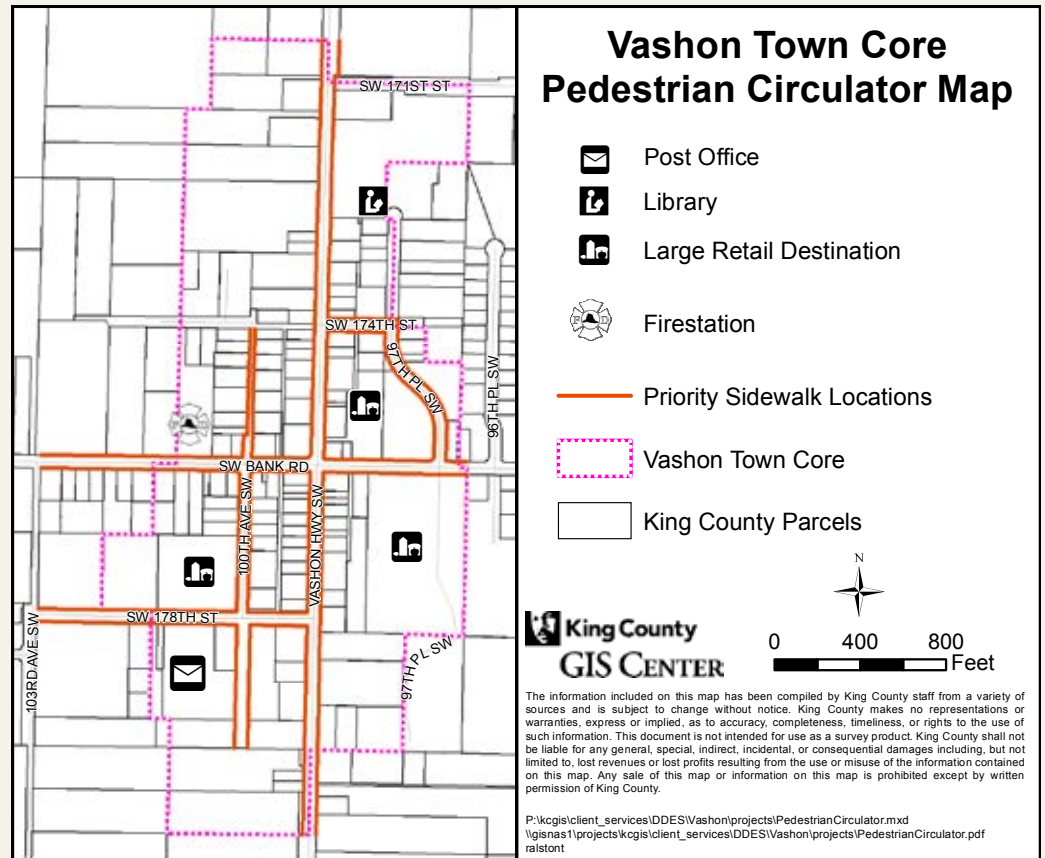
The Vashon Airfield on SW Cove Road, owned and operated by King County Airport District #1 (a non-King County government entity), offers the only mode of travel to the island other than the Washington State ferry and King County water taxi. It is the only public airstrip on the island and is an important component of the island's emergency preparedness and response plans. The airstrip, which is turf and approximately 2,000 feet long, is open to the public and contains hangars. It is the base for approximately 30 aircraft and the airstrip averages 38 operations per week. The airfield is situated in a rural residential area where flight patterns affect residences. (Data source: www.airnav.com)

Other Transportation-Related Resources for Vashon-Maury Island

Below is a list of other functional plans and resources related to the provision of transportation services on Vashon-Maury Island. These documents contain more detailed and technical information for how specific services are planned, funded and rendered. Copies of the documents are available at the respective agency office or web site.

- DOT/Metro Strategic Plan for Public Transportation
- DOT/Metro Long Range Plan for Public Transportation
- DOT/Marine Division - King County Ferry District Strategic Plan

Figure 14 - Vashon Town Core Pedestrian Circulator Map



- DOT/Roads Strategic Plan for Road Services (2014)
- DOT/Roads Line of Business Plan (2016)
- DOT/Metro Alternative Services Study
- DOT Capital Improvement Programs (multiple)
- DOT/Roads Transportation Needs Report (2016)
- 2016 King County Bridges and Roads Task Force Final Report and Recommendations to the King County Executive and Council ▲

Table 27

Policy No.	Policy	Implementing Action	Action Priority
T-6	Traffic calming devices as well as street landscaping, public art, and other design elements are encouraged in the Town Core where they do not negatively impact travel safety, overall traffic flow, or impede emergency vehicle access.	N/A	Ongoing
T-7	Sidewalks in the Vashon Town Core need to facilitate continuous, smooth, predictable and safe pedestrian travel to key destinations such as grocery stores, the Post Office, Vashon Landing, the library, and other public services. New sidewalks and gaps in existing sidewalk connectivity will be constructed on both sides of the roads identified on Figure 14 as part of permitting and development activity.	King County will continue to require private property owners to construct sidewalks at the time of permit application for new development or substantial redevelopment.	Ongoing
T-8	New roads or road improvements required for new development in Vashon Rural Town should be rural in character and use a rural road section consistent with the King County Road Design and Construction Standards, except in the Town Core. Roadway sections within the Town Core typically includes curb, gutter, and sidewalk. When required, the roadway drainage improvements shall meet the requirements of the King County Surface Water Design Manual.	N/A	Ongoing
T-9	Vashon Rural Town should be designed and maintained to accommodate all modes of transportation, including nonmotorized users.	King County will review the standards for roads in the Rural Town for compatibility with nonmotorized uses and also identify potential nonmotorized infrastructure improvement needs for inclusion in the 2020 update to the Transportation Needs Report. Community input will be included in this review.	1
T-10	King County should seek opportunities to evaluate the demand, financial feasibility and operational needs of water taxi service expansion to Vashon Island.	Examine the projected demand, the financial and operational feasibility of expanding water taxi service to Vashon Island.	Ongoing
T-11	King County will strive to ensure the airfield retains its important travel and emergency planning function while balancing the safety, noise, and aesthetic interests of neighborhood residents.	In collaboration with the King County Airport District #1, perform a standard airport/land use compatibility appraisal to ensure minimum FAA guidelines and other safety precautions are in place for future development within a 1-mile radius of the runway.	Ongoing

Services, Facilities and Utilities

Context, Opportunities and Challenges

The provision of local services, facilities and utilities on Vashon-Maury Island involves a patchwork of public, quasi-public, and private parties. Many are provided directly by King County but special purpose districts, nonprofit organizations, and/or public-private partnerships are responsible for others. Take wastewater as an example. Private property owners, Vashon Sewer District, King County, the Washington State Department of Health, engineers, and private companies all play some type of role in designing, maintaining, regulating, collecting, and treating the island's wastewater. Similarly, the Vashon Recycling and Transfer Station is owned and managed by King County but waste is picked-up by private companies and consumer outreach and education is done by Zero Waste Vashon, a nonprofit organization.

Overlapping and mutually reinforcing relationships like these are also found in telecommunications, energy, emergency response, and other public services and are particularly strategic on an island where support and redundancy of service can be limited. CSA Plans provide a vehicle to look at the full array of public services and examine whether they are aligned with the values and meeting the needs of the community. This section focuses on King County-provided services and King County-owned facilities. It's important to recognize, however, that no service or utility operates in isolation and, in fact, often relies on and partners with other providers for service delivery. Creating a resilient Vashon-Maury Island relies, in part, on a high functioning, well-coordinated service and utility network.

A guiding principle of this plan is to ensure that development does not over-extend natural resources, basic services, public safety, and infrastructure. A companion principle is to preserve and protect native habitats, groundwater, shorelines, open space and sensitive areas for present and future generations. Policies in this section carry-out these two principles and go a step further to promote green and sustainable infrastructure for water, wastewater, and solid waste. In many respects, reducing environmental impacts of development and preserving the island's rural character are minimum, baseline expectations that islanders have of their service and utility providers. Many envision Vashon-Maury Island as a place where rainwater harvesting, composting toilets, solar energy and other green alternatives are utilized more frequently and to raise the sustainability bar for public infrastructure and private development.

There are both essential and non-essential services. Washington's Growth Management Act defines an essential public facility as large, usually difficult to site facilities such as airports, prisons, solid waste and wastewater facilities. Solid waste and wastewater are the island's essential public facilities. There are also many critical facilities such as domestic water supply, roads and bridges, communications, and others that are priority recovery services in a post-disaster situation. A myriad of other King County services are also provided through various offices and programs. Chapter 9 of the King County Comprehensive Plan provides more detailed background and descriptions regarding the County's services, facilities and utilities.

Key Topics in this Chapter

- Domestic Water Supply
- Wastewater – Rural and Shoreline Areas
- Wastewater – Vashon Rural Town
- Solid Waste

QUICK STATS

Group A¹ public water systems (island-wide).....23

Private, exempt wells (island-wide, approx.) 1,000

Number of Water District 19 customers (approx.)1,500

Number of on-site sewage systems (island-wide).....4,941

Number of Vashon Sewer District sewer connections..... 428²

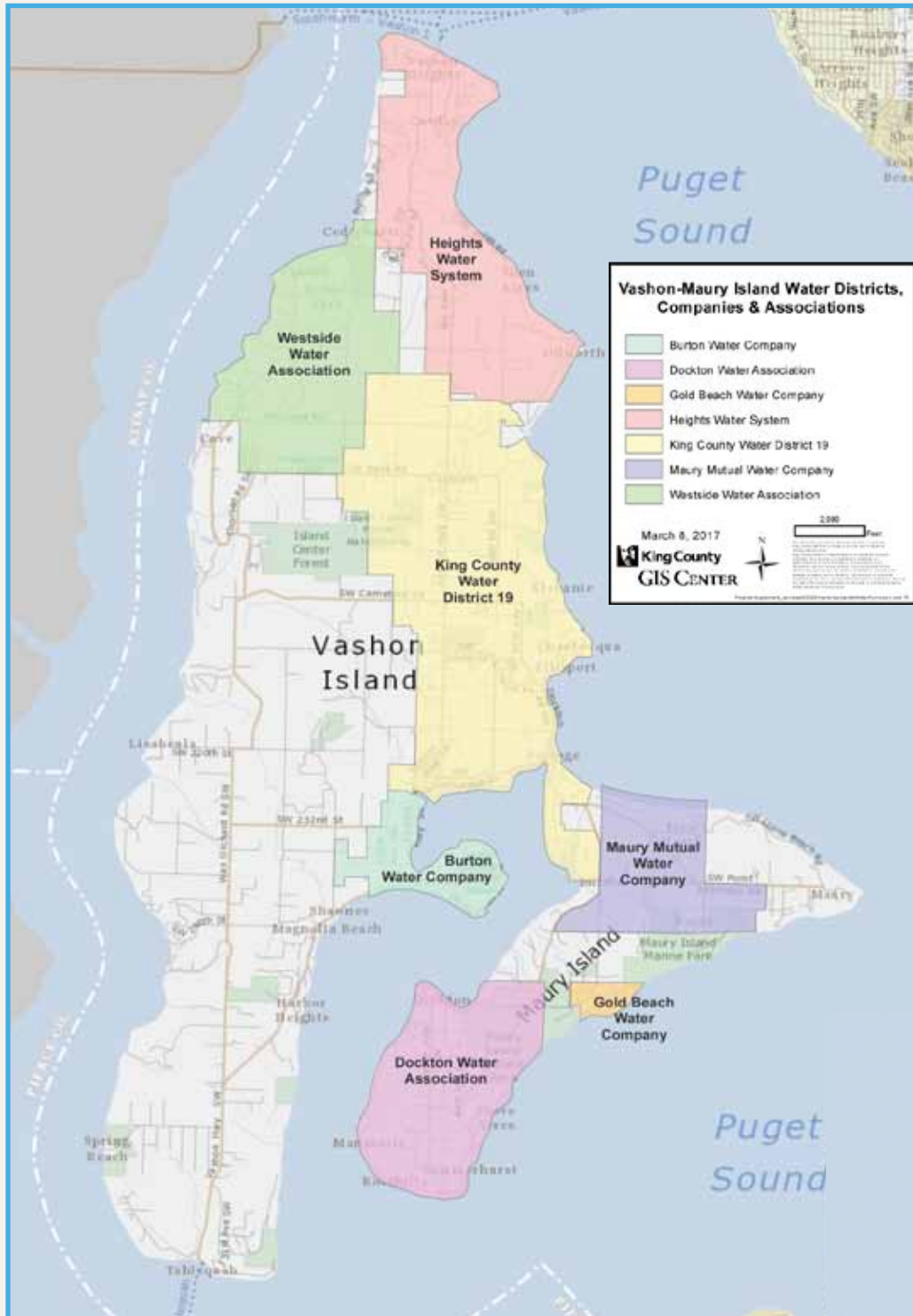
Miles of sewer pipe in Vashon Sewer District's system.....15

Gallons of wastewater treated per day at the Vashon Treatment Plant (approx.)180,000

Amount of garbage exported off island each week.....140 tons

¹Group A systems serve 15 or more connections or an average of 25 or more people per day for 60 days per year

²Includes Vashon, Beulah Park, Bunker Trail, and Cove Beach



Domestic Water Supply

The amount, quality, and distribution of drinking water is one of the defining factors determining how and where growth occurs on Vashon-Maury Island. With a sole source aquifer that relies exclusively on rainwater to replenish reserves and is the primary drinking water source, island inhabitants have consistently and prudently sought to protect this critical resource from over-use and pollution. This local priority has and continues to be reflected in the County's plans and ordinances for the island. Vashon is one of four areas in unincorporated King County declared a Critical Water Supply Area, a designation which triggers additional review and regulation by both King County and the Washington Department of Ecology.

Drinking water is conveyed from its groundwater or surface water source through either individual or public water systems. An individual system serves only one single family residence. There are two types of public water systems. Group A systems provide water to 15 or more service connections and have comprehensive water plans written by the water purveyor that must be approved by King County. (Map 12 depicts the boundaries of the island's largest Group A water purveyors.) The smaller Group B systems provide water to less than 15 service connections and have plans that must be approved by Washington Department of Health. There are currently 23 Group A systems and approximately 134 active Group B systems on Vashon-Maury Island. The majority of island residents get their drinking water through either a Group A or Group B public water connection. Group B systems are owned and operated by property owners. Operators have the

responsibility to the other consumers to provide a continuous supply of safe drinking water. Meeting the responsibilities may include sampling and resolving problems, responding to emergencies, and conducting routine maintenance. Management of Group B drinking water systems is solely the responsibility of the property owner based on the requirements of well use agreement. No government entity provides oversight of these systems. Numerous hydrological and water supply capacity studies have been completed on the island's two major aquifers and other surface water sources. Water purveyors also have their own comprehensive water plans. (A partial list of these resources is shown at the end of this section.) This plan does not attempt to duplicate or reiterate these technical documents. Rather, it addresses those policies that intersect land use, development, and domestic water supply. The Growth Management Act and Washington's Municipal Water Law require consistency between water plans and land use plans and these policies are meant to bridge these two areas. The Vashon-Maury Island Groundwater Protection Committee plays a crucial role in helping to prioritize and execute many of the policies and actions.

King County Water District 19

As the largest water purveyor on the island and the water district that serves Vashon Rural Town, King County Water District 19's policies and priorities have a marked influence on building and development. The District is independent of King County government, adopts and enforces their own policies, and is subject to Washington State statutes and rules. During the formation of this plan, several core assumptions were

made about Water District 19's domestic water source and delivery infrastructure:

1. The District authorizes new water connections based on historical water consumption averages for different types of users.
2. A water system declares a moratorium when insufficient water resources are available to meet expected demand. Since 1996, the District has operated with a moratorium on new water connections. Water District 19 estimates the moratorium waiting list for new water units may be served and closed out by 2023 or 2024.
3. In 2017, the District estimates capacity to provide an average of 14 new water connections per year through 2036.
4. The District policy is to gradually release water to new customers in order to allow careful monitoring of system-wide peak-day demand and to ensure adequate capacity is maintained in the system.
5. Identifying and securing new sources of drinking water beyond the District's existing wells is not anticipated within the horizon of this plan.

There are more than 1,000 private, exempt wells on the island. Most of these wells are outside the boundaries of a Group A or Group B water purveyor and it is the responsibility of each well owner to test water quality and monitor the integrity of these drinking water supplies. They also represent a critical source of information about the island's groundwater. With the concerns surrounding the sole source aquifer, a useful amount of data about groundwater could be obtained from private wells. Policy F-5 calls for expanded outreach and partnership with well owners to perform a well monitoring study.

Under current Board of Health rules, rainwater catchment may be collected and used as a potable water source when an individual well is not an option and as a supplemental water source. Policy F-6 promotes expanded use of harvested rainwater as an important water conservation tool. Presently, desalination is not an option for individual potable water use in King County. Board of Health codes would need to be updated to allow this type of water use.

Wastewater – Rural and Shoreline Areas

On-site sewage (septic) systems (OSS) and public sanitary sewers are the two primary methods of wastewater disposal. On Vashon-Maury Island, OSS is, by far, the most common method and these systems are almost exclusively owned and maintained by private property owners. Vashon Sewer District, a quasi-public entity established in 1947, operates the sewer collection system which, in 2017, had 428 connections. (See below for more discussion about Vashon Sewer District.) The King County Comprehensive Plan states that on-site treatment systems in the Rural Area and Natural Resource Land areas should be designed and built as “permanent methods of sewage disposal.” With few exceptions, the use of public sewers in the Rural Area or on Natural Resource Lands is prohibited. (See King County Comprehensive Plan Policies F-260 and F-264.)

King County’s role with wastewater in the rural and shoreline areas is the permitting and inspection of private on-site sewage systems during design and installation of a new, repair, or replacement system. The Environmental Health Services division of Seattle

and King County Public Health is the lead agency for these activities. Policies F-8 and F-9 encourage King County and the Vashon-Maury Island Groundwater Protection Committee to work with the Department of Ecology and create incentives for targeted public outreach on this topic, especially in and around Quartermaster Harbor and its watershed.

“Greening” Vashon’s Wastewater Infrastructure

Depending upon soil type, groundwater level, slope, and other factors, alternatives to traditional OSS disposal methods may be necessary or simply preferred on the grounds of enhanced sustainability. Community input received for this plan indicated a strong interest in the expanded use of alternative systems like composting and incinerating toilets. This is a long-standing environmental and public health goal on the island, dating to the 1970s or earlier. Many alternative systems are permitted by the Washington State Department of Health and King County and are in use today.

Currently, 100% of the island’s septage (waste solids from septic tanks) is transported off-island for disposal. King County determined several years ago that the costs of transporting septage were less than upgrading the Vashon treatment plant. The Department of Natural Resources and Parks/Wastewater occasionally revisits the cost/benefit ratio to factor in new economic realities. Policy F-10 promotes this as a routine assessment with the goal of increasing the amount of septage that can be treated on-island.

A key opportunity identified in this plan is to create viable alternatives to individual OSS, particularly in

Table 28

Policy No.	Policy	Implementing Action	Action Priority
F-1	Island water resources should continue to be the sole water-supply source in the future. The plan discourages importing water for domestic uses from off the island.	N/A	Ongoing
F-2	<p>The following conditions must be evaluated in determining the adequacy of water service for any proposed boundary adjustments to the major Water Purveyors Service Area:</p> <p>A Local Service Area boundary adjustment should not be allowed if the resulting development would adversely impact domestic water supplies which serve existing or previously approved uses;</p> <p>No boundary adjustment shall be allowed unless a Group A public water system is available and is technically adequate to serve the proposed development.</p>	N/A	Ongoing
F-3	As an additional requirement for the comprehensive plans of public water systems on Vashon-Maury Island, King County shall ask that information be included assessing the ability of existing and potential water sources to meet anticipated population growth. Planned expansion of the water system should be prohibited if the analysis reveals a risk to the adequacy of service including quality of water being provided to current users.	N/A	Ongoing
F-4	King County should include water quality monitoring and reporting in the scope of work for new low impact development projects on public properties to the maximum extent practical.	N/A	Ongoing
F-5	King County, with Vashon-Maury Groundwater Protection Committee support, should conduct a study of existing private wells on Vashon and Maury Islands. This study should consider water quantity and water quality monitoring of private wells.	Implement a study of exempt wells on island. This study should result in a more accurate estimate of the number of wells, water quality, and usage.	2
F-6	King County should develop an on-going island-wide education program to inform Islanders about groundwater resources, drinking water supplies, water availability, and water quality issues. The education program should include alternative water supply choices such as water retention, rain water harvesting, use of gray water, deepening of wells, groundwater recharge and water rationing in emergencies.	N/A	Ongoing

Policy No.	Policy	Implementing Action	Action Priority
F-7	The Vashon-Maury Island Groundwater Protection Committee, with King County support, should evaluate ways to provide or enhance incentives to implement water conservation.	N/A	Ongoing

neighborhoods outside of Vashon Sewer District’s service boundaries where lot sizes are small and systems are failing. Many of these are located within Marine Recovery Areas which designate where shellfish growing areas are closed due to bacterial pollution. Spring Beach, Harbor Heights, Tahlequah and Glen Acres are examples of such areas. Since 2010, Seattle-King County Public Health has been engaged in some of this work with property owners, but there is a need to further evaluate costs and locations where community on-site sewage systems or other types of systems may work. Policy F-12 is an ambitious but critical next step in the “greening” of how wastewater is treated along shorelines and areas of clustered housing. Rationale for this policy and its action include:

- Comprehensive Plan Policy CP-1243 encourages the use of demonstrated new and alternative on-site sewage treatment technologies, with priority on Marine Recovery Areas.
- Health codes require that community systems be maintained by a public agency. However, Vashon Sewer District is not currently capable of assuming more community systems. More alternatives need to be explored.
- The 2005 *Vashon-Maury Island Watershed Plan* calls for a public education program that supports this policy.

- Climate change is expected to impact many shoreline on-site sewage systems. These systems are typically limited by space and soil conditions, and their failure has a significant impact on the marine environment. Innovative solutions will be required to address these challenges.
- The Marine Recovery Area (MRA) includes 257 sites with on-site sewage systems. If the MRA or other shoreline areas are downgraded by the state, due to failing systems, it triggers a requirement in state law, RCW 90.72.045, that directs county legislative bodies to form a Shellfish Protection District (SPD) and implement a shellfish protection program (SPP) to address the suspected causes of pollution threatening water quality over the affected shellfish beds.

While there is a pressing need for a comprehensive island-wide study, Policy F-12 is prioritized in this plan beyond the year 2021 primarily because Public Health’s OSS Program has no sustainable funding source for its general oversight of OSS Operation and Maintenance. That agency must focus its efforts on the most critical OSS issues that impact public health and the environment.

Wastewater – Vashon Rural Town

Both Vashon Rural Town and the Vashon Sewer District are anomalies within unincorporated King County in that the town is one of only three such areas to have this land use designation and is King County's only unincorporated town approved for public sewer service (King County Code 13.24.035.B). The Vashon Sewer District and the wastewater treatment plant were established and operational prior to King County's earliest comprehensive plans and, as such, are able to continue operations. That being said, Comprehensive Plan Policies F-258 and R-508 place limits on expansion of the sewer system (as stated in Policy F-12). Rural Towns are prohibited from being enlarged to facilitate the provision of sewers.

There is a direct relationship between the Rural Town boundary shown on the land use map of this plan and the service area for Vashon Sewer District. The purpose and intent of demarcating a service area for sewer is to provide for predictable sewer system over time from a land use perspective. While the District has a corporate boundary that has existing sewer lines which extend beyond the Rural Town, the District's service area is identical to the Rural Town area. It should be noted, however, that the identification of this service area has no connection to sewer service actually being available, or planned for in the future, by the District. Whether or not the District requires annexation of the property to the District as a condition of service is a decision of the District at the time of a sewer connection request.

The highest priority action related to sewer in the Rural Town (Policy F-16) relates to maintenance

and improvements of the existing sewer lines that outflow to the treatment plant on Gorsuch Road. The Vashon Sewer District is guided by a general sewer plan which is updated on a periodical basis. These plans provide baseline information such as flow monitoring, capacity needs and condition assessment where maintenance concerns are identified. Inflow and infiltration (I/I) concerns the penetration of water into sewer pipes which has negative impacts on the wastewater treatment plant. If significant I/I is identified, measures to reduce I/I can be implemented, freeing up capacity at the plant.

Solid Waste

King County's Department of Natural Resources and Parks-Solid Waste Division operates the Vashon Recycling and Transfer Station on Westside Highway. The facility includes a scalehouse, recycling area and transfer building. Waste is collected and transported and recyclable materials are separated and distributed to local, national or international markets. An estimated 142 tons of garbage are exported from Vashon-Maury Island to the Cedar Hills Regional Landfill near Maple Valley each week, amounting to more than 7,400 tons of waste per year. Significant amounts (estimates are more than 70%) of both organic and inorganic waste is disposed of which can be more efficiently recycled, reused, or composted.

The processing and transportation of waste contributes greenhouse gas emissions to the atmosphere. The island offers a unique type of "petri dish" environment in which to study and learn lessons about composting and solid waste stream reduction that may be applied in other parts of King County. In October 2015, the Solid Waste Division, working with



PHOTO CREDITS: Ned Ahrens

Vashon Rural Town is King County's only unincorporated town approved for public sewer service.

Table 29

Policy No.	Policy	Implementing Action	Action Priority
F-8	The Vashon-Maury Island Groundwater Protection Committee should focus outreach and education efforts to protect water quality.	Implement educational programs that monitor water quality and reduce potential pollution sources. Programs may include volunteer stream invertebrate monitoring, pesticide reduction education, septic pollution, well head protection and reducing stormwater runoff.	1
F-9	King County should request Ecology assistance to develop a Total Maximum Daily Load water quality improvement plan to reduce point and nonpoint pollution sources to Quartermaster Harbor if the harbor water quality is listed as a Category 5 polluted water body on the 2010 Washington State Water Quality Assessment.	N/A	3
F-10	King County should seek to reduce the amount of septage transported off island.	Perform routine evaluations of the Vashon wastewater treatment plant with a long-term goal to equip it for accepting island septage.	Ongoing
F-11	The preferred reuse of wastewater is by using drip irrigation as an on-site sewage system. King County should consider development of regulations allowing the recycle and reuse of greywater from residential systems and encourage greywater use for subsurface irrigation consistent with existing State regulations.	<ul style="list-style-type: none"> a. Seek funding opportunities to provide financial help to property owners interested in installing drip on-site sewage systems b. Educate residents of existing permitted uses for greywater c. Pursue code amendments by the King County Board of Health to allow permitting of Greywater Reuse for Irrigation 	

Policy No.	Policy	Implementing Action	Action Priority
F-12	King County should perform a comprehensive island-wide study of on-site sewage systems, evaluate the impacts of sea-level rise on shoreline septic systems, evaluate the need for community systems or other wastewater solutions, and identify a system to pump out OSS in shoreline areas that are not accessible by a pumper truck or purchase a portable pump out trailer.	Seek grant funding to execute this septic system study. Said study should evaluate all treatment options: group systems, community systems, conveyance to Vashon Sewer District and/or the treatment plan, local package wastewater treatment systems such as MBRs, etc.	3

Zero Waste Vashon (a local nonprofit organization) started a pilot program to collect yard and food waste for composting at the transfer station.

In 2016, the Solid Waste Division provided a \$30,000 grant to another organization, Impact Bioenergy. The three objectives of this project are, one, create and utilize a software tool to facilitate the diversion of edible and inedible food waste from disposal, two, conduct a feedstock assessment, and finally, to conduct a feasibility study for the design of a community-digester operating system for Vashon Island. Policy F-17 supports the use of this County-owned facility to facilitate both citizen and organizational innovative uses of waste products that are generated on the island.

Other Service, Facility and Utility-Related Resources for Vashon-Maury Island

Below is a list of other functional plans and resources related to the provision of services and utilities on Vashon-Maury Island. These documents contain more detailed and technical information for how specific services are planned, funded and rendered. Copies of

Vashon-Maury Island Services Provided by King County

King County is responsible for providing the following services, many of which are mandated by the Washington State Constitution, and others which the County elects to provide.

Animal and Pest Control	Environmental Health	Medical Examiner
Assessor and Tax Incentive Programs	Farm and Agricultural Assistance	Mental Health and Substance Abuse
Building Permits	Flood Management and Protection	Noxious Weeds
Code Enforcement	Forest Financial and Technical Assistance Programs	Parks and Trails
Developmental Disabilities	Groundwater Protection	Public Defense
Disease Prevention and Surveillance	Habitat Protection and Restoration	Public Health
District Court Services	Health Referral Services	Public Safety
Elections	Housing Repair and Finance	Roads
Emergency Management		Solid Waste
Employment and Education Resources		Transit / Metro
		Veterans
		Wastewater Treatment

the documents are available at the respective agency office or web site.

- Vashon-Maury Island Water Resources - A Retrospective of Contributions and Highlights, 2013, WLRD
- VMI Reconnaissance Report, July 2004, WLRD

- Vashon-Maury Island Watershed Plan, June 2005, WLRD
- Quartermaster Harbor Nitrogen Management Study: Final Study, 2014, WLRD
- King County On-Site Septic System Management Plan, 2007 ▲

Table 30

Policy No.	Policy	Implementing Action	Action Priority
F-13	The existing public sewer system in the Vashon Rural Town cannot be expanded to serve land beyond the boundaries of the town, except as provided in Comprehensive Plan Policy F-258 and as consistent with Title 57 RCW.	N/A	Ongoing
F-14	When considering future boundary adjustments to the Vashon Sewer District Service Area, demonstration shall be required that sewer service would not be made available to, or result in, adverse impacts to agricultural lands, floodplains, wetlands, or other critical areas. Under King County Code, critical areas include groundwater recharge areas and wildlife habitat areas.	N/A	Ongoing
F-15	King County should perform an evaluation of the potential uses of reclaimed water on Vashon-Maury Island rather than discharge to Puget Sound. The County should perform an evaluation of the existing wastewater treatment plant to determine how best to serve identified water reuse needs. Reuse or land application of Biosolids should also be evaluated.	N/A	3
F-16	The Vashon Sewer District should evaluate inflow and infiltration (I/I) within the sewer system that conveys flows to the Wastewater Treatment Plant.	a. Seek grant funding b. The Vashon Sewer District will coordinate with King County Wastewater Treatment District to scope and conduct an I/I study.	2
F-17	King County will continue to partner with island organizations and businesses to improve public education, recycling, and waste reduction.	Bioenergy assessment and feasibility study in late 2018/early 2019 and determine next steps that will have the greatest impact on reducing the island's solid waste stream.	2

- Process and Key Terms
- Plan Concepts with Countywide Implication
- Implementation Tables

Implementation

Context, Opportunities and Challenges

The purpose of this section is to outline a functional, useable framework to translate general policies into specific, tangible actions. Scores of worthy issues emerge when thinking about the future of a small, diverse community like Vashon-Maury Island. Deciding how, when, and where to use finite resources to address those issues is the central task of implementation, presenting both challenge and opportunity. It is a challenge because the needs are ever-present, there are competing interests, and we live in a period of reduced federal, state, and local funding for community development. But it is also an opportunity to reexamine and evaluate current programs and spending and to potentially leverage new knowledge, local assets, and creative partnerships in the years ahead.

Three objectives in the *King County Strategic Plan* shed light on the critical role that implementation has in a community plan:

- Support community infrastructure and collaborative land-use planning that is responsive to the needs of residents, businesses, services, schools and cities with potential annexation areas (Strategy 3.c of Economic Growth and Built Environment goal);
- Provide the public with choices about which services King County delivers within existing resources and for which services they would like to provide additional funding (Objective 3 of Financial Stewardship goal); and
- Clearly define the services King County will provide, to whom, and at what level, focusing on quality, timeliness, and cost (Strategy 3.a of Financial Stewardship goal).

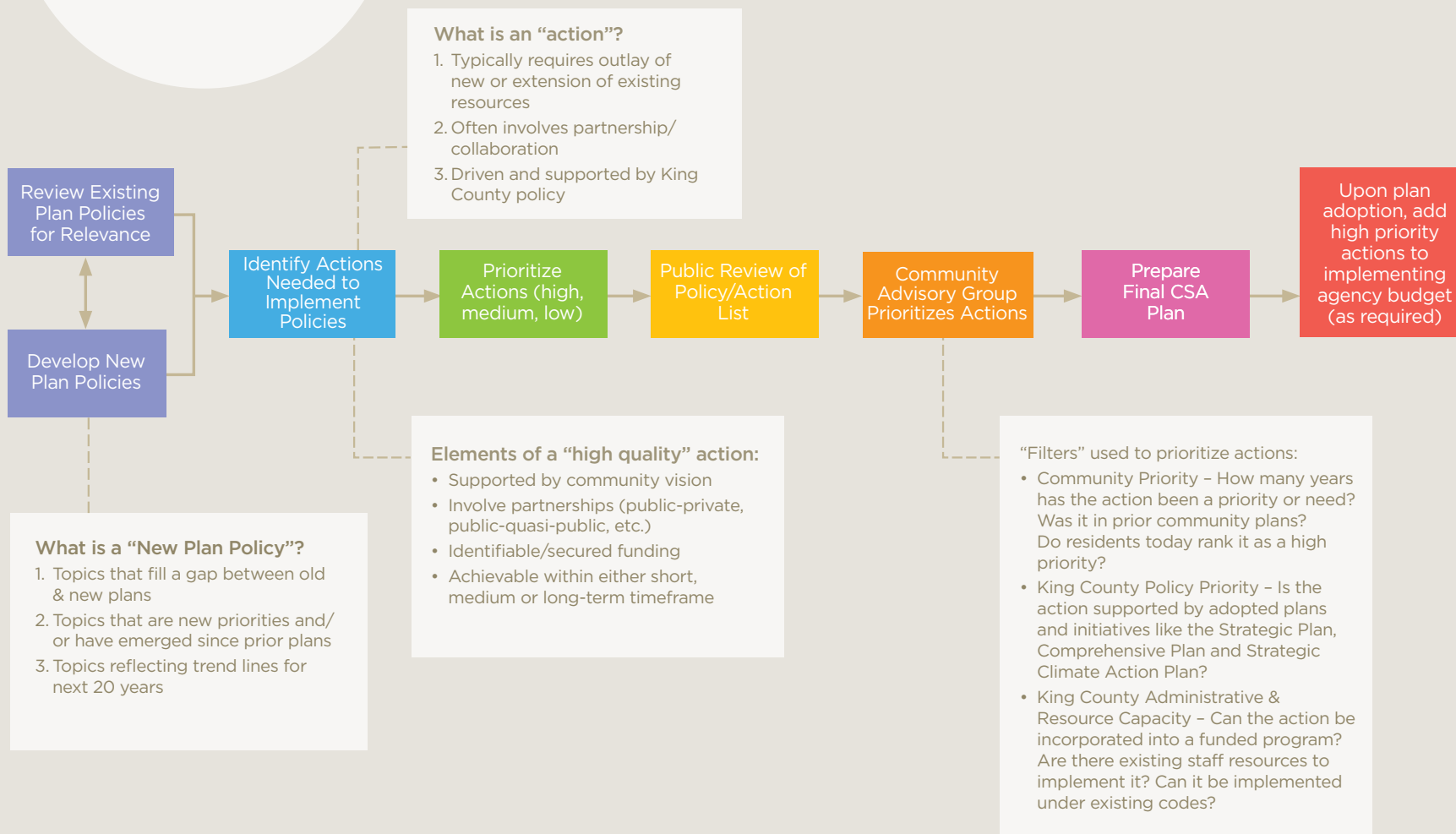
CSA Plans offer a practical vehicle to help carry out these objectives. They allow King County to define and potentially adjust some of the services it provides and the plans also provide the community an avenue to express and prioritize its service needs to elected officials.

Process and Key Terms

Figure 15 shows the process used to formulate the policies and actions of this plan. The graphic also explains how actions are prioritized and what criteria is used to identify the most appropriate and realistic timeframes for each action. Other key terms in this section are:

- **Budget** – Every two years, a King County budget is prepared and submitted by the County Executive to the King County Council who then hold public hearings and ultimately adopt the budget. The biennial budget, used to set policy and strategic priorities for county government, has two types of funds: dedicated funds and the General Fund. Dedicated funds are collected for a specific purpose and, by law, can only be used for those purposes. For example, bus fares must go towards paying for transit and sewer fees towards paying for wastewater treatment. Dedicated funds account for more than 80% of the total budget. The General Fund pays for all other county services, more than 70% of which support state-mandated criminal justice and public safety services. If King County financial or staff resources are necessary for implementation, any proposed action in a CSA Plan must be included in and supported by the budget. Due to the current structural revenue limitations of the General Fund and the state-mandated

Figure 15
Policy and Action
Development
Work Flow



priorities for these monies, new actions in the plan that require additional General Fund spending are carefully scrutinized to determine if they are already covered by existing department programs or if new funds must be allocated.

- **Policy and Action** - Policies specify the intent and desired outcome of King County related to its services while actions are the specific tools used and/or steps taken to execute policy. More than half of the policies in this plan are categorized as Ongoing and link to existing King County departments, plans or programs. Ongoing policies typically guide how or when to support activities that may occur or may be proposed at an undefined time (e.g. collaborate with Tribes on a future study) versus those activities that are planned to occur and have a discrete start and end date (e.g. perform an environmental analysis by the year 2020). For this reason, the Ongoing items have no corresponding actions.
- **Priority** - All actions not categorized as Ongoing are prioritized in one of three ways:
 - Short-term (1) - begin implementation within two years after plan adoption;
 - Mid-term (2) - begin implementation not sooner than three or later than five years after plan adoption; or
 - Long-term (3) - begin implementation not sooner than five years after plan adoption.

(Note: Until a CSA Plan is actually adopted by the King County Council, the priorities listed should be understood as preferred or recommended priorities and may be modified by the Council depending on available staffing and budgetary resources.)

- **Responsible Party** - Each action has a lead responsible party which is responsible for initiating and managing the action through its life cycle. The majority of actions require collaborative partnerships in order to execute them. Supporting parties assist the lead party, provide research and expertise as needed, and typically contribute less time to implement the action. The lead and supporting parties may be a specific King County division within a larger King County department (e.g. DNRP/Wastewater) or another private or quasi-public organization.

Plan Concepts with Potential Countywide Implication

Throughout the plan development process, Community Advisory Group members and others put forward new project ideas, alternative approaches to development, and/or potential code amendments that had broad appeal for Vashon-Maury Island but could not be implemented under this plan because of time, finances, or other reasons. Many of the concepts require a more lengthy and comprehensive evaluation than what was possible within the scope of this type of plan. CSA Plans are localized and have policies and actions that pertain to a single unincorporated area. Policies that apply across all of King County are housed in the King County Comprehensive plan or regional plans and are not duplicated in CSA Plans. Similarly, the King County Code, the International Building Code, the International Fire Code, and other ordinances also have countywide jurisdiction and application.

An example of this for Vashon-Maury Island relates to Accessory Dwelling Units (ADU). Islanders voiced strong support for amending King County’s ADU code provision in order to streamline and incentivize construction of these housing units, driven in part by the desire for increased affordable housing stock. Since the ADU provisions (located in King County Code Chapter 21A.08) are enforced countywide and changes to this code section have implication on all of unincorporated King County, amending this section of King County Code as a component of only the Vashon-Maury Island plan was not possible. However, ideas like this were collected and are included in Appendix D for reference and potential review during the development of CSA Plans in other areas. The premise of this exercise is to honor the creative work and ideas that emerge from a community-based conversation related to potential code or policy amendments and to have a mechanism in the CSA Plans for recording and tracking these ideas

October 2016 Community Forum



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over time. As future countywide code or policy amendments are prepared, the list in Appendix D can provide background material and context.

Implementation Tables

There are 78 policies and 41 associated actions in this plan. As noted in Figure 15, plan policies are both new and derived from the 1986 Vashon Community Plan and 1996 Vashon Town Plan. The Community Advisory Group reviewed each policy from the prior plans to determine if it had been accomplished, duplicated in the Comprehensive Plan, was no longer relevant or applicable, or if it needed to be combined with a similar policy to prevent overlap or conflict. (Appendix A lists all policies from the two prior plans that were not carried forward and the reason(s) for each decision.) New policies were prepared for topics and community needs not adequately covered under prior plans and/or which address trend lines for the next ten to twenty years.

To better understand the priorities that emerged from the process and the relationship of the short-mid-and long-term priorities to other plan topics, the following tables group all policies and actions according to their level of priority - 1, 2, 3, or Ongoing. There are 14 short-term or Priority 1 actions which, as noted above, are targeted to begin implementation within two years of plan adoption. Depending on grants, weather-related disasters, or other economic factors, some refinement and further prioritization of these Priority 1 actions may be warranted. The acronyms shown in the “Responsible Party” columns are defined in the footnote at the end of the tables. ▲

Table 31 – Priority 1 Actions (Short-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Rural Area and Natural Resource Lands	R-2	Proportionately, Vashon-Maury Island has a high percentage of acres enrolled in King County's Public Benefit Rating System (PBRS) program. In concert with King County's current use taxation program, public education and outreach regarding land and natural resource stewardship should be offered to PBRS enrollees to enhance environmental benefits.	Develop enhanced methods of public outreach and education to better assist Vashon-Maury Island's PBRS participants with forestry, agricultural, and other land stewardship improvements, including topics, tools and property owner forums.	DNRP/ WLRD	
	R-9	King County will support the Vashon Island Grower's Association's goal to create a food hub to serve and assist island growers with marketing, distribution, and other services that can leverage the capacities of small and medium size farms.	<ul style="list-style-type: none"> a. Depending upon results of the Vashon Island Grower's Association feasibility study and identification of a potential location, King County staff will coordinate with the community on permitting and infrastructure needs. b. Where feasible, King County will help to identify capital and/or operations funding for the food hub. 	VIGA	DPER DNRP/ WLRD
	R-10	King County will support the work of the Vashon Island Grower's Association and similar island organizations to secure a more permanent location and to expand and redevelop the Vashon Farmer's Market in a safe, compatible and accessible manner.	<ul style="list-style-type: none"> a. King County staff will coordinate with the community on permitting and infrastructure needs for the farmer's market. b. Where feasible, King County will help to identify capital and/or operations funding for the farmer's market. 	VIGA	DPER DNRP/ WLRD

¹See page 126

Table 31 – Priority 1 Actions (Short-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Housing and Human Services	H-5	<p>Increasing the inventory of housing that is affordable to very-low, low, and moderate-income populations on the island is a high community need and priority. One barrier to constructing affordable housing is the lack of land suitable and zoned for high density residential. King County should support increasing incentives to allow for higher density residential in the Rural Town, if it meets the following criteria:</p> <ul style="list-style-type: none"> a. is within a sewer and water service areas; b. provides a mix of housing that is affordable to families with incomes of 80% AMI or below and 60% AMI or below; c. complies with KCC 20.22.150. 	Expand the Residential Density Incentives for affordable housing currently listed in KCC 21A.34 for the Rural Town.	DPER	DCHS

¹See page 126

Table 31 – Priority 1 Actions (Short-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Housing and Human Services	H-6	To help increase the island’s inventory of affordable housing, accessory dwelling units should continue to be permitted on single family residential lots per KCC 21A.08.030 and should be allowed as either attached or detached units whenever minimum setbacks, water and wastewater standards can be met. King County should consider new options to streamline and simplify the ADU permitting process.	<p>Research and draft amendments to the ADU section of the King County Code and DPER policy on the following topics:</p> <ul style="list-style-type: none"> a. Allow an applicant to request a waiver from the off-street parking requirement; b. Allow park model homes as ADUs; c. Create a suite of registered ADU plans for attached and detached ADUs to expedite the building permit process and reduce plan check fees; and d. Allow detached ADUs on lots sizes <5k sq. ft if minimum building setbacks and maximum impervious surface area standards are met. 	DPER* (*See Appendix D for more detail.)	
Environment	E-4	King County, with Vashon-Maury Island Groundwater Protection Committee support, should continue monitoring groundwater and surface water on Vashon-Maury Island.	King County should continue to expand, if feasible, the monitoring of surface water and groundwater quality. King County shall continue reporting the results of this monitoring to VMIGPC.	DNRP/ WLRD	VMIGPC

¹See page 126

Table 31 – Priority 1 Actions (Short-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Environment	E-5	Vashon-Maury Island comprises almost 50% of King County’s total shoreline miles. As such, it has a high exposure to potential impacts of sea level rise related to climate change. King County should develop a suite of climate change adaptation and mitigation strategies for the island to better prepare not only waterfront properties and infrastructure but other sensitive and vulnerable upland properties for expected climate change impacts. King County supports the development of public education, targeted communications, and regulatory tools to help achieve this objective.	<ol style="list-style-type: none"> 1. King County will coordinate with island property owners, hazard mitigation specialists, engineers, and other key stakeholders to develop policy and public education tools targeted for use on Vashon-Maury Island, considering such topics as: <ol style="list-style-type: none"> a. Creating disincentives for new construction that is located in projected sea-level rise zones; b. Determine if some flood district and flood hazard reduction tools for riverine areas can or should be applied in marine zones c. Other Vashon-specific items derived from the sea level rise strategy being developed by DNRP/WLRD staff. 2. King County will pursue a permanent funding source for routine monitoring of marine shoreline changes. Data collected from said monitoring will be used to support future climate change mitigation and adaptation interventions. 	#1 – DPER #2 DNRP/ WLRD	

¹See page 126

Table 31 – Priority 1 Actions (Short-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Parks, Open Space and Cultural Resources	P-2	King County supports and will continue to be an active partner with the Vashon Park District and Vashon Maury Island Land Trust in ensuring high quality public parks and recreational services and facilities continue to be provided on the island.	To consolidate ownership, improve maintenance, and provide for improved land management schemes, develop a mid-to-long-term strategy that supports mutually beneficial exchanges between Vashon Park District, the Vashon Maury Island Land Trust and King County Parks. Consider special lease agreements, underutilized parcels, and related issues.	DNRP/ Parks	VPD VMILT
	P-3	King County supports improved and expanded public access to the island’s shoreline where sensitive habitats are not disturbed.	<ul style="list-style-type: none"> a. King County should analyze its publicly-held property and road right-of-way to identify any potential opportunities for increasing public shoreline access or transferring to other agencies. b. DOT/Roads and DNRP/Parks staff to develop a set of criteria to identify opportunities for appropriate shoreline access. c. Cooperate with Vashon Park District to include any District-owned parcels or surplus land in a future shoreline access analysis. 	DOT/Road Services DNRP/ Parks	VMILT VPD

¹See page 126

Table 31 – Priority 1 Actions (Short-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Parks, Open Space and Cultural Resources	P-10	Arts Programming – To expand the role, presence, and influence of the arts throughout Vashon-Maury Island, it is important to develop an island-specific strategy which identifies talent, programs, and other arts programming opportunities. King County supports a proactive and organized initiative to develop a long-term Arts Master Plan for Vashon-Maury Island.	<ul style="list-style-type: none"> a. Form a committee of resident artists, a 4Culture representative and others to develop an Arts Master Plan. b. Develop a formal program matching professional island artists with apprentices wishing to develop their skills. A focus could be on mentoring and education to young people and those who cannot afford classes. c. Identify opportunities to improve diversity in arts programming. 	CBO	4Culture
Transportation	T-2	Some form of public transportation service such as ridesharing, pedi-cabs, community vans, mobile vehicle matching, or on-island shuttle buses should be made available to residents who reside in remote areas beyond Metro’s fixed-route bus lines.	<ul style="list-style-type: none"> a. Implement the Community Van program which provides Metro vans for local prescheduled group trips that are arranged by a Community Transportation Coordinator and driven by volunteer drivers to meet community-identified transportation needs. b. Promote mobile carpool matching services that help people find one-time carpools in real time. 	DOT/ Metro	

¹See page 126

Table 31 – Priority 1 Actions (Short-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Transportation	T-9	Vashon Rural Town should be designed and maintained to accommodate all modes of transportation, including nonmotorized users.	King County will review the standards for roads in the Rural Town for compatibility with nonmotorized uses and also identify potential nonmotorized infrastructure improvement needs for inclusion in the 2020 update to the Transportation Report. Community input will be included in this review.	DPER	DOT/ Road Services
Services, Facilities and Utilities	F-8	The Vashon-Maury Island Groundwater Protection Committee should focus outreach and education efforts to protect water quality.	Implement educational programs that monitor water quality and reduce potential pollution sources. Programs may include volunteer stream invertebrate monitoring, pesticide reduction education, septic pollution, well head protection and reducing stormwater runoff.	VMIGPC	DNRP/ WLRD DPER KCD

¹See page 126

Table 32 – Priority 2 Actions (Mid-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Rural Area and Natural Resource Lands	R-11	Farmland preservation on Vashon-Maury Island requires strategies that go beyond traditional approaches to protecting agricultural lands. Parcel sizes are typically smaller and there is no Agricultural Production District. King County commits to coordinate with property owners, the Vashon Maury Island Land Trust, and other organizations to ensure productive and valuable farmland on the island remains protected.	King County’s Farmland Protection Program will work with local partners to explore opportunities for additional farmland protection on Vashon-Maury Island. Given the island’s limited groundwater supply, such a strategy should examine water rights and ensure that lands preserved for agriculture contain adequate water supply.	DNRP/ WLRD	DPER KCD
	R-12	As an officially designated “Rural Area” of King County where rural economic development and agricultural enterprises are intended to locate and strongly encouraged, agritourism is an industry with expansion potential for the island. King County will work with property owners, nonprofit organizations, the Washington Department of Agriculture, and others to facilitate agritourism-related activities on Vashon-Maury Island that are consistent with its character and values.	Review King County Code 21A and other pertinent policies for opportunities to streamline and create positive incentives for agritourism activities. Support on-farm events that feature agricultural values and landscapes but do not detract from long-term commercial viability of agricultural businesses.	DPER	DNRP/ WLRD DPH

¹See page 126

Table 32 – Priority 2 Actions (Mid-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Housing and Human Services	H-7	King County should work with property owners, housing developers, property managers, and architects to support healthy home environments, including universal design features and similar accommodations in existing and new dwelling units.	Research universal design educational tools and partnerships and examine potential code or policy incentives to improve the accessibility of owner-occupied and rental dwellings (e.g. residential designer/contractor workshops, expedite building permits that contain universal design features, etc.).	DPER	Home builders
Parks, Open Space and Cultural Resources	P-4	The Tramp Harbor dock/pier has significant historic, economic, and recreational community value. King County is supportive of Vashon Park District's ongoing maintenance of the docks in a safe, attractive, and functional state. King County should work with the Vashon Park District, Washington Department of Natural Resources, and other key stakeholders to ensure the Tramp Harbor facility is well-maintained and complies with all state and federal regulations.	<ul style="list-style-type: none"> a. Vashon Park District and King County Parks will continue to partner to secure a state appropriation to upgrade the Tramp Harbor dock, including removal of creosote, pylon safety improvements, and other improvements. b. Coordinate on lease relationships with the Washington Department of Natural Resources. c. Solicit community input on dock design and desired activities. 	VPD	DNRP/Parks DNR

¹See page 126

Table 32 – Priority 2 Actions (Mid-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Parks, Open Space and Cultural Resources	P-7	<p>The community desires a Regional Trail that provides commuters, students, and recreationalists with access to commercial areas, transit services, schools and other destinations. King County should explore the feasibility of a new Regional Trail or other active transportation facilities that connects the Vashon and Maury Island communities with the north and south ferry terminals and respective ferry routes.</p> <p>Investigate the feasibility of Regional Trails or other active transportation facilities that achieve the following:</p> <ul style="list-style-type: none"> a. Connect residential, employment, and commercial centers and other important community destinations; and b. Connect the north and south ferry terminals. 	Form an interdepartmental and interagency working committee to assess the physical, environmental, financial and design feasibility for a new Regional Trail or other active transportation facility.	DNRP/ Parks	DOT/Road Services VMILT

¹See page 126

Table 32 – Priority 2 Actions (Mid-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Parks, Open Space and Cultural Resources	p-8	<p>An island-wide network of soft-surface, multi-use, backcountry trails is envisioned for pedestrians, bicyclists and equestrians that connects several open space, park and community destinations. Trail corridors should be established and designed based upon the following criteria:</p> <ul style="list-style-type: none"> a. Connect park and open space areas; b. Provide access to shoreline areas, particularly public parks; c. Incorporate views and other special features of scenic, historic, or archaeological interest. 	<p>Form a working committee to:</p> <ul style="list-style-type: none"> a. Scope, identify funding for, and conduct a feasibility study to expand the existing backcountry trail network. b. Pursue voluntary public easements across private lands in order to connect public trails. c. Upgrade DNRP’s current program to promote donations from willing land owners (similar to conservation easements). 	DNRP/ Parks	DNRP/ WLRD VMILT CBO

¹See page 126

Table 32 – Priority 2 Actions (Mid-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Parks, Open Space and Cultural Resources	P-11	Artful Signage – Incorporating artistic elements into the physical structure and/or design of signs across the island is an effective way to display local art, raise public awareness about local talent and businesses, invest in island artists, and improve wayfinding. Community-based arts organizations should pursue grants and partnerships for constructing or improving signs.	<p>Pursue grants and partnerships for constructing or improving the following signs:</p> <ul style="list-style-type: none"> • “Welcome to Vashon Island” signage at North End and Tahlequah Ferry Docks • Vashon Town Markers/ Welcome Signs • Neighborhood Markers/ Welcome Signs for Burton, Dockton, Ellisport and other community centers • Directional signs for the intersection of Bank Road and Vashon Hwy. • Welcome and interpretative markers/ signs at parks, forests and beaches 	CBO	4Culture

¹See page 126

Table 32 – Priority 2 Actions (Mid-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Parks, Open Space and Cultural Resources	P-12	Public Art – Public art enhances community character and diversity, sparks imagination, and provides a direct cultural experience for its viewers. King County supports and encourages the creative incorporation of art into the public and private spaces of Vashon-Maury Island.	<p>Seek out opportunities to install permanent and temporary public art, including:</p> <ul style="list-style-type: none"> • Play local music on bus routes 118/119, possibly curated by Voice of Vashon Radio • Use creative design elements such as paint, tile and texture at public crosswalks and squares • Purchase and display local art inside and/or outside government facilities • Display local artist work on public library computers and screen savers • Solicit local artist involvement in the design and/or review of new or expanded government buildings • Install island art on bike racks and benches at select/visible locations 	CBO	4Culture Various impacted agencies

¹See page 126

Table 32 – Priority 2 Actions (Mid-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Parks, Open Space and Cultural Resources	P-14	King County will partner with the Vashon- Maury Island Heritage Association and other preservation organizations to identify sites that are deemed to be of significant historic value and to promote designation of additional historic properties to the King County Landmarks program.	Recommend eligible, historically significant structures from the “historic sites” list in Appendix C for nomination to the National and State Registers of Historic Places and/or for designation as King County Landmarks.	VMIHA	KCLC
	P-15	Historic sites that meet national, state or county standards should be safeguarded through land use designation compatible with the site’s historic character, and flexible regulations and standards that promote preservation and reuse. New construction and additions should be compatible in design, mass, and scale with the area’s historic character.	Upon property owner notification and consent, create a map to catalog the locations of historically significant properties on the island.	VMIHA	KCLC
	T-11	King County will strive to ensure the airfield retains its important travel and emergency planning function while balancing the safety, noise, and aesthetic interests of neighborhood residents.	In collaboration with the King County Airport District #1, perform a standard airport/land use compatibility appraisal to ensure minimum FAA guidelines and other safety precautions are in place for future development within a 1-mile radius of the runway.	DPER	KCAD VIF&R

¹See page 126

Table 32 – Priority 2 Actions (Mid-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Services, Facilities and Utilities	F-5	King County, with Vashon-Maury Groundwater Protection Committee support, should conduct a study of existing private wells on Vashon and Maury Islands. This study should consider water quantity and water quality monitoring of private wells.	Implement a study of exempt wells on island. This study should result in a more accurate estimate of the number of wells, water quality, and usage.	DNRP/WLRD	VMIGPC
	F-11	The preferred reuse of wastewater is by using drip irrigation as an on-site sewage system. King County should consider development of regulations allowing the recycle and reuse of greywater from residential systems and encourage greywater use for subsurface irrigation consistent with existing State regulations.	<ul style="list-style-type: none"> a. Seek funding opportunities to provide financial help to property owners interested in installing drip on-site sewage systems. b. Educate residents of existing permitted uses for greywater c. Pursue code development by the King County Board of Health to allow permitting of Greywater Reuse for Irrigation 	DPH	DPER
	F-16	King County and the Vashon Sewer District should evaluate inflow and infiltration (I/I) within the sewer system that conveys flows to the Wastewater Treatment Plant.	<ul style="list-style-type: none"> a. King County/WTD and Vashon Sewer District shall partner to scope and conduct an I/I study. b. Seek grant funding. 	VSD	DNRP/Wastewater
	F-17	King County will continue to partner with island organizations and businesses to improve public education, recycling, and waste reduction.	Analyze results of the Impact Bioenergy assessment and feasibility study in late 2018/early 2019 and determine next steps that will have the greatest impact on reducing the island's solid waste stream.	DNRP/Solid Waste	CBO

¹See page 126

Table 33 – Priority 3 Actions (Long-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Land Use	LU-5	In order to foster walkability and housing affordability in the Vashon Rural Town, King County will use the flexibility that is allowed under the code when enforcing off-street parking requirements.	<ul style="list-style-type: none"> a. Conduct an analysis of existing and projected off-street parking demands within the Vashon Rural Town to document potential impacts on road and pedestrian safety, congestion, housing affordability, and related opportunities and threats. Explore the benefits and risks of a Special District Overlay derived from the Parking Reduction Zone that reduces off-street parking requirements. b. Develop standard criteria and findings for making parking waiver decisions. 	DPER	
Rural Area and Natural Resource Lands	R-4	King County recognizes the important and unique role that Rural Neighborhood Commercial Centers have for islanders and encourages their economic viability and the continued historic, neighborhood-scale character of these centers.	<ul style="list-style-type: none"> a. Conduct community and property owner outreach in Burton to assess the needs and benefits of rezoning parcels that are contiguous to existing Neighborhood Business zones for the purpose of eliminating nonconforming uses. b. Conduct a market analysis of the need and demand for small-scale, multi-family residential uses in Burton. 	DPER	PSB

¹See page 126

Table 33 – Priority 3 Actions (Long-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Rural Area and Natural Resource Lands	R-7	King County should allow applications for rezones to an “Agriculture” zone on parcels down to 5 acres in size on Vashon-Maury Island when requested by property owners and where compatibility standards can be met.	<p>a. Perform a comparative analysis of “A” and “RA”-zoned parcels on the island, examining issues such as farm worker housing, stormwater regulations, permit timeframes, current use tax advantages, and different types of production and land uses. Consider amending the current use program to assist Vashon’s predominantly small acreage operations that are within “RA” zones.</p> <p>b. Examine the feasibility of creating agricultural clusters on Vashon-Maury Island to designate priority agricultural lands that are outside of an Agricultural Production District.</p>	DPER	DNRP/ WLRD DOA
	R-13	Recognize and encourage community gardens as an important use of open space resources, particularly in higher density residential areas, in small commercial centers, and in locations with less access to affordable food and other services.	Convene a planning committee of citizens, social service providers, the WSU Master Gardeners program, and others to explore the feasibility of and possibly launch a community garden program.	VSSN	VIGA CBO WSU Extension

¹See page 126

Table 33 – Priority 3 Actions (Long-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Housing and Human Services	H-3	Apartments, townhouses, cottages, and other types of higher density housing should locate in the Vashon Rural Town. Such multi-family uses should be incentivized as infill development where they are structurally compatible with the neighborhood and are hooked-up to central sewer and Class A water systems.	Assess the King County zoning and planning ordinances as well as policies of King County Water District 19 and Vashon Sewer District for innovative opportunities to simplify and streamline multi-family infill development on both vacant and underdeveloped parcels.	DPER	VSD WD19
Parks, Open Space and Cultural Resources	P-6	The existing public boat launch site adjacent to the State of Washington north ferry terminal should be preserved and improved to become a more functional boat launch at the north end of Vashon Island.	<ul style="list-style-type: none"> a. Determine the legal description and property ownership of the existing launch site, including access to the site. b. Identify partners and formalize an inter-agency agreement to assess the launch site, safety, parking and create recommendations for potential improvements. 	VPD	DNRP/ Parks
Transportation	T-10	King County should seek opportunities to evaluate the demand, financial feasibility and operational needs of water taxi service expansion to Vashon Island.	Examine the projected demand, the financial and operational feasibility of expanding water taxi service to Vashon Island.	DOT/ Water Taxi	

¹See page 126

Table 33 – Priority 3 Actions (Long-Term)

Plan Category	Policy No.	Policy	Implementing Action	Responsible Party ¹	
				Lead	Support
Services, Facilities and Utilities	F-9	King County should request Ecology assistance to develop a Total Maximum Daily Load water quality improvement plan to reduce point and nonpoint pollution sources to Quartermaster Harbor if the harbor water quality is listed as a Category 5 polluted water body on the 2010 Washington State Water Quality Assessment.	N/A	DNRP/WLRD	DOE
	F-12	King County should perform a comprehensive island-wide study of on-site sewage systems, evaluate the impacts of sea-level rise on shoreline septic systems, evaluate the need for community systems or other wastewater solutions, and identify a system to pump out OSS in shoreline areas that are not accessible by a pumper truck or purchase a portable pump out trailer.	Seek grant funding to execute this septic system study. Said study should evaluate all treatment options: group systems, community systems, conveyance to Vashon Sewer District and/or the treatment plan, local package wastewater treatment systems such as MBRs, etc.	DPH	DNRP/WLRD DNRP/Wastewater VSD
	F-15	King County should perform an evaluation of the potential uses of reclaimed water on Vashon-Maury Island rather than discharge to Puget Sound. The County should perform an evaluation of the existing wastewater treatment plant to determine how best to serve identified water reuse needs. Reuse or land application of Biosolids should also be evaluated.		DNRP/Water Treatment Division	VSD

¹See page 126

Table 34 – Ongoing Policies

Plan Category	Policy No.	Policy	Responsible Party ¹	
			Lead	Support
Land Use	LU-1	All land use policies and regulations for Vashon Island shall reflect the overriding importance of the fact that the whole Island is the recharge area for a single-source aquifer. All of Vashon Island shall therefore be considered a groundwater recharge area. Within the Island, based largely on soil types, there are areas of relatively high, medium, and low susceptibility to groundwater contamination. Areas deemed highly susceptible to contamination in the KCCP should receive extra protection	Any affected department	
	LU-2	In order to fully utilize existing services including sewers, Class I water, public transportation, and shopping, Vashon Rural Town is planned to accommodate the most intensive residential, commercial and industrial development on the Island.	Any affected department	
	LU-3	Development in the Rural Town should maintain the rural nature and service orientation of Vashon and Center with compact, pedestrian-friendly development.	Any affected department	
	LU-4	The area between the south end of Vashon Town Core and Vashon Center on Vashon Highway SW should retain the existing low density residential zones and low impact uses to create visual relief and separation between the commercial nodes, mitigate against strip-type development, and to allow for development of single-family housing in the Rural Town.	DPER	
	LU-6	Future industrial development on the island should occur only within the Rural Town where there is sewer and water service, appropriately zoned land, and nearby access to Vashon Highway. Said uses should be clustered south of SW 178th St and west of Vashon Hwy SW.	DPER	
	LU-7	King County will support Vashon-Maury Island residents, health care services, community-based organizations, foundations, and other agencies in their efforts to identify a long-term, stable funding source and location for a medical care facility and other social service activities on the island.	Any affected department	

¹See page 126

Table 34 – Ongoing Policies

Plan Category	Policy No.	Policy	Responsible Party ¹	
			Lead	Support
Rural Area and Natural Resource Lands	R-1	All of Vashon-Maury Island is recognized as a Rural Area.	Any affected department	
	R-3	King County should promote preservation of at least 65% forest cover on rural-residential zoned parcels. The 65% forest cover goal may be adjusted for parcels less than 2 ½ acres in size. Dispersion of stormwater runoff from impervious surfaces into native vegetation in accordance with the Surface Water Design Manual shall be the preferred method of stormwater management in the Rural Area. King County will work with residential builders and developers on Vashon-Maury Island to encourage the use of low impact development practices that protect and enhance native vegetation and soils and reduce impervious surface area.	DPER	DNRP/ WLRD
	R-5	Intertidal shellfish habitat on Vashon-Maury Island shall be protected for its key role in the marine food chain, to protect public health, and to assure long-term productivity. King County shall explore effective means to protect this fisheries resource.	DNRP/ WLRD	DPER
	R-6	King County and the King Conservation District will continue to promote environmentally-sensitive agricultural practices through Farm Management Plans and other tools. This includes reducing animal load impacts on groundwater and surface water resources.	DNRP/ WLRD KCD	DPER
	R-8	Food processing operations are an integral part of creating a viable local agricultural economy and are deemed compatible with the island’s rural environment. Food processing plants of appropriate size and scale shall continue to be permitted uses or conditional uses in the “A” zones.	DPER	
Housing and Human Services	H-1	In the Rural Area (RA) zones, preserving a healthy diversity of housing types, sizes, and price levels helps to meet the diverse demographic needs of the island. While protecting the low density RA zones, King County shall encourage and support a wide variety of single-family residential dwellings.	DPER	

¹See page 126

Table 34 – Ongoing Policies

Plan Category	Policy No.	Policy	Responsible Party ¹	
			Lead	Support
Housing and Human Services	H-2	A residential density of one home per 10 acres: a. Shall be maintained on areas zoned RA-10 as of 1994 to help protect community character and reduce adverse impacts on the island's infrastructure; and b. Shall be applied to areas with a predominant lot size of 10 acres or greater and mapped as category I Critical Aquifer Recharge Areas.	DPER	
	H-4	King County should ensure that established, single-family residential subdivisions in the Rural Town are allowed to retain their low density character and zoning.	DPER	
Environment	E-1	This plan strongly supports the continued protection of critical areas on Vashon-Maury Island and enforcement of all federal, state, and local regulations intended to protect or mitigate damage to or by these areas.	Any affected department	
	E-2	The quantity and quality of Vashon-Maury Islands' groundwater supply should be monitored, along with building permit and subdivision data, to determine if planned densities can be achieved. If new information indicates the groundwater supply is endangered, the County shall take immediate steps to ensure new development does not impair the groundwater supply, especially in areas highly susceptible to contamination or near public water supplies.	DNRP/ WLRD DPER	VMIGPC
	E-3	To protect domestic water resource, areas deemed highly susceptible to groundwater contamination and watersheds should be maintained in residential or similarly non-intensive uses at low densities. Assess the effectiveness of Special District Overlay 140 by examining parcels that have been developed under this provision and determine if any modifications and/or enforcement changes are needed.	DPER	DNRP/ WLRD VMIGPC

¹See page 126

Table 34 – Ongoing Policies

Plan Category	Policy No.	Policy	Responsible Party ¹	
			Lead	Support
Parks, Open Space and Cultural Resources	P-1	Working forests, critical fish and wildlife habitats, and other key natural area lands across the island will be considered for parks and/or open space acquisition by King County and other conservation organizations.	DNRP/ Parks	VMILT CBO
	P-5	Additional water-related natural areas should be acquired along the saltwater shorelines of Vashon-Maury Island. These lands should be retained as passive, natural areas. King County/DNRP has ongoing programs that identify parcels with high ecological value on the island and acquire them for long-term public benefit.	DNRP/ WLRD	VMILT CBO
	P-9	Art, in all its forms and expressions, plays an influential role in the local culture and public image of Vashon-Maury Island. King County should support proactive integration of the arts into the island’s public and private spaces as a high priority, especially where such projects invest in and support island artists.	Any affected department	
	P-13	Community Events – King County will work with the Vashon-Maury Island community to ensure access to both public and private spaces for festivals, fairs, performing and visual arts is maintained and utilized to their full potential.	Any affected department	
	P-16	The preservation and sensitive rehabilitation of historic or culturally significant sites in the Vashon Rural Town should be encouraged in order to maintain the Town’s character and to preserve tangible links to the Town’s history.	VMIHA	KCLC DPER
	P-17	Dockton and Burton are historically significant neighborhood centers for Vashon-Maury Island. Each of these centers has a distinct quality and scale that contributes to the cultural heritage of their locale. New development and redevelopment in these neighborhood centers should be compatible with their historic character.	DPER	
	P-18	King County supports collaboration with the Muckleshoot and Puyallup Tribes and other groups of cultural significance on Vashon-Maury Island to identify areas of particular cultural importance, including archaeological sites, so they can be protected.	Any affected department	

¹See page 126

Table 34 – Ongoing Policies

Plan Category	Policy No.	Policy	Responsible Party ¹	
			Lead	Support
Transportation	T-1	Except in the Rural Town, new roads should not be constructed on Vashon-Maury Island until other viable multimodal alternatives have been implemented or determined infeasible.	DOT/Road Services	DPER
	T-3	A high priority goal of this plan is to create a more sustainable island transportation system through a reduction in motorized vehicle trips. How people travel to and from the two Washington State Ferries’ terminals is a key element in meeting the trip reduction goal. More incentives should be provided for passenger versus automobiles on the ferry system and Metro bus connections to and from the terminals should be continually monitored and strengthened. Encourage use of incentives distributed through the promotion of real-time ridesharing through the Alternative Service program to reduce drive-alone rates on the island by making it easy to share the ride to/from the ferries.	DOT/Metro	
	T-4	Park-and-Ride lot maintenance should be encouraged at the Vashon facilities of Ober Park, Valley Center, Tahlequah and the North end parking lot at the ferry terminal. Continue to perform quarterly utilization counts of King County park and ride lots on the island. Make the results of said assessments readily accessible to park and ride lot customers.	DOT/ Metro	
	T-5	Metro will continue to serve and evaluate connectivity to the island’s major activity centers for fixed-routes #118 and #119.	DOT/Metro	
	T-7	Traffic calming devices as well as road landscaping, public art, and other design elements are encouraged in the Town Core where they do not negatively impact travel safety, overall traffic flow, or impede emergency vehicle access.	Any affected department	

¹See page 126

Table 34 – Ongoing Policies

Plan Category	Policy No.	Policy	Responsible Party ¹	
			Lead	Support
Transportation	T-8	New roads or road improvements required for new development in Vashon Rural Town should be rural in character and use a rural road section consistent with the King County Road Design and Construction Standards, except in the Town Core. Roadway sections within the Town Core typically includes curb, gutter, and sidewalk. When required, the roadway drainage improvements shall meet the requirements of the King County Surface Water Design Manual.	DPER DOT/ Road Services	
	T-9	<p>Sidewalks in the Vashon Town Core need to facilitate continuous, smooth, predictable and safe pedestrian travel to key destinations such as grocery stores, the Post Office, Vashon Landing, the library, and other public services. New sidewalks and gaps in existing sidewalk connectivity will be constructed on both sides of the roads identified on Figure 14 as part of permitting and development activity.</p> <p>King County will continue to require private property owners to construct sidewalks at the time of permit application for new development or substantial redevelopment.</p>	DPER DOT/ Road Services	

¹See page 126

Table 34 – Ongoing Policies

Plan Category	Policy No.	Policy	Responsible Party ¹	
			Lead	Support
Services, Facilities and Utilities	F-1	Island water resources should continue to be the sole water-supply source in the future. The plan discourages importing water for domestic uses from off the island.	Any affected department	
	F-2	<p>The following conditions must be evaluated in determining the adequacy of water service for any proposed boundary adjustments to the major Water Purveyors Service Area:</p> <p>A Local Service Area boundary adjustment should not be allowed if the resulting development would adversely impact domestic water supplies which serve existing or previously approved uses;</p> <p>No boundary adjustment shall be allowed unless a Group A public water system is available and is technically adequate to serve the proposed development.</p>	Any affected department Water Purveyors	
	F-3	As an additional requirement for the comprehensive plans of public water systems on Vashon-Maury Island, King County shall ask that information be included assessing the ability of existing and potential water sources to meet anticipated population growth. Planned expansion of the water system should be prohibited if the analysis reveals a risk to the adequacy of service including quality of water being provided to current users.	DPER DNRP/ WLRD	

¹See page 126

Table 34 - Ongoing Policies

Plan Category	Policy No.	Policy	Responsible Party ¹	
			Lead	Support
Services, Facilities & Utilities	F-4	King County should include water quality monitoring and reporting in the scope of work for new low impact development projects on public properties to the maximum extent practical.	DPER DNRP/ WLRD	
	F-6	King County should develop an on-going island-wide education program to inform Islanders about groundwater resources, drinking water supplies, water availability, and water quality issues. The education program should include alternative water supply choices such as water retention, rain water harvesting, use of gray water, deepening of wells, groundwater recharge and water rationing in emergencies.	DNRP/ WLRD	VMIGPC
	F-7	The Vashon-Maury Island Groundwater Protection Committee, with King County, support should evaluate ways to provide or enhance incentives to implement water conservation.	VMIGPC	DNRP/ WLRD
	F-10	King County should seek to reduce the amount of septage transported off island. Perform routine evaluations of the Vashon wastewater treatment plant with a long-term goal to equip it for accepting island septage.	DNRP/ Wastewater	
	F-13	The existing public sewer system in the Vashon Rural Town cannot be expanded to serve land beyond the boundaries of the town, except as provided in Policy F-258 and as consistent with Title 57 RCW.	DNRP/ WLRD DPER	VSD
	F-14	When considering future boundary adjustments to the Vashon Sewer District Service Area, demonstration shall be required that sewer service would not be made available to, or result in, adverse impacts to agricultural lands, floodplains, wetlands, or other critical areas. Under King County Code, critical areas include groundwater recharge areas and wildlife habitat areas.	DNRP/ WLRD DPER	VSD

¹See page 126

1Responsible Party Acronyms

4Culture = 4Culture Arts Organization

CBO = Community-Based Organizations (i.e., Neighborhood and Business Assoc., Faith-Based Organizations, Philanthropic Organizations)

DCHS = King County Department of Community and Human Services

DNR = Washington State Department of Natural Resources

DNRP = King County Department of Natural Resources and Parks (Parks, Solid Waste, Water and Land Resources, Wastewater Treatment)

DOA = Department of Assessments (County Assessor)

DOE = Washington State Department of Ecology

DOT = King County Department of Transportation (Metro Transit, Road Services, Water Taxi)

DPER = King County Department of Permitting and Environmental Review

DPH = King County Department of Public Health (Environmental Health)

KCAD = King County Airport District 1 (Vashon)

KCD = King Conservation District

KCLC = King County Landmarks Commission

PSB = King County Performance, Strategy and Budget Office

VIF&R = Vashon Island Fire and Rescue

VIGA = Vashon Island Grower's Association

VMIGPC = Vashon Maury Island Groundwater Protection Committee

VMIHA = Vashon Maury Island Heritage Association

VMILT = Vashon Maury Island Land Trust

VPD = Vashon Park District

VSD = Vashon Sewer District

VSSN = Vashon Social Services Network

WD19 = Water District 19

Appendices

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King County

Vashon-Maury Island CSA Plan

Appendix A

Status of Prior Community Plan Policies

This table lists all policies and special recommendations from the 1986 Vashon Community Plan and the 1996 Vashon Town Plan that have either been accomplished since the original plan was adopted or are no longer germane due to one of the reasons identified under "Policy Status" below. All other policies and/or special recommendations from the 1986 or 1996 plans are carried forward as verbatim or amended policies in the CSA Plan.

Prior Plan Name	Prior Plan Category	Policy No. ¹	Policy	Policy Status			
				Accomplished / Addressed in KC Code ²	Duplicated in KC Comprehensive Plan ³	Outdated / No Longer Relevant / Not Enforceable ⁴	Merged With Another Policy ⁵
1986 Vashon Community Plan	Land Use	V-2	Most of Vashon shall remain at low residential densities in order to maintain the Island's current rural level of development. To accommodate future growth, some of the Island's existing town centers and neighborhoods are planned for additional residential growth. The town of Vashon is planned for the most intensive residential, commercial, and industrial development.	√			√ (Land Use #1 & #5)
		V-4	A variety of residential lot sizes and housing types should be encouraged on the Island.				√ (Housing #3 & #5)
		V-5	Most of the Island's upper plateau areas are planned for low residential densities.	√			
		V-8	Some of the Island's existing towns and neighborhoods are planned for additional residential development to accommodate future growth and to continue the development of these areas as distinct communities.				√ (Land Use #1 & #5)

Appendix A

Prior Plan Name	Prior Plan Category	Policy No.	Policy	Policy Status			
1986 Vashon Community Plan	Land Use		New residential development should be compatible with the existing density and character of these communities, and preserve the quality and quantity of Island ground water.				
		V-9	Burton, Dockton, and Vashon Heights are planned for single family residential development at densities which do not require sewers (less than three houses per acre).	√			
		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 applicable community plan and county policies. These rezones should be conditioned upon HUD, Farmer's Home Administration, FHA, Veteran's Home Administration or other government agency approval or they should be for government sponsored projects.			√	√ (Housing #6)
		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.	√		√ (R-505)	√ (Land Use #5 & #7)
		V-17	Small commercial centers are recognized as focal points for Vashon's communities and neighborhoods. These centers are to be maintained at their current size except that a limited expansion of the Burton business area may occur during the life of the community plan.	√		√ (R-501 & R-502)	√ (Land Use #4)
		V-18	The Town of Vashon should continue to be the major commercial business center on Vashon Island.				√ (Land Use #5)
		V-19	Mixed business and residential uses are planned in the Town of Vashon surrounding the existing business center.	√			√ (Land Use #1 & #5)
		V-20	Neighborhood business areas on Vashon Island should allow for a mix of retail and residential uses.	√		√ (R-501 & R-502)	√ (Land Use #1 & #4)
		V-21	A limited neighborhood business area should be established at Valley Center.	√			√ (Land Use #4)
		V-22	A small expansion of the business district at Burton should be allowed during the six to ten year life of the plan, subject to criteria established in this plan.	√			
		V-23	Existing neighborhood grocery stores and small nodes of business are			√	√

Appendix A

Prior Plan Name	Prior Plan Category	Policy No.	Policy	Policy Status			
1986 Vashon Community Plan	Land Use		recognized as a viable part of the identity of neighborhoods on Vashon Island. These areas include: Dockton, Tahlequah, Portage Heights Dock, Maury Island Service Station, Vashon Center, and Jack's Corner. The existing small-scale and neighborhood character of business uses at these locations should be maintained.		(R-501)		(Land Use #4)
		V-25	Industrial development should have adequate access to the Vashon Highway, but it should not occur in a strip along the Highway.	√			√ (Land Use #6 & #7)
		V-26	Future industry should be developed in a manufacturing park setting and should not exceed light industrial uses.			√	
		V-27	Home occupations should continue to be allowed in residential areas on Vashon Island.	√			
		V-29	Sand and gravel extraction operations should continue to operate under appropriate zoning. Quarrying and mining-zoned property is planned for residential use when it is no longer needed for sand and gravel extraction.			√	
		V-31	Development should be minimized and carefully managed in development limitation areas. The most fragile, hazardous or valuable areas, including high recharge areas, Class III landslide hazard areas and wetlands, should remain largely undeveloped through application of a low density designation.	√	√ (E-502, E-503 & E-508)		√ (Nat. Res. #1)
1986 Vashon Community Plan	Natural Resources	V-32	As a method of erosion control, landslide prevention and of protecting surface water quality, the removal of native vegetation should be limited in erosion hazard areas, Class III landslide hazard areas, wetlands and along fish bearing waters.	√	√ (E-502, E-503 & E-508)		
		V-33	Protect and preserve the island's wildlife habitats.	√	√ (E-401, E-403, E-432 & E-435)		
		V-34	Where fish or wildlife habitat areas occur within a proposed short plat, subdivision or planned unit development, the proposal should be reviewed to ensure that the ingredients necessary for the habitat's preservation are not destroyed. Special conditions should be attached to protect the habitat if necessary.	√	√ (E-423 & E-425)		√ (Nat. Res. #1)
		V-35	Fish and wildlife habitats identified on Vashon Island and considered	√	√		√

Appendix A

Prior Plan Name	Prior Plan Category	Policy No.	Policy	Policy Status			
			to be especially unique and valuable or of potential countywide significance should receive special attention. Where these occur within a proposed plat, subdivision or planned unit development, building and land development (BALD) may require the developer to submit a special report to assess more closely the impacts of the proposal on the habitat and to recommend specific measures to protect them.		(E-423 & E-425)		(Nat. Res. #1)
		V-43	As a high priority, the plan supports the nomination of two Historic districts to the national and state registers of historic places: Dockton and Burton. Redevelopment in these districts should be compatible with the historic character of these communities.			√	
		V-46	Community (alternative) sewage systems should be allowed outside the sewer local service area established in this plan. Alternative systems should be considered prior to traditional public sewers where necessary to alleviate existing or potential health hazards. Technical and economic feasibility should be evaluated before deciding to implement an alternative sewage system.	√ (ref. Washington DOE list of approved alternative systems)			
		V-49	A decision to grant a boundary adjustment to the LSA should not be made solely because the minimum lot size of a zone classification is too small to meet on-site wastewater disposal standards. Specifically, larger lot sizes than the minimum required by zoning should be considered as an alternative to a boundary adjustment.				√ (Wastewater #1)
		V-54	Protection of the ground water aquifer is of primary importance to the Island. Further water quality degradation which would interfere with or become injurious to existing or planned uses should not be allowed.	√ (ref. Vashon special district overlay #140)	√ (E-494 thru E-497)		√ (Land Use #2)
		V-55	Use existing domestic water supplies and water systems efficiently.			√	
1986 Vashon Community Plan	Utilities	V-56	All of Vashon Island is designated a water service area.			√	
		V-60	King County should give special attention when reviewing building permits, short plats, subdivisions, planned unit developments and rezones to ensure that extension of water service to new customers will not reduce service to existing customers below minimum state and county standards.	√			√ (Water #2)
		V-62	The Seattle-King County Health Department should give special	√			

Appendix A

Prior Plan Name	Prior Plan Category	Policy No.	Policy	Policy Status				
	Transportation		attention when establishing setbacks for septic systems and other potential pollution sources to protect domestic water supplies.					
		V-65	Public transit should be encouraged in every possible way.			√		
		V-67	Park-and-ride lot development both on the Island and at or near the ferry terminals which serve Vashon Island (Fautleroy, Southworth, and Pt. Defiance) should be encouraged.	√				√ (Transportation #3)
		V-71	Street and highway improvements should be low-cost safety and maintenance projects wherever possible.			√		
		V-72	To retain the rural environment, four-lane roads should not be built on Vashon Island.			√		
		V-74	High-speed, passenger-only ferry service to Vashon Island should not be implemented			√		
		V-78	The impact of expansion of ferry service, particularly the impacts on roads, neighborhoods, etc., must be considered carefully.			√		
1986 Vashon Community Plan	Parks and Recreation	V-81	A primary consideration in acquiring park sites and developing recreational facilities on Vashon Island should be the needs of Island residents.			√		
		V-85a	Trails on Vashon should serve bicyclists, equestrian and pedestrian uses.				√ (Parks #2)	
		V-85b	Trail systems at parks and on other public lands should be encouraged on Vashon Island. Trails on public lands should be officially recognized and preserved.	√				
		V-85c	If and when county and state owned land on Vashon is logged, trails should be preserved for equestrian and pedestrian use. If possible, an unlogged buffer zone should be left when logging occurs.			√		
		V-85e	Trails should provide multiple uses where possible, serving both recreational and commuter needs.	√			√ (Parks #2)	
		V-87	King County should retain historical names for Vashon Island parks and consult the community before naming new parks.			√		
		V-89	King County should explore options for trading the northeast Vashon (Winghaven) park site for another waterfront site on the Island.			√		

Appendix A

Prior Plan Name	Prior Plan Category	Policy No.	Policy	Policy Status			
1996 Vashon Town Plan	Land Use	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.	√	√ (R-504)		
		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.	√ (R-8 parcels in Rural Town have "Potential R-12" zoning)			√ (Housing #6)
		L-8	Mixed business and residential uses are encouraged in the Rural Town.		√ (R-507)		√ (Land Use #5)
		L-11	Light industrial development should have adequate access to Vashon Highway, but is not to occur along the Highway.	√			√ (Land Use #6 & #7)
1996 Vashon Town Plan	Circulation	L-12	Storage of heavy equipment may occur within industrially zoned land, but not along arterials.	√			
		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.			√	
	Town Green and Green Network	C-3	A second park-and-ride facility at the southern end of Vashon should be considered, possibly along with a parcel development.				√ (Transp. #3)
		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.				√ (Transp. #1)
		Residential Development	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			√	

Appendix A

Prior Plan Name	Prior Plan Category	Policy No. ¹	Policy	Policy Status			
			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-6	New single family neighborhoods of eight or more homes should include open space oriented toward at least one street.	√ (ref. KC Code 21A.14.180)			

¹The following policy numbers were intentionally skipped in the 1986 Vashon Community Plan and do not appear on either the prior plan or current CSA Plan lists: V-6, V-7 and V-15.

²"Accomplished / In King County Code" refers to policies that have been completed since they were first adopted or have been adopted by ordinance and are now in King County Code. This includes amendments to the official Zoning Map.

³"Duplicated in KC Comprehensive Plan" refers to policies that duplicate a policy already in the King County Comprehensive Plan. The number shown in parentheses is the KC Comprehensive Plan policy that addresses the same topic.

⁴"Outdated/No Longer Relevant/Not Enforceable" refers to policies that use outdated terms, have become irrelevant since original adoption, or cannot be enforced by King County or another agency.

⁵"Merged With Another Policy" refers to policies that were amended and/or combined with a similar policy in the Vashon-Maury CSA Plan. The number shown in parentheses is the CSA Plan policy that merges and/or incorporates the old policy.

Web Links for King County Code and Comprehensive Plan

King County Code – http://www.kingcounty.gov/council/legislation/kc_code/24_30_Title_21A.aspx

King County Comprehensive Plan - <http://www.kingcounty.gov/depts/executive/performance-strategy-budget/regional-planning/king-county-comprehensive-plan/2016Adopted.aspx>



King County

Appendix B

Vashon-Maury Island CSA Plan

2016 Strawberry Festival

Community Survey Results

(July 20, 2016)

- *On July 16 and 17, during regular booth hours of the 2016 Vashon-Maury Island Strawberry Festival, King County staff distributed and collected a 5-question community survey to festival-goers who visited the Vashon-Maury Community Service Area Plan booth.*
- *86 surveys were collected during the 16 hours that the booth was open.*
- *Survey participants were not screened or questioned for place of residency.*
- *The survey was used as a tool to inform and engage the public and to collect community input on issues addressed in the CSA Plan. It was not designed as or intended to be a scientific or statistically valid survey.*

1. What do you believe are the most important issues that Vashon-Maury Island will face during the next 10 years? (Choose up to 3)

	# of responses	%
Transportation (traffic/roads/ferry system)	41	19
Recreational improvements (parks, trails, etc.)	11	5
Preserving the island's rural, small town character	37	17
Drinking water quality & quantity	21	10
Septic & sewer issues	11	5
Providing quality businesses & jobs	14	6
Social services (youth, mental health, senior services, homelessness)	19	9
Housing affordability	31	14
Climate change	12	5
Youth & education	11	5
Other ¹	11	5

¹ *Health/medical care (5), Preservation of water taxi, relax rules for small/tiny houses, becoming more of a Seattle bedroom community than a funky place, ban on ornamental use of toxic pesticides, income inequality, employment opportunities.*

2. My top 3 priorities for investing in the island’s public infrastructure are:

	# of responses	%
More facilities for walking & biking	52	27
Increase the number of access points to the shoreline	35	18
Improve roads and intersections	29	15
Expand Metro service	45	23
Expand park and ride lots	14	7
Other ²	20	10

² Open space, transform fuel use to all electric vehicles (keep up with innovative technology), expand walk-on ferry service (2), alternative transit services, increase water taxi service on weekends and mid-day, increase reliability of ferry, medical facilities and long-term care (2), social services, sustainable health care, self-sufficiency during mass disasters, Post Office service (2), remove rumble strips, provide more transportation access for low-income and elderly at low cost, assist commercial property owners to make the business look better (architecture theme for town), bike lanes, encourage bicycling (discounts on electric bike kits).

3. I support increasing the amount of multifamily housing in the Town of Vashon:

	# of responses	%
Strongly agree	27	33
Agree	30	37
Neutral	18	22
Disagree	3	4
Strongly disagree	3	4

4. The area between the Town of Vashon and Center should continue to be designated for low density residential in order to separate the two commercial nodes along Vashon Highway:

	# of responses	%
Strongly agree ³	16	20
Agree	19	23
Neutral	22	27
Disagree	18	22
Strongly disagree	6	7

³ Additional note from 1 respondent: “To do otherwise could create a commercial strip – not walkable, not in keeping with character of the island.”

5. I support increasing the amount of land in the Town of Vashon for commercial businesses:

	# of responses	%
Strongly agree	8	10
Agree	30	38
Neutral	20	25 ²
Disagree	14	18
Strongly disagree	7	9

Appendix C

General List of Historic Sites on Vashon-Maury Island¹	
North Vashon – Vashon Heights	
Bunker Trail	Runs from Heights Dock to Dolphin Pt
Ferncliffe - Royce Wiese	Above Heights Dock
Alexander Golding 1910	Dolphin Point (Built for Spinster sisters)
Wingehaven Park	Twickingham Estate - Cunliffe Road
Falcon's Nest	12412 Vashon Hwy SW
Peter Woock House	11344 SW McCormick Pl
Old Vashon Highway (The Old Vashon Highway was the first paved section of road, contract was awarded to Henry Kaiser, a concrete roadway from Heights Dock to Center - 1921)	146 th to Lande's Corner (last remaining section)
August Steen House	Vashon Hwy East side, South of Harbor Sch.
Ludwig Steen House	Vashon Hwy East side, South of August Steen
Agren House	Vashon Hwy on West side North of Cove Rd
Covey Green House site 1894	91 st Ave just North of road to Dilworth
Cedarheast – Colvos - Cove – Westside	
Shingle Mill Creek	Fern Cove (Site of first Shingle Mill)
Baldwin House 1912	Fern Cove
Terkel Hanson House	Cove Road
Steen House 1910	Cove Road (Steen Lumber Mill and Railway)
Karl Steen House	115 th
Kosir Residence	115 th

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Zarth Farm 1900	115 th
John and Emma Walls	Colvos Dock area (Grandfather of Milt and Larry Walls)
Cove Norwegian Methodist Church	On Hillside above Cove
Kress Store 1923 (Colvos Store)	Colvos Westside built by Trones
Columbia School	Columbia Loop Rd
Vashon Town and Vicinity	
Gilfillan House at Cove Rd	Vashon Hwy
Steffenson House	Vashon Hwy
Fred Weiss at Gorsuch Rd	Vashon Hwy (Moved from Vashon)
Abraham T. and Conrad Tjomsland	17011 Vashon Hwy
Mukia Farm and Barreling Plant	107 th Ave West off Bank Rd
Vashon Airport	King County Airport District No. 1 - Cove Rd
Gorsuch Store 1895	Vashon (Later Weiss Grocery, and the Vashon Hardware)
Beall - Hansen Bldg.	Vashon Main Street (Later Van Olinda Building)
Kimmel Store 1925-6	Vashon Main Street
Fred Weiss Building	Vashon Main Street (Two Story Red Brick)
Lutheran Church 1907	Vashon (Heritage Museum)
Lutheran Parsonage 1907	Vashon (Heritage)
Mace Building 1909 (was two story)	Vashon (Vashon Bank, Masonic Hall)
SJ Harmeling	1904 9518 SW Bank Rd Vashon
Eernissee Farm	Island Lumber site
Eernissee House	26418 297 th Way SW (Moved)

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Presbyterian Church 1908	Vashon
Methodist Church 1908	Vashon Hwy SW
Byrd Jacobs House	Soper Rd area on bluff
Charles Jacobs House	
WS Callaway 1895	Laughlin Road (Built for Danner)
Lewis Beall 1896	Beall Road (North of Greenhouses)
Wallace Beall 1902	Beall Road (Two Story East Side)
Harrington Log House 1890	Beall Road
Harrington-Beall Greenhouse District	Beall Road
Center	
Matsuda Farm	Center
IOOF Hall 1907 (Blue Heron)	Center (King County Landmark)
Allison 1905	Center Cemetery Rd
Shane House (Brothers - Art, Charley)	Cemetery Road (Nut Orchards)
Fuller Store 1892 (Therkelsen Transfer)	Center on SW corner
Kinneykinick Farm	McMurray and Chautauqua Sch Campus
Pettle Family farm	
Charles Okeefe 1883	Cemetery Rd (Mann house)
Dr. Cheney Log House 1890	11808 SW Cemetery Road bottom of hill
Erickson Greider 1900	Vashon Hwy South of Phone Co Bldg (Erickson dealer for Brush Automobiles)
Silvie	Vashon Hwy South of 204 (Puz House)
Oscar Miner House	Vashon Hwy South up hill (just south of Puz)
Soike House	
Francis M Sherman 1904	Paradise Valley Three Story

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Puget Sound Chautauqua – Ellisport	
George Fuller Home 1885	Ellisport Hill
Judge Claypool House	Chautauqua Dr (Lou Devine)
Florence Newman 1900	Ellisport (Across from Judge Claypool) One story
Ellis Addition to Chautauqua	Tramp Harbor Drive (hill over fishing pier)
Quartermaster	
Dugway Road (Clarke Homestead)	Dugway Road
Frank Bibbins 1908	Quartermaster
Bert Christman House 1884	Quartermaster (sits on small rise)
Christopher Columbus Sherman 1880	Monument Road (Great Grandfather) 120 acre
H. A. Stanley 1902	Quartermaster (Marjorie Stanley house)
SD Sherman 1880	Quartermaster (later Billingsly)
Wiman House 1900	Quartermaster at Monument
Quartermaster School 1890	Morgan Hill (later Sargent family)
Portage Isthmus (Portage area including Kingsbury Beach)	
Portage Store Post Office #1 1890	Old 2 Story to West (attached)
Portage Store 1903	Portage (large box Two Story) Van Olinda
Rendall's Store - Portage	
Portage Hotel site Portage	Sherman
AB Coe	Quartermaster (House on bank)
Ed Christman 1903	Portage (barn for hotel became house Wife - Phoebe Sherman)

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Fred B Sherman 1900	Portage West of Salt water marsh (Note: RFW Martin Realty was on pilings at marsh)
Rendall's Store - Portage	
Kingsbury Road, Mill, Kingsbury Dock and Lagoon, Shoreline road to Mileta	
Burton Historic District (See KC Historic Sites Survey)	
First Peoples Sites	Ancient people lived on and around Quartermaster Harbor and other island sites since the earliest times
Edson House 1890	Burton
Burton Church 1890	Burton
Burton Store 1892	Burton
Burton Post Office	Burton
Burton Hotel 1890-1900	Burton
Burton Masonic Hall 1894	Burton (Woodmen of the World)
Burton Peninsula	
Burton High School 1904	Burton (On corner at Bayview)
Van House Residence	Burton Peninsula
Leathers House 1890	Burton Peninsula
Jones House 1890	Burton Peninsula 2 story East of Leathers
Gammell 1908	Burton Peninsula
Tonnesson House 1910	Burton Peninsula (Stonework)
Vandevanter Home 1893	Burton Peninsula
Burton Hill	

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Methodist Church Manse	Burton (North of Vashon College site)
Vashon College and Academy site	Burton Hill overlooking the town
Frank Carlson House 1900	Burton Hill 107th
BP Nelson House 1900	Burton Hill (Harbor Crest Poultry Farm)
Thomas McNair House 1884	Burton Hill
Magnolia Beach (Many beach homes)	
Ira Case (Marjesira Inn) 1906	Magnolia Beach Post Office and Store
South Vashon - Tahlequah, Batchelor Rd, Pohl Rd	
Spinnings House	Wax Orch. Rd (Daffodill) House moved South
Lisabeula School No. 2 1920c	Wax Orchards Rd
Lisabeula Resort	Lisabeula Park at beach
MirAMar Hotel	Spring Beach
Camp Sealth Log Bldg	13900 SW Camp Sealth Rd
Maidmen Homestead	14529 SW Pohl Rd
Maury Island	
Sutter Castle 1890	24801 SW Dockton Rd Maury Island
Blanc Villa 1940	“San Souci” (Near Sutter Castle)
Point Robinson Lighthouse 1915	
Cornelius (Kenny) Larsen House	Luana Beach
Mileta House (Miles Hatch) 1890	Maury Island
Maury Community Hall 1910 c	Corner Pt Rob Rd and 240th
Carter 1900 ©	Maury Island 2 story across from Maury Hall
Maury Grade School	Corner of Pt Rob Rd and 59 th Ave

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Stadler Cabin	5313 SW 244 th St
Shane (Sisters) House	Maury Park (Moved from Vashon)
Tacoma Yacht Club site	Manzanita
Gold Beach	
Maury Cemetery	Top of Hill at Gold Beach
Pembroke Farm (Site only)	(Crest of Hill in park property)
Dockton Historic District (Many Century homes in the town of Dockton. It is also the site of early shipbuilding, repair, lumber and fishing enterprises)	(See KC Historic Sites Survey)
Dockton Store 1908	Dockton
Manzanita – Northhill - Rosehill	
Adams Cabin	Manzanita Beach
Hake Winery	South end of Hake Road

¹Prepared by volunteers of the Vashon Maury Island Heritage Association in 2016/17. This list does not represent any type of official historic designation or recognition by King County.

Appendix D

CSA Plan Concepts with Potential Countywide Implication

[The purpose of this document is to record and track new project ideas, alternative approaches to development, and/or potential code amendments that emerge during a Community Service Area planning process but which require a more lengthy and comprehensive assessment than what is possible within the scope of a community plan. The concepts may also have countywide (vs. subarea) application. As future countywide code or policy amendments are prepared, this list may provide background material and context to reference and potentially incorporate.]

CSA: Vashon-Maury Island

- Year: 2017
- Topic: Accessory Dwelling Units
- Type of Amendment: King County Code (21A.08.030 Residential land uses)
- Concept Details:

Background – ADUs have been permitted by right on Vashon-Maury Island (and throughout unincorporated King County) for decades. No conditional or special use permits are required. However, they have received more attention and scrutiny over the past few years as housing affordability has become an increasing concern for a greater number of people. Many jurisdictions across the U.S. have relaxed their ADU requirements in recent years as an incentive to private property owners to construct more of them. Including a policy in the CSA Plan that specifically supports ADUs emphasizes that this housing option is important to the Vashon community and they should not only be permitted but the permitting process should be streamlined so more property owners may consider them.

Working Group Discussion - The Land Use/Housing/Community Health working group has discussed this topic at multiple meetings. There has been general consensus that ADUs should continue to be a permitted residential use, especially within the Rural Town. There is some difference of opinion about the level of importance and focus that ADUs should play in the island's overall affordable housing strategy. Several members have pointed to illegal ADUs on the island as a reason why the ADU approval process needs to be simplified. One specific barrier the group identified very early in the process was the requirement by Public Health for any ADU, regardless of size, to construct a separate onsite septic system sized for a minimum of 3 bedrooms. While this requirement has limited relevance in the Rural Town where Vashon Sewer District provides service, it was identified as one of the primary concerns outside the Rural Town. Public Health reviewed this policy and has modified their process to allow for an applicant to request a waiver from the minimum 3-bedroom requirement. The matrix below was requested by the working group early in their process to help clarify King County's existing ADU requirements and the matrix reflects this change by Public Health

Accessory Dwelling Units (ADU's) on Vashon-Maury Island

ADU's	Town Center (Rural Town w/ urban zoning)		Outside of Town Center (Rural)	
	Attached	Detached	Attached	Detached
Lot size	Allowed	Allowed on >5,000	Allowed on parcels less than and greater than minimum lot size: RA-2.5: min. lot size =1.875 acres RA-5: min. lot size = 3.75 acres RA-10: min. lot size = 7.5 acres	Allowed only on parcels equal or more than minimum lot size: RA-2.5: min. lot size =1.875 acres RA-5: min. lot size = 3.75 acres RA-10: min. lot size = 7.5 acres
Maximum size of ADU unit	1,000 sf Code has exception if ADU is wholly contained in attic or basement).	1,000 sf	1,000 sf	1,000 sf
Limiting conditions		Lot with more than one primary dwelling must be attached.		Lot with more than one primary dwelling must be attached.

Appendix D

<p>Septic/Public Health</p>	<p>Must connect to sewer</p>	<p>Must connect to sewer</p>	<p>A septic system separate from the primary dwelling is required for ADUs. The septic system minimum size requirement is for 3-bedroom structure. It requires a separate drain field and reserve drain field. However, for an onsite septic system (OSS) application designed to accommodate an ADU with two bedrooms, the designer may ask for a waiver of the 3-bedroom requirement by submitting a copy of the house floor plans, a District Waiver Request asking for consideration of an OSS designed for less than 3-bedroom minimum specified in 13.28.070 A, and a recorded notice on title specifying that the OSS is designed for two bedrooms only.</p>	<p>A septic system separate from the primary dwelling is required for ADUs. The septic system minimum size requirement is for 3-bedroom structure. It requires a separate drain field and reserve drain field. However, for an onsite septic system (OSS) application designed to accommodate an ADU with two bedrooms, the designer may ask for a waiver of the 3-bedroom requirement by submitting a copy of the house floor plans, a District Waiver Request asking for consideration of an OSS designed for less than 3-bedroom minimum specified in 13.28.070 A, and a recorded notice on title specifying that the OSS is designed for two bedrooms only.</p>
<p>Water</p>	<p>ADU must hook-up to Water District 19</p>	<p>ADU must hook-up to Water District 19</p>	<p>(1) If primary residence is on a private well, may share private well system, subject to quality and quantity of water. (2) If primary residence is connected to a Group B system, then ADU can connect to the Group B if a connection is available.</p>	<p>(1) If primary residence is on a private well, may share private well system, subject to quality and quantity of water. (2) If primary residence is connected to a Group B system, then ADU can connect to the Group B if a connection is available.</p>
<p>Occupancy</p>	<p>One unit must be owner occupied.</p>	<p>One unit must be owner occupied.</p>	<p>One unit must be owner occupied.</p>	<p>One unit must be owner occupied.</p>
<p>Parking</p>	<p>One additional off-street parking space shall be provided.</p>	<p>One additional off-street parking space shall be provided.</p>	<p>One additional off-street parking space shall be provided.</p>	<p>One additional off-street parking space shall be provided.</p>
<p>Entrances</p>	<p>Only 1 entrance per street per dwelling unit.</p>	<p>Only 1 entrance per street per dwelling unit.</p>	<p>Only 1 entrance per street per dwelling unit.</p>	<p>Only 1 entrance per street per dwelling unit.</p>

Appendix D

Other ADU Topics – Below is a list of other topics related to ADUs identified by Vashon CAG members and King County staff and the status of these topics.

Topic / Concept	Code/Statute Requirement	Status
1. Allow an applicant to request a waiver from the off-street parking requirement.	K.C.C. 21A.08.030 requires every ADU to provide 1 additional off-street parking space (beyond what is required for the primary dwelling)	<ul style="list-style-type: none"> • Discussed by and generally supported by working group • Discussed by staff on 12/12/16 • Generally support; recommend including this change as part of a countywide ADU code amendment
2. Remove the owner occupancy requirement	K.C.C. 21A.08.030 requires either the ADU or the primary dwelling to be occupied by the property owner	<ul style="list-style-type: none"> • Very limited discussion by working group • Very limited discussion by staff • No consensus from either CAG or staff on implications • Review as part of a comprehensive ADU code amendment

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<p>3. Allow park model homes as ADUs</p>	<ul style="list-style-type: none"> • State defines park models as an RV for construction purposes (vs. manufactured home). They are only allowed for temporary recreational purposes. • King County does not currently allow an RV as a type of ADU or permanent dwelling unit; only in RV parks • State exemption allows park models in legally recognized manufactured home parks 	<ul style="list-style-type: none"> • Very limited discussion by working group • Very limited discussion by staff • Requires amendment of Washington State Labor & Industries definitions and rules
<p>4. Create a suite of registered ADU plans for attached and detached ADUs to expedite the building permit process and reduce plan check fees</p>	<ul style="list-style-type: none"> • Administrative process/ decision • Applicants can currently register their own ADU plan sets but option has not been used 	<ul style="list-style-type: none"> • No discussion by working group • Discussed by DPER management and staff on 12/12/16 • Concept has support from DPER and DCHS management • King County to pursue funding to create a set of attached and detached ADU plans that any applicant can use for obtaining a basic permit

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Inner Quartermaster Harbor



PHOTO CREDITS: Marcie Sims

