



King County

Vashon-Maury Island Community Service Area Subarea Plan

**Attachment A to
Ordinance 18623**

December 4, 2017

CONTENTS

Welcome Letter	4
Executive Summary	6
CHAPTER 1: CSA Subarea Planning Framework	9
CHAPTER 2: Demographic Profile	14
CHAPTER 3: Community Engagement	17
CHAPTER 4: Land Use	19
CHAPTER 5: Rural Area and Natural Resource Lands	28
CHAPTER 6: Housing and Human Services	35
CHAPTER 7: Environment	44
CHAPTER 8: Parks, Open Space and Cultural Resources	51
CHAPTER 9: Transportation	65
CHAPTER 10: Services, Facilities and Utilities	76
CHAPTER 11: Implementation	86
Appendix A: Implementation - Actions with Responsible Parties other than King County	104
Appendix B: Demographic Data	108
Appendix C: 2016 Strawberry Festival Community Survey Results, July 20, 2016	112
Appendix D: General List of Historic Sites on Vashon-Maury Island	115
Appendix E: CSA Subarea Plan Concepts with Potential Countywide Implications	120
Acknowledgements	122

FIGURES

FIGURE 1:	Vashon-Maury Island Population	15
FIGURE 2:	Vashon-Maury Island & King County Median Age	15

MAPS

MAP 1:	Vashon Rural Town and Town Core	21
MAP 2:	Vashon-Maury Island 2017 Land Use	22
MAP 3:	Vashon-Maury Island 2017 Zoning	23
MAP 4:	Vashon Town Core 2017 Parking Reduction Priority Area	26
MAP 5:	Vashon-Maury Island 2017 Agricultural Properties	32
MAP 6:	Vashon-Maury Island 2011 King County Flood Control District Evaluation of Potential Impacts of Sea Level Rise	48
MAP 7:	Vashon-Maury Island 2017 Future Trail Connections	54
MAP 8:	Vashon-Maury Island 2017 Open Space System	55
MAP 9:	Vashon-Maury Island 2017 Road Network	68
MAP 10:	Vashon-Maury Island 2017 Transit Routes and Street Classifications	69
MAP 11:	Vashon Town Core 2017 Priority Sidewalk Locations	73
MAP 12:	Vashon-Maury Island 2017 Water Purveyors	78

TABLES

TABLE 1:	Residential-Zoned Parcels in Vashon Rural Town	24
TABLE 2:	Housing Units by Type	37
TABLE 3:	Household Income Distribution	39
TABLE 4:	Year Housing Structure Built	42
TABLE 5:	King County Park, Open Space & Natural Area Sites	53
TABLE 6:	Vashon-Maury Island 2017 King County Landmarks	62
TABLE 7:	Implementation – Priority 1 Actions (Short-Term, 2018-2019)	93
TABLE 8:	Implementation – Priority 2 Actions (Mid-Term, 2020-2022)	95
TABLE 9:	Implementation – Priority 3 Actions (Long-Term, 2023-2025)	97
TABLE 10:	Implementation – Ongoing Actions	99
TABLE 11:	Implementation – Actions with Responsible Parties Other than King County	104
TABLE 12:	Demographic Data	108

Welcome

Dear King County resident:

King County has been working with energy, purpose, and measurable success to make our county a great place to live, work, and play, and to continue to be a leader in efficient and accountable governance practices.

By mounting major initiatives such as Best Starts for Kids, encouraging greener buildings and more flexible transit options to lower our energy consumption, and rethinking and improving our management practices, we have made King County a national leader in improving the lives of our residents. Because our services are delivered at the local level, 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 2014, King County reinstituted its subarea planning program for unincorporated areas, 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 document specific to Vashon-Maury Island was the 1996 Vashon Town Plan. While that plan (and prior planning efforts) had served the Island well and helped preserve the rural character and eclectic charm so many Islanders cherish, much of its content is outdated and therefore fails to address many of the new, complex challenges that Vashon-Maury Island and King County now face.


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.

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. It outlines a series of policies and actions to protect what is most treasured and seeks to mitigate for the challenges anticipated over the next 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 study 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 Vashon-Maury Island Community Service Area Subarea 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,

A handwritten signature in black ink, appearing to read "Joe McDermott". The signature is fluid and cursive, with a long horizontal stroke at the end.

Joe McDermott
Councilmember
King County Council
District 8

A handwritten signature in black ink, appearing to read "Dow Constantine". The signature is cursive and elegant, with a prominent "D" and a long, sweeping line at the end.

Dow Constantine
King County Executive

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.

The Island, which is one of King County's unincorporated areas, receives local government services directly from King County. To provide an avenue for Vashon-Maury Island and other unincorporated areas to develop long-range strategies informed and defined by their unique aspirations and values, the 2016 King County Comprehensive Plan King adopted a schedule to develop subarea plans for each of the Community Service Areas (CSAs) geographies over the next eight years. The Vashon-Maury Island CSA Subarea Plan replaces 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 and reflects the following values identified by the community during plan development:**

- **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 plan is an element of the countywide King County Comprehensive Plan. It outlines 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 to serve as a communication tool for residents and King County government alike.**

The plan's geographic scope incorporates all **37 square miles** of Vashon-Maury Island (see Map 2). 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 Subarea Plan began in 2016, when King County initiated an update to the Island's 1996 Vashon Town Plan. 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 engagement of more than 300 residents who participated in the forums, completed surveys, and submitted written comments.

Introduced in Chapter 4: Land Use, but woven throughout the entire plan 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 the Vashon Town Core and Vashon Center in order to create a distinct visual separation between these commercial nodes.

During the development of this plan, community members expressed a long-established value to **maintain and preserve the Island's rural character and small town culture.** This will be accomplished, in part, by 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 policies aim to foster a more vibrant and ecologically-sound local food economy, including support for the Vashon Island Growers 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 on a number of parcels in the Vashon Rural Town** to offer a voluntary bonus density incentive when a development provides 100 percent affordable housing units.

Vashon-Maury Island is part of King County's Rural Area and Natural Resource Lands. Community members expressed a long-established value to maintain and preserve the Island's rural character and small town culture.

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." Chapter 7: Environment, contains policies intended to implement this principle, the most substantive being Policy E-5, which addresses **climate change.** Vashon-Maury Island comprises almost 50 percent of King County's total shoreline miles and the plan's recommended actions aim to be meaningful first steps to expedite climate change adaptation and mitigation strategies uniquely suited to the Island.

Chapter 8: Parks, Open Space and Cultural Resources, draws upon decades of environmental, historic, and cultural preservation work by King County, Island residents, and local organizations. **Increasing public access to non-sensitive shoreline areas** is a high priority. Complementing this action is a proposal to seek funding for a feasibility study to analyze new off-street corridors that could potentially become a regional trail connecting Vashon's two ferry terminals and Dockton Rural Neighborhood Commercial Center. The plan envisions adding historically-significant buildings to the National Historic Register, as well as community-led creation of a new **Arts Master Plan**.

Chapter 9: Transportation, seeks to **develop a more sustainable and accessible nonmotorized transportation network**. Beyond the major roadway projects listed in the 2016 King County Comprehensive Plan's *Transportation Needs Report*, several policies highlight the potential for expansion of DOT's alternative services program (called Community Connections), such as the Community Van program, a mobile carpool matching service or real-time ridesharing.

Chapter 10: Services, Facilities and Utilities, examines domestic water supply across Vashon-Maury Island, including **assumptions made during the planning process about Water District 19** and its 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.

The purpose of Chapter 11: Implementation, is to outline a functional, useable, action-oriented framework to translate written policies into tangible actions. The policies and actions in the plan are summarized in this chapter, as well as in Appendix A, along with the responsible parties and the priority level assigned to each.

The Vashon-Maury Island CSA Subarea 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 outlines a set of actions to implement the shared community and King County vision.

Chapter 1 CSA Subarea Planning Framework

Community Service Area Subarea 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 with residents of a defined, unincorporated area to make choices and set priorities for that community’s future.

KEY TOPICS IN THIS CHAPTER

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

What is a Community Service Area (CSA) Subarea Plan?

Community planning flourished between the late 1950s and the 1990s, when the U.S. Government (primarily through the Department of Housing and Urban Development and the Department of Transportation) funded cities and counties for research and preparation of land use, transportation, and housing plans. For the last 20 years, however, most of the resources for long-range planning have originated from local government and private sources.

There are benefits to this shift. For example, it has redirected planning efforts to focus on the people who live, work and play in the community. It is at this level of society where people engage with neighbors, local businesses, schools, parks, and natural features, such as 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 subarea plan program.

King County had a robust community planning program that occurred in two distinct periods: from 1973 through 1984 to implement the 1964 Comprehensive Plan, and from 1985 through 1994 to implement the 1984 Comprehensive Plan and then to update it with the 1994 Comprehensive Plan for compliance with the Washington State Growth Management Act. 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 2011 and 2012,¹ King County adopted a new approach to the geography and communications strategy for its unincorporated areas. The

¹ Framework adopted in 2011 by Ordinance 17139, boundaries in 2012 by Ordinance 17415

boundaries of the seven different Community Service Areas (CSA) were established and will be used as the framework for all local subarea plans created and amended going forward.

King County's CSA subarea plans, of which this plan is the first, are intended to be long-range, multidisciplinary, integrated tools that apply the countywide policies from the King County Comprehensive Plan to these seven unincorporated areas. The 2016 King County Comprehensive Plan included an eight-year schedule to develop a subarea plan for each CSA, each of 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 subarea planning for the unincorporated urban areas, known collectively as the West King CSA, will also occur within this schedule, with a rotating, more detailed focus on selected areas of the West King CSA once every four years.

CSA Subarea Plan Purpose, Structure and Core Concepts

To better understand the nature and purpose of CSA subarea 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 subarea 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 while addressing complex, community-wide challenges. Successful plans not only integrate divergent perspectives and present those in both a practical and principled way, but also understand that diverse perspectives are essential to developing long-term solutions. Successful plans must respond to a community's complexity and incorporate the many dimensions, challenges, and dynamics that affect a community and its residents.
- **Action-Oriented** – CSA subarea plans have a strong action bias and are focused on achieving meaningful, on-the-ground results. They offer a vehicle for inter-departmental 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-term, mid-term, and long-term priorities² and identify responsible parties. 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 simply a mantra of 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 must be incorporated into these plans

² Short-term Priority 1 actions are intended to be implemented in 2018 and 2019. Mid-term Priority 2 Actions are intended to be implemented in years 2020-2022. Long-term Priority 3 Actions are intended to be implemented in years 2023-2025. Depending on grants or funding availability, other emergent issues, or economic factors, some refinement and further prioritization of these Priority 1 actions may be warranted.

to ensure 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 subarea 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 aims to continue to be a leader in efficient and accountable governance practices. 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 subarea 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, informed vision that can inform and address pressing needs by focusing on proactive and preventative measures to address social services, infrastructure needs, environmental preservation, and more. Strategies in the plan need to adapt to and change with a community’s evolving needs.
- **Tool for Communication and Action** – CSA subarea plans are a communication tool used by King County to: engage with a community to better understand local priorities; communicate the County’s policy goals; and outline how and when King County will implement the adopted policies and consider the listed actions in the development of County programs and budgets. As with any effective communication, the plan cannot sit idle or static and, for this reason, adopts the action bias noted above.
- **Budget Dependent** – Many of the policies and actions in this plan are contingent on budgetary appropriation in order to be implemented. Some actions may be able to be achieved through current County funding. Implementation of new actions that are not able to be addressed under current resources will be subject to whether additional funding can be obtained, either through Council approval of appropriations in future King County budgets or from outside funding sources.

The plan’s organization and structure reflect that it is an element of the King County Comprehensive Plan. To that end, the chapter 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 2016 King County Comprehensive Plan are addressed in Chapter 3: Rural Areas and Natural Resource Lands. Those same topics are covered in this plan in Chapter 5: Rural Area and Natural Resource Lands. Policies for each topic area are included in each chapter. Proposed actions are organized by priority level and compiled in Chapter 11: Implementation. Proposed actions that cannot be accomplished by King County (those that depend on other governments or on community-based organizations rather than County government) are listed in Appendix A. Policies that appear in the King County Comprehensive Plan are not duplicated in this plan.

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

Since its inception, Washington’s Growth Management Act has included a provision that Comprehensive Plans may include subarea plans for specific communities or neighborhoods, with the subarea plan required to be consistent with the Comprehensive Plan. As such, subarea

plans are elements of and adopted as part of the King County Comprehensive Plan, although bound as a stand-alone document.

What a CSA Subarea Plan is Not:

- **It is not a subject-area plan**, but it relies on subject-area plans to inform and implement its broader policies (e.g. Metro CONNECTS long-range transit plan, Consolidated Housing and Community Development Plan, King County Open Space Plan 2016 Update, or the All Home Strategic Plan for homelessness strategy).
- **It is not a social services plan.**
- **It is not a Capital Improvement Plan**, although capital projects identified in a CSA subarea plan may, in the future, be 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 a development proposal or site specific critical areas designation**, but it informs the basic framework for how those proposals or designations 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 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 subarea plan does not contain a standalone chapter to address social justice and equity goals but, rather, incorporates those 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.

In the case of Vashon-Maury Island, the most recent community plans are:

- **1986 Vashon Community Plan.** This Island-wide plan was adopted in 1986,³ but was then rescinded over a decade later, in 1998,⁴ due to the passage of the Washington State Growth Management Act (GMA) in the early 1990s. At that time, some key policies from the 1986 plan that were consistent with the GMA were incorporated into the King County Comprehensive Plan. These policies remained in the Comprehensive Plan through 2016 but, with the adoption of this CSA subarea plan, they have been removed from Chapter 11 of the Comprehensive Plan.

³ Ordinance 7837

⁴ Ordinance 13273

- **1996 Vashon Town Plan.**⁵ This plan focused on a smaller geography, the Vashon Rural Town, and was developed consistent with the GMA. The 1996 Vashon Town Plan remained active through 2017 but, with the adoption of the new CSA subarea plan, it has been repealed.

This new Island-wide CSA subarea plan updates these prior policies and consolidates them into a single document that aims to retain community priorities while eliminating outdated and/or accomplished items. Policies and actions that are carried forward are re-assessed and re-prioritized for implementation.

Vision & Guiding Principles

Vashon-Maury Island Vision

This plan envisions a healthy, rural environment and reflects the following values identified by the community during plan development:

- 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 ten guiding principles:

- Maintain the rural character 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 that 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 rural economy

⁵ Ordinance 12395

Chapter 2 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 percent 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. Unincorporated King County is divided into seven smaller geographies called Community Service Areas (CSAs). Vashon-Maury Island is one of these CSAs and comprises approximately two percent of King County's total unincorporated area (37 square miles) and four percent 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 10 rural neighborhood commercial centers on the Island. All of Vashon-Maury Island is located outside of King County's Urban Growth Area and is intended to permanently retain designations appropriate for the Rural Area and Natural Resource Lands. 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 planning is scale and degree of specificity. CSA subarea plans are intended to help King County to focus on the unique goals and needs of residents 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.

KEY TOPICS IN THIS CHAPTER

- *Demographic Overview*
- *Census Data Highlights*

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

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 can be used to tell a story and, ideally, result in improved policies and decisions. King County's CSA subarea plans will be updated on an eight-year schedule. The information in this chapter and in Appendix B will be used to track trends and anomalies about Vashon-Maury Island as new Census information is released and plans are updated. This demographic data will be used during the CSA subarea plan review cycles to help ensure a more accountable and accurate plan.

Figure 1
Vashon-Maury Island Population

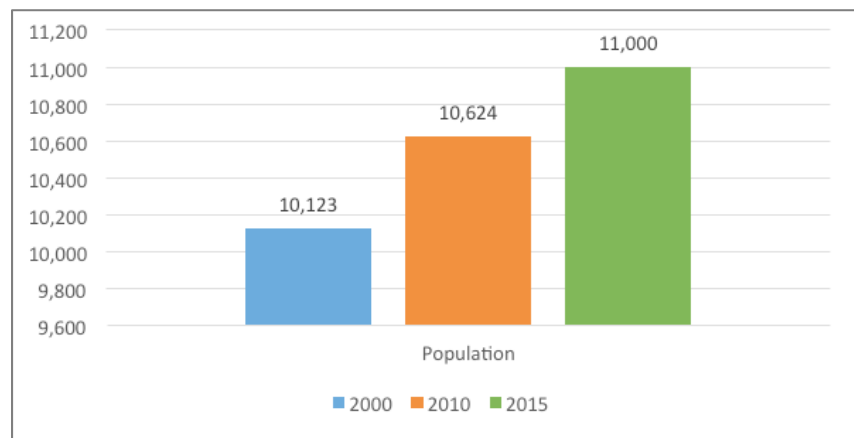
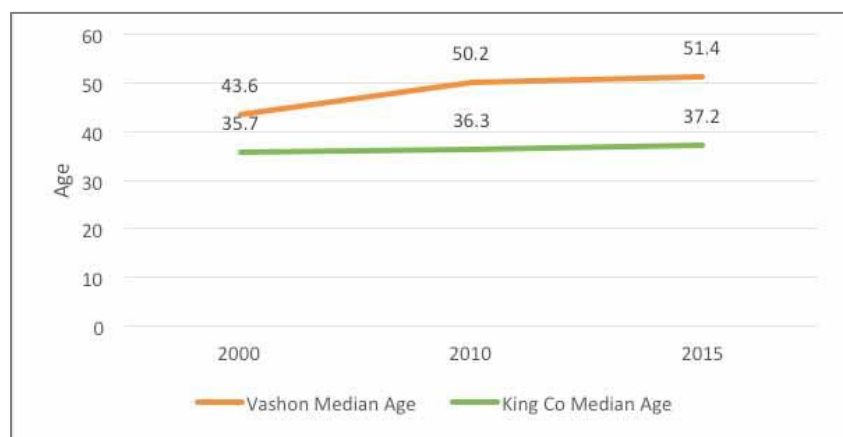


Figure 2
Vashon-Maury Island & King County Median Age



The table in Appendix B includes several datasets of information for Vashon-Maury Island and King County from the 2000 and 2010 decennial Census, as well as the 2011-2015 American Community Survey.

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 high education level of the island's adult population.

High median age. For many years, demographers, planners, and others have pointed out the need to prepare for the baby boom generation's 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). Vashon-Maury Island's 2015 median age of 51.4 was 14 years higher than King County (37.2), the state of Washington (37.4), and the United States as a whole (37.6).

Hispanic or Latino residents. In terms of race and ethnicity, 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 on Vashon-Maury Island in 2015 was less than King County (5.3 percent compared to 9.3 percent), but the level of increase on the Island (from 2.6 percent in 2000 to 5.3 percent in 2015) was higher than for other racial and ethnic groups. The percentage of the island's non-Hispanic White population declined from 92 percent in 2000 to 88 percent in 2015.

Education level. Of Vashon-Maury Island's adult population, 55 percent hold a Bachelor's degree or higher, compared with 48 percent for King County as a whole. However, for residents between 18 and 24 years old, the Island has a lower percentage of its population with post-high school degrees. In 2015, 19.4 percent of this age cohort countywide had a Bachelor's degree or higher compared with 9.1 percent for Vashon-Maury Island.

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

Chapter 3 Community Engagement

CSA Subarea 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 community priorities into a subarea plan helps to ensure the plan is a representation of the general will of the community. When King County’s CSA subarea planning program was revived in 2014, increased public involvement to provide unincorporated residents a direct voice in long-range planning was a key motivation. As required by Washington’s Growth Management Act (RCW 36.70A.140), King County’s CSA subarea plans involve residents in “early and continuous” public engagement.

KEY TOPICS IN THIS CHAPTER

- *CSA Subarea Plan Process*
- *Types of Community Engagement*

Types of Community Engagement

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

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. Four community-wide forums were convened between March 2016 and April 2017 with the goal of hearing directly from residents 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 on Island-wide land use and climate change policies, a February 2017 forum on affordable housing in the Rural Town of Vashon, and an April 2017 forum to review and comment on the draft plan. More than 300 Islanders participated in these events.

“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

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 (at the 2016 Strawberry Festival where festival-goers could view plan materials and share their ideas about the community’s future. An informal, five-question survey was taken by approximately 85 people. (A summary of the survey results are shown in Appendix C.)

Digital Public Engagement. In addition to the in-person public outreach described above, online and digital tools were employed during the development of this plan. A project website was launched in April 2016 as a platform to distribute plan documents and announcements. More than 300 people registered 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 residents 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 residents discussed various aspects of the plan.

Chapter 4 Land Use

Context, Opportunities and Challenges

The concept that all land use policies and regulations should reflect the fact that the whole Island is the recharge area for a single-source aquifer has been the basis for land use planning on the Island for decades and continues to set the framework for this plan.

Washington's Growth Management Act (RCW 36.70A.070) requires that rural development protect "surface water and groundwater resources" and this policy concept has been used to carry out that

mandate: in 1997, King County implemented a Special District Overlay⁶ that requires commercial and industrial projects in sensitive groundwater recharge areas to follow more restrictive building standards, such as retaining at least 40 percent of a site in natural vegetation.

KEY TOPICS IN THIS CHAPTER

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

Combined with the Island's location outside the Urban Growth Area and its isolated geography, this long-established groundwater protection policy framework has resulted in a modest rate of growth over the past 40 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 Area and Natural Resource Lands such as Vashon-Maury Island. The primary influence on Island growth has been and will continue to be the availability and quality of drinking water (as guided by adopted King County land use policy) along with other topographical and transportation constraints. A key assumption of this plan is that drinking water and other natural limitations will remain largely unchanged for its 20-year planning horizon, resulting in a continued slow rate of growth.

A review of King County building permit data since the mid-1990s shows that at least three of every four new residences on Vashon-Maury Island are constructed in Rural Area (RA) zones outside of the Vashon Rural Town. Although the 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.

⁶ Ordinance 12823

Land Use and Zoning Categories

Land use on Vashon-Maury Island is governed by the King County Comprehensive Plan (which sets broad, 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. Map 2 shows the Island's 2017 land use designations, and Map 3 shows the 2017 zoning classifications. The zoning and land use designations reflect the predominantly rural character of the Island. Amendments to these maps are possible through separate Comprehensive Plan amendments or individual rezone applications, but the general distribution and ratios of each category are expected to remain similar to what is reflected in the maps identified above.

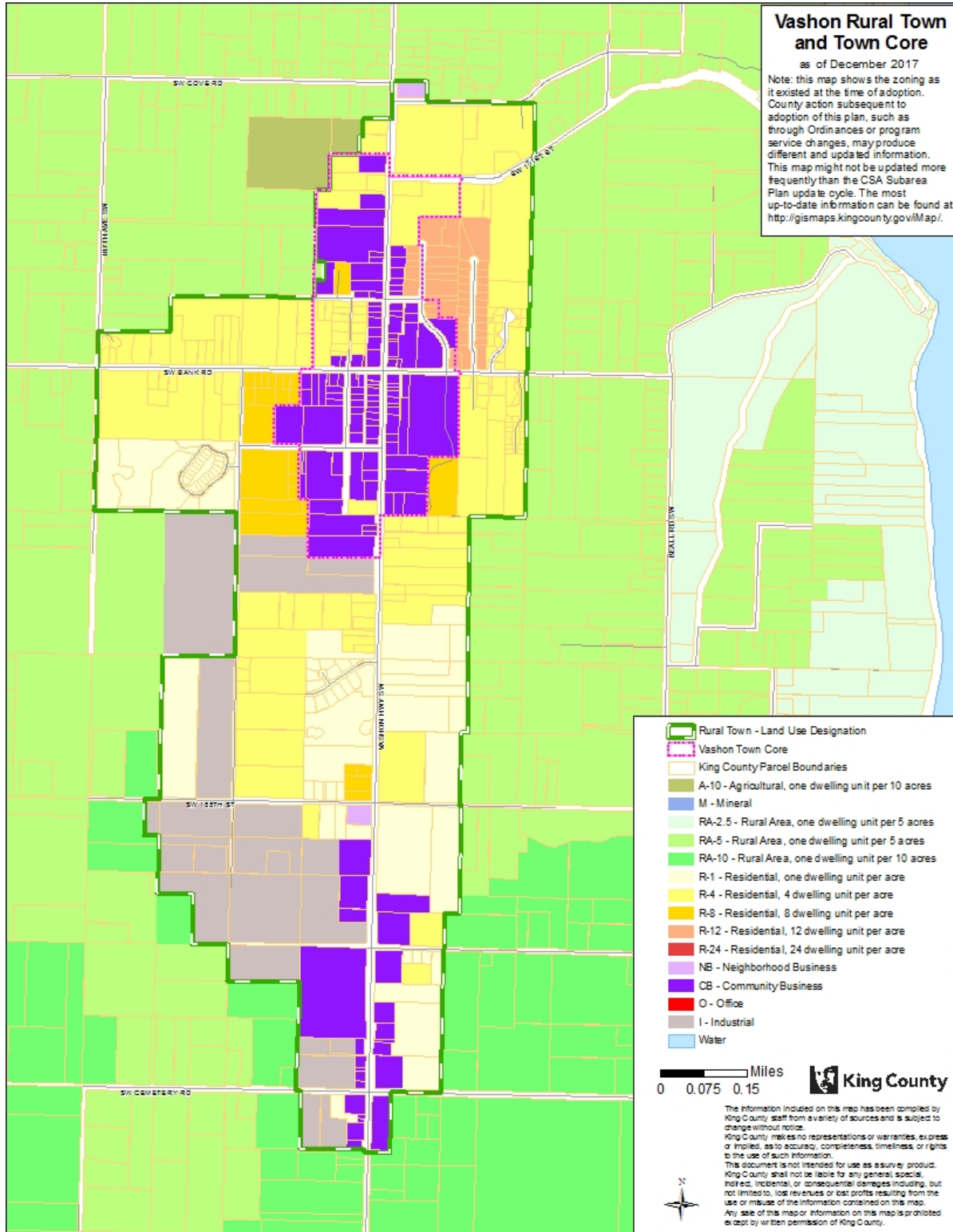
Rural Town Land Use and Zoning Classifications

As established by the King County Comprehensive Plan and as described in Chapter 5: Rural Areas and Natural Resource Lands of this plan, Vashon-Maury Island is home to one of King County's three Rural Towns (Vashon, Fall City and Snoqualmie Pass). The 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 1.) 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.

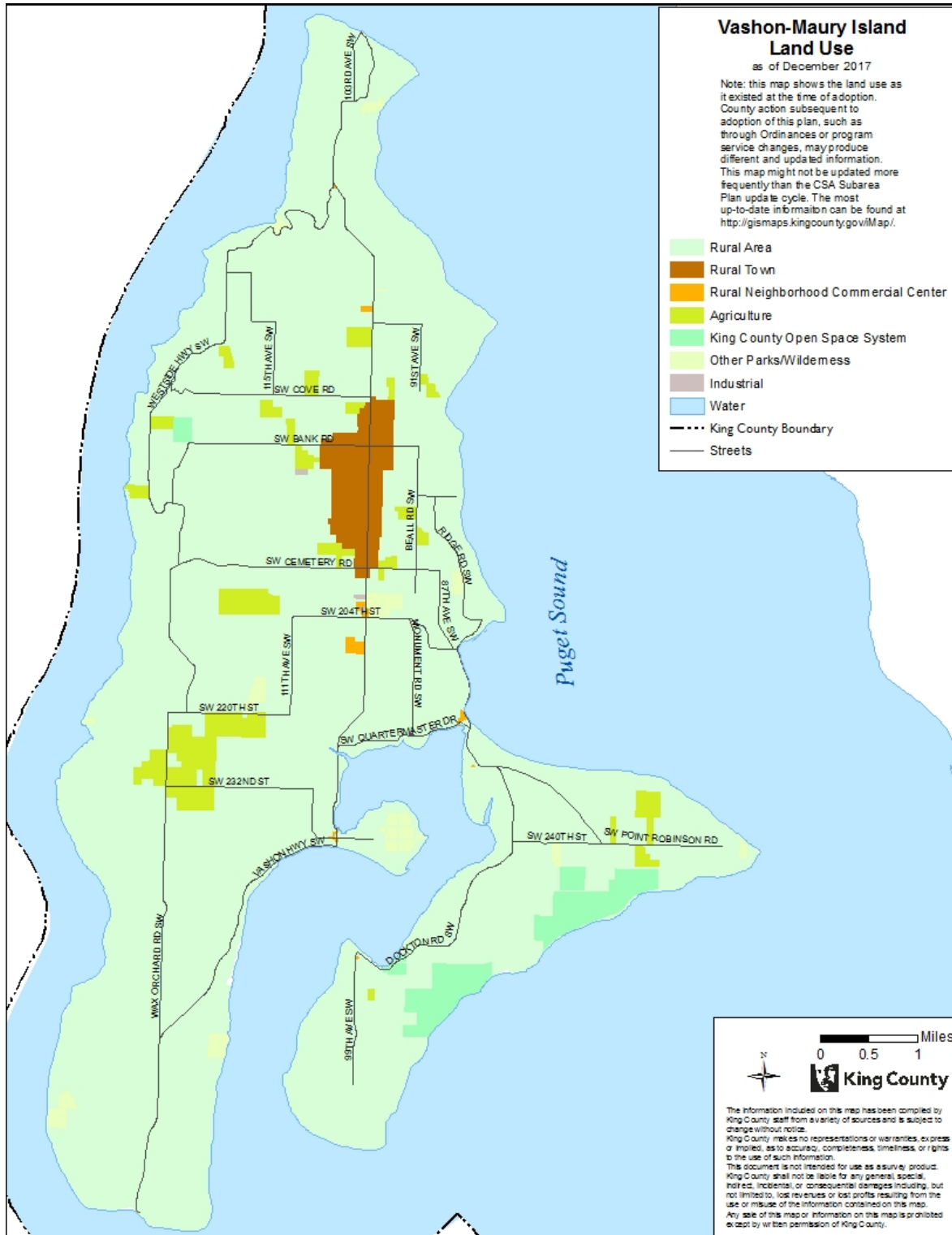
Retail uses are concentrated in two distinct areas of the Rural Town: the Vashon Town Core (discussed below) and Vashon Center (near the intersection of Cemetery Road and Vashon Highway SW). All of the Island's Community Business zoning (the primary retail and office zone) and more than 90 percent of the Island's Industrial zoning are located in the Rural Town.

LU-1 All land use policies and regulations for Vashon-Maury 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-Maury 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 should receive extra protection.

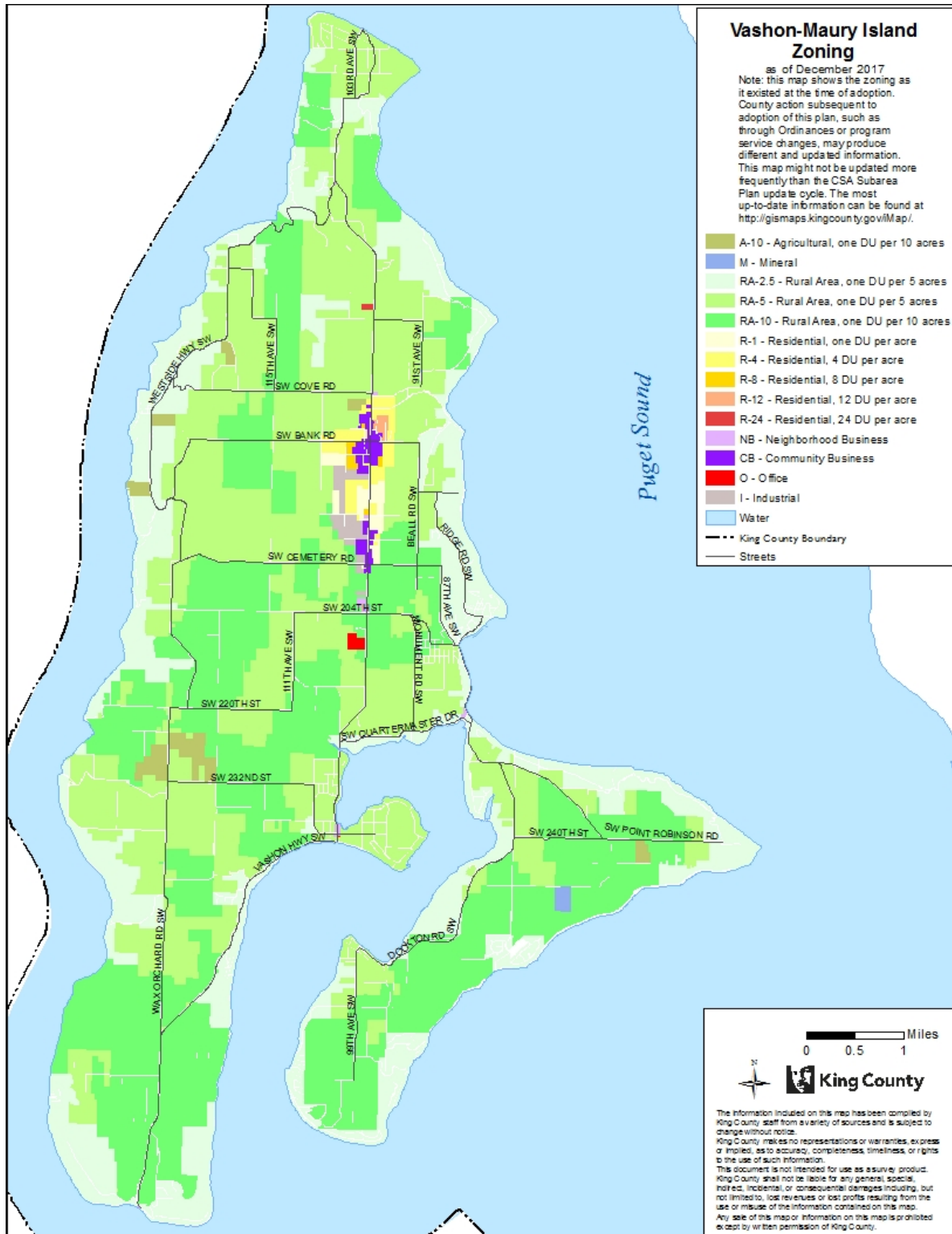
Map 1
Vashon Rural Town and Town Core



Map 2
Vashon-Maury Island 2017 Land Use



Map 3
Vashon-Maury Island 2017 Zoning



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. Table 1 uses 2016 data from the King County Assessor's Office to show all parcels in the Rural Town that have a "Residential" zone, including acreage estimates of vacant and underdeveloped area.

Table 1
Residential-Zoned Parcels in Vashon Rural Town

Zone	Total Acres (gross)	# of Parcels	# of Vacant Parcels	Total Vacant Acres	Estimated Underdeveloped*
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 one acre with existing dwelling units where a half acre of land is assigned to the dwelling and remaining acreage is deemed developable.*

(See Policies H-3 and H-5 in Chapter 6: Housing and Human Services 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 SW corridor between the Vashon Town Core and Vashon 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 the Vashon Town Core and Vashon Center and discourages denser multi-family, commercial or industrial uses within this corridor.

LU-2 **In order to fully utilize existing services, including sewers, Class I water, public transportation, and shopping, the Vashon Rural Town shall plan to accommodate the most intensive residential, commercial and industrial development on the Island.**

LU-3 **Development in the Rural Town shall maintain rural character and should support the service orientation of the Vashon Town Core and Vashon Center with compact, pedestrian-friendly development.**

- LU-4 The area between the south end of the 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, to mitigate against strip-type development, and to allow for development of single-family housing in the Rural Town.**

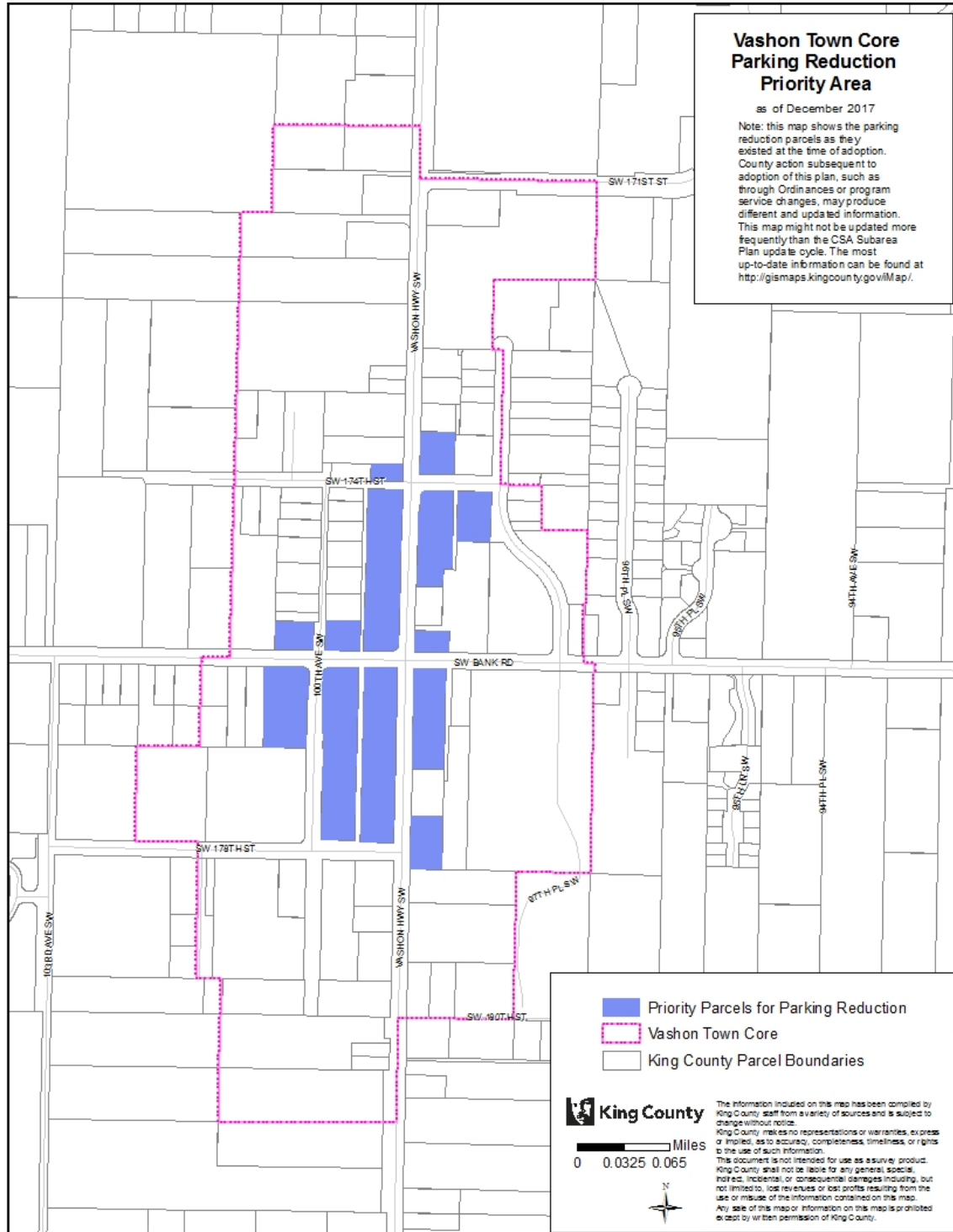
Vashon Town Core Design

The Vashon 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 grocery stores. The diverse, eclectic nature of Vashon's commercial building stock contributes to the town's "village charm" and appeal.

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 goals of the 1996 Vashon Town Plan in the Vashon Town Core 2017 Parking Reduction Priority Areas for the parcels identified in Map 4.

- LU-5 In order to foster walkability and housing affordability in the Vashon Rural Town, King County shall consider the flexibility allowed in the King County Code when evaluating off-street parking reduction waivers for the parcels identified on Map 4: Vashon Town Core 2017 Parking Reduction Priority Area. Off-street parking requirements for new or expanded uses on these parcels should be waived, except that any waiver shall not reduce the number of existing parking spaces, as described by King County Code, unless a site-specific parking study is filed and approved by King County department of Permitting and Environmental Review.**

Map 4 Vashon Town Core 2017 Parking Reduction Priority Area



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 SW. This is the location of several major island employers, the former K2 manufacturing building, and the Open Space for Arts and Community building. 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. Certain types of industrial uses, such as material processing facilities and portable sawmills are allowed on RA-zoned land. This plan does not intend to preclude these uses.

The former K2 manufacturing site on Vashon Highway SW south of the Town Core 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, such as for multi-family housing, commercial condominium space, or 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 for this parcel. 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.

LU-6 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 SW. These uses should be clustered south of SW 178th Street and west of Vashon Highway SW.

Other Land Use-Related Resources for Vashon-Maury Island

Below is a list of other plans and resources related to the provision of land use on Vashon-Maury Island. Copies of the documents are available at the respective agency office or website.

- 2012 King County Countywide Planning Policies - Growth Management Planning Council
- VISION 2040 - Puget Sound Regional Council
- 2014 Buildable Lands Report

Chapter 5 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. 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.

KEY TOPICS IN THIS CHAPTER

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

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, wildlife and fish habitats, and lands that foster traditional rural lifestyles and rural-based economies and do not require the extension of urban services. The 2016 King County Comprehensive Plan⁷ 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 remain economically viable into the future. The Rural Town has 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 (RA-2.5, RA-5, and RA-10) that are regulated through King County Code Title 21A and have specific uses, lot sizes, dimensions, and development standards associated with each zoning classification.

⁷ Policy R-203 in 2016 King County Comprehensive Plan (KCCP), Ordinance 18427

- **Rural Neighborhood Commercial Centers:** this term applies to 10 different areas across the Island that are too small to provide more than convenience shopping and services to surrounding residents. These areas typically have a historic identity and include the following: Burton, Dockton, Tahlequah, Portage, Heights Dock, Jack's Corner, Valley 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 (10-acre minimum lot size), but the 2016 King County Comprehensive Plan does not designate agricultural or forest production districts on Vashon-Maury Island. As highlighted later in this plan, there are three designated or potential mineral resource sites on the Island.

Rural Area Policies and Actions

This plan and previous Island community plans recognize that Vashon-Maury Island is intended to permanently retain designations appropriate for the Rural Area and Natural Resource Lands. 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.

Vashon-Maury Island is recognized for its unique ecological functions as an island within Puget Sound. 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 commit to enhance environmental benefits on their land. Policy R-2 aims to build on the Island's success with this program.

Consistent with the 2016 King County Comprehensive Plan,⁸ Island properties will 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.

⁸ Policy R-309, 2016 KCCP, Ordinance 18427

- R-1 All of Vashon-Maury Island is intended to permanently retain designations appropriate for the 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, grant funding should be sought to provide public education and outreach regarding land and natural resource stewardship to PBRs enrollees to enhance environmental benefits.**
- R-3 King County should promote preservation of at least 65 percent forest cover on rural-residential zoned parcels. The 65 percent 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.**
- 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.**

Rural Neighborhood Commercial Centers

The 2016 King County Comprehensive Plan identifies ten Rural Neighborhood Commercial Centers across the Island.⁹ Examples include Burton, Dockton, Portage, Valley Center, the Heights Dock and other communities that were served by commercial “Mosquito Fleet” water-based transit in times past. 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. 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 Business zones. Others see possible negative side effects on Maury Island 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.

⁹ Policy R-501, text on page 3-32, and Land Use 2016 map - 2016 KCCP, Ordinance 18427

Natural Resource Lands

Natural Resource Lands are lands with long-term commercial significance for farming, forestry, or minerals. Businesses that rely on Natural Resource Lands provide jobs and products, such as food, wood, and gravel. While there are no formally designated Agricultural Production Districts or Forest lands on Vashon-Maury Island, the Island does have Agriculture-zoned (A) land. In addition, Vashon Island has two Potential Mineral Resource Sites totaling approximately 100 acres (Sprowls/King County and Doane Family Ltd.) and 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 the King County Comprehensive Plan.¹⁰

Island Agriculture and Food Economy

Agriculture has been a part of Vashon-Maury Island's heritage for generations. Popular community events such as 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:

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

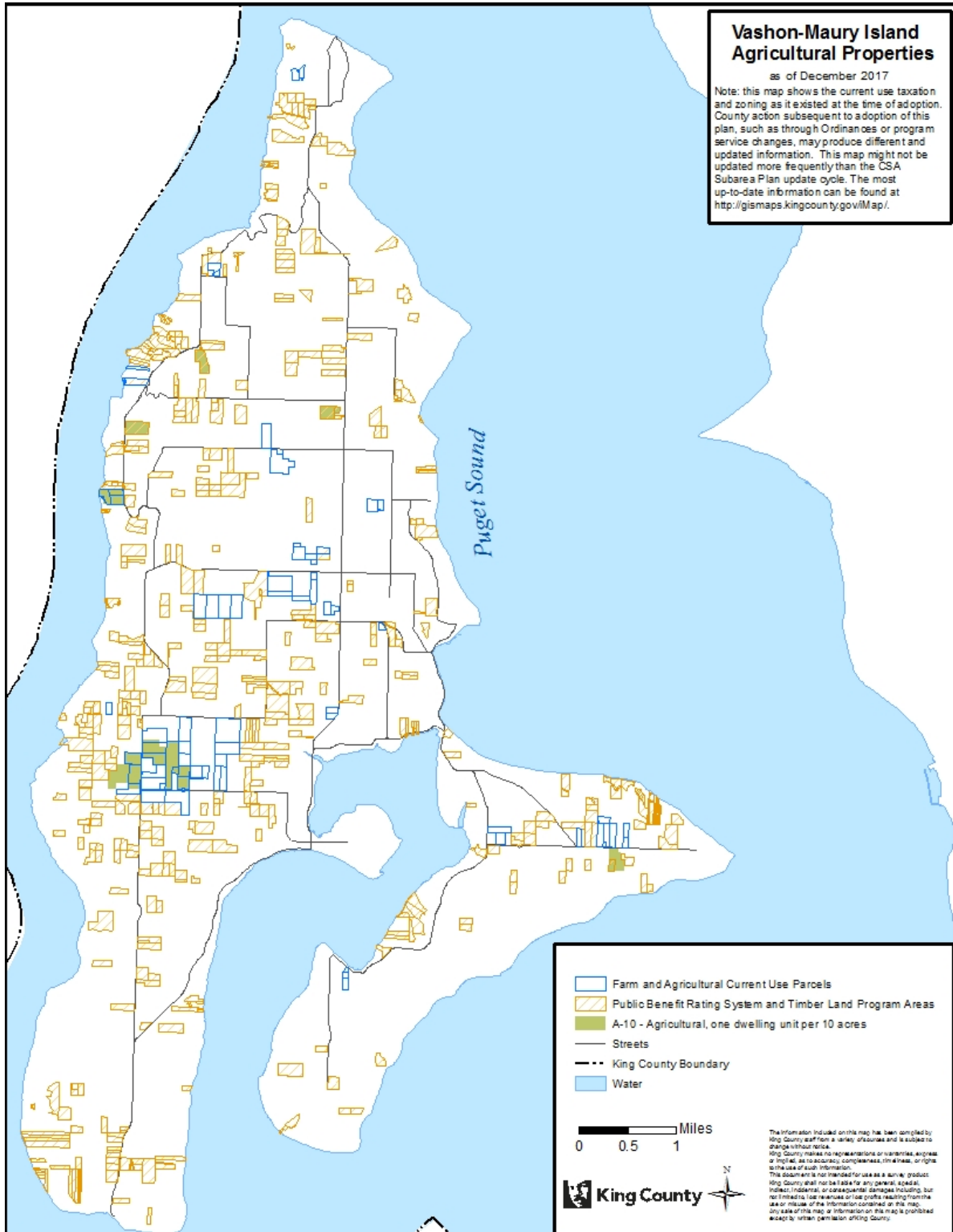
As the average parcel/farm size on Vashon-Maury Island is smaller than other areas of King County, and because Vashon-Maury Island has a sole-source aquifer, small-scale farming plays an important role on the Island and is reflected in the policies and actions of this plan. While there is no Agricultural Production District on Vashon-Maury Island, approximately 230 acres of land are zoned for Agriculture (A-10), which limits most uses to only agricultural activities. As of 2017, approximately 246 acres of land on Vashon-Maury Island are also protected under King County's Farmland Preservation Program (FPP). The FPP is a voluntary program through which owners sell their development rights and allow restrictive covenants to be placed to limit use of the property to agriculture or open space. Map 5 shows the existing agricultural properties on Vashon-Maury Island.

“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.)

¹⁰ These sites are identified in the Mineral Resources, 2016 map in the 2016 KCCP, Ordinance 18427

Map 5
Vashon-Maury Island 2017 Agricultural Properties



There are two Priority 1 actions affiliated with agriculture in this plan. (See Policies R-7 and R-8.) Successful implementation of these policies will require partnership with the Vashon Island Growers Association, a nonprofit organization whose mission is to “promote farming, access to healthy food, and a sustainable agricultural economy on Vashon-Maury Island through education, advocacy, and a vibrant farmers market.” A central rationale for these and related agricultural policies is to expand the opportunity for value-added products and to maximize value-added production as an economic development tool for the Island. Food processing operations are an integral part of creating a viable local agricultural economy and are deemed compatible with the Island’s rural environment. Per the 2016 King County Comprehensive Plan, food processing plants of appropriate size and scale should continue to be permitted uses or conditional uses in the A zones.¹¹

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 Puget Sound Regional Council’s Regional Food Policy Council 2014 report identifies a need to secure permanent locations for farmer’s markets and Policy R-8 aims to accomplish that end goal.

- 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.**
- R-6 King County shall and the King Conservation District should continue to promote environmentally-sensitive agricultural practices through Farm Management Plans and other tools, including reducing livestock impacts on groundwater and surface water resources.**
- R-7 King County shall support the Vashon Island Growers 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.**
- R-8 King County shall support the work of the Vashon Island Growers 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.**
- R-9 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 shall coordinate with property owners, the Vashon-Maury Island Land Trust, and other organizations to protect productive and valuable farmland on the Island.**

¹¹ Policy R-662, 2016 KCCP, Ordinance 18427

- R-10** Rural economic development and agricultural enterprises are intended to locate and are strongly encouraged on Vashon-Maury Island. Agritourism is an industry with expansion potential for the Island. King County shall work with property owners, non-profit organizations, the Washington State Department of Agriculture, and others to support agritourism-related activities on Vashon-Maury Island that are consistent with its character and values.
- R-11** King County recognizes and encourages 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.

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

Below is a list of other plans and resources related to the provision of rural area and natural resource services on Vashon-Maury Island. Copies of the documents are available at the respective agency office or website.

- 2014 Puget Sound Regional Council Regional Food Policy Council Report
- 2015 King County Local Food Initiative Kitchen Cabinet Report
- Rural Economic Strategies Plan, Ordinance 17956

Chapter 6 Housing and Human Services

Context, Opportunities and Challenges

Over the last several decades, community members have frequently expressed a vision for the Island as a rural community where a variety of people can afford to live. This vision for housing affordability complements and is consistent with community development and housing goals in Washington’s Growth Management Act, the King County 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 resident 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, 2016, community forum participant

Approximately 91percent of Vashon-Maury Island is zoned for residential use and almost 99 percent of that is intended for low density, rural lot sizes.¹² Housing and its associated uses, such as electricity, vehicular access, water use, and property management, have a significant impact on the Island’s land and residents. The policies in this chapter are intended to guide the location, density, and physical design of different types of housing. Virtually all new housing that is attached or has multiple units is expected to locate within the Vashon Rural Town, while most large-lot, single-family dwellings are expected in one of the three Rural Area zones located outside the Rural Town.

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

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, Puget Sound Regional Council Growth Management Policy Board meeting, March 2, 2017)

¹² This figure includes all parcels with Rural Area or Residential zoning, whether or not those parcels are suitable or appropriate for building.

Global, national, regional, and local factors contribute 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 housing prices.

Rural location. Being outside the Urban Growth Area presents a different set of challenges for rural communities. For example, the majority of King County housing subsidies are prioritized for projects that are within the Urban Growth Area and near high capacity transit lines, and thus are not expected to be available for Vashon-Maury Island.

Declining resources. Federal and State financial resources for not only housing capital but also maintenance and operations are experiencing a general downward trend.

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 complexities of the housing market, a subarea plan such as this is limited in how it can address the problem of affordable housing. 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 safer and more accessible for seniors, encouraging more accessory dwelling units, and using incentives to build green and sustainable housing. King County encourages the exploration and use of these and other alternative and innovative tools to house low-income households, people with special needs, and those experiencing homelessness.

Rural Area Housing

Table 2 shows that almost 90 percent of the Island's housing is single-family, compared with less than 60 percent countywide. Even more striking is the contrast between the number of owner-occupied units on the Island versus King County in general. In 2015, an estimated 4,090 (83 percent) of all Vashon- Maury housing units were owned by their occupants and 830 units (17 percent) were rented. This compares to 57.4 percent owner-occupied units and 42.6 percent rented units countywide.

Policies H-1 and H-2 aim to protect and preserve the Island's rural, residential lands and the rural character that exists today. Geographic concentrations of housing in the Rural Area can result in environmental impacts, and can lead to gentrification in some situations. Policy H-1 aims to prevent such outcomes. Policy H-2 has been in the King County Comprehensive Plan for many years, and protects community character and water recharge areas by preserving low densities and lot sizes.

Table 2
Housing Units by Type

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

Rural Town Housing

Consistent with the 2016 King County Comprehensive Plan¹³ and the 1996 Vashon Town Plan, this plan continues to designate the 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 the Rural Town is served by a higher level of services, including through the Vashon Sewer District, King County Water District 19, King County Metro Transit, and other essential public services.

This plan uses the following definition of residential infill: “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 that is compatible in scale with existing neighborhoods and usually contains between three and eight dwellings in a single structure.

Five platted, single-family subdivisions with shared access streets, homeowner associations, common areas and other shared features currently exist in the Rural Town. The intent of Policy H-4 is to retain low-density zoning classifications (R-1 and R-4) for these developments.

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 encourages and supports a wide variety of single-family residential dwellings.

¹³ Policies R-506 and R-507, 2016 KCCP, Ordinance 18427

- 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.**
- H-3 Apartments, townhouses, cottages, innovative housing models, 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 connected to central sewer and Class A water systems.**
- H-4 Established single-family residential subdivisions in the Rural Town should retain their existing land use and zoning designations.**

Affordable Housing

The first goal identified in the King County Consortium Consolidated Housing and Community Development Plan for 2015-2019¹⁴ (which is used and implemented by Department of Community and Human Services and the members of the King County Consortium to guide the allocation of housing funds around the county) 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 CSA subarea plan. The challenge is to ensure that a CSA subarea plan and its policies coordinate with affordable housing funding sources, programs, and opportunities for innovation in a way that results in additional affordable housing.

What is “affordable?” King County uses figures from the U.S. Department of Housing and Urban Development to define levels of affordability. Housing is affordable if a household can pay its monthly housing costs with 30 percent or less of its monthly income.

Because people at lower income levels may have difficulty affording housing costs with 30 percent or less of their monthly income, housing can be developed to be subsidized so that it is affordable to people with incomes below the median. In 2016, the Area Median Income (AMI) for one person in King County was \$63,300. This is considered 100 percent of AMI and translates to no more than \$1,580 per month that should be spent on housing. In general, individuals and families who qualify for subsidized housing can earn 80 percent 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.

¹⁴ Ordinance 18070

As shown in Table 3, in 2013 there were approximately 5,140 households on Vashon-Maury Island. Of these, 590 households (11.5 percent) had incomes at or below 30 percent of Area Median Income (AMI). 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 the development of this plan:

- Helps the Island's labor force (which is a business interest as well);
- Reduces the number of workers who must travel off-Island to find housing (which has both environmental and social benefits); and
- Creates opportunity for both independence and social cohesion.

Table 3
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

**HAMFI = Housing Urban Development Area Median Family Income*

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, low-income households, people with disabilities, and those experiencing homelessness 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 and 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 that 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 articulated in this plan, new multi-family residential 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 that are required to comply.

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 cohousing 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. Alternatives to traditional, high-density, and affordable multi-family residential projects advocated by the community included rehab of structures, tiny houses, microhousing, accessory dwelling units, cohousing, and community land trusts. 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 are also examples of flexible and adaptable housing models that strive to minimize environmental and carbon footprints. ADUs can also help expand housing affordability options.

How does this CSA Subarea 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. 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, which involve additional organizations and different types of funding. And it is often accentuated even further in a geographically-defined space such as Vashon-Maury Island.

“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

The role of the Vashon-Maury Island CSA Subarea Plan is both unique and limited in terms of the influence it has on affordable housing on the Island. The location, size, and number of residential dwellings is directly linked to zoning, which is guided by both the King County Comprehensive Plan and a community’s local long-range plan and vision. In turn, the development regulations, design standards, incentives, and other tools that builders and developers of affordable housing use 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, grocery stores, public services, infrastructure, and other amenities are located.

- H-5** **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:**
- a. is within a sewer and water service area;**
 - b. provides a mix of housing that is affordable to families with incomes of 80 percent area median income (AMI) or below, and 60 percent AMI or below; and**
 - c. ensures that new ownership units remain affordable for at least 50 years and new rental units remain affordable for at least 30 years.**

- H-6** **To help increase the Island’s inventory of affordable housing, accessory dwelling units should continue to be permitted per K.C.C. 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.**

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”). Table 4 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.

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.

Table 4
Year Housing Structure Built

Unit Type	Number	Percent
Built 2014 to 2015	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%

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.

Health Care and Medical Services

Easy access to health services is vital to help Island residents prevent and treat medical conditions. The recent rapid change of medical providers at the Sunrise Ridge facility south of the Vashon Rural Town underscores the need in the community and the importance of having a stable and reliable health care service on the Island. The Sunrise Ridge property 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 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.

H-8 King County shall support Vashon-Maury Island residents, health care service providers, 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.

Other Housing-Related Resources for Vashon-Maury Island

Below is a list of other plans and resources related to the provision of housing services on Vashon-Maury Island. Copies of the documents are available at the respective agency office or website.

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

Chapter 7 Environment

Context, Opportunities and Challenges

Vashon-Maury Island has a pristine, almost unchanging beauty that 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 Shoreline Management Act and are localized in and implemented through subarea 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 policies intended to protect, restore, and enhance watersheds, natural habitats, wildlife corridors, and open space areas. Additional protections have also been incorporated directly into King County's Zoning Code, most notably its Critical Areas section in King County Code Chapter 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 CSA subarea 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 20 years. Priority topics were derived primarily from the Vashon-Maury Island Community Advisory Group. Countywide natural resource policies can be found in Chapter 5: Environment and Chapter 3: Rural Areas and Natural Resource Lands of the 2016 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 activities such as volunteering at Island nonprofit organizations, attending environmental education forums, participating in King County's Public Benefit Rating System program, and complying with clean water and critical area regulations. As evidenced in the policies in this chapter, the top environmental challenges expected over the next 20 years revolve around climate change and its potential impacts on the Island's sole source aquifer and sea level rise effects on shoreline properties.

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+

Buildings in Puget Sound 100-year Floodplain (2011).....699

Number of water basins closed to new water rights by Dept. of Ecology.....4^a

^a Christiansen Creek, Fisher Creek, Judd Creek and Shinglemill Creek

Critical Areas

Washington's Growth Management Act requires cities and counties to designate, where appropriate, critical areas within their jurisdictions. Consistent with the 2016 King County Comprehensive Plan,¹⁵ 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 including aquatic, critical aquifer recharge, landslide hazard, seismic hazard, wetland, wildlife habitat areas, and more. Regulations are established for these areas, which are fragile or potentially threatened by development, and are enforced by King County's Department of Permitting and Environmental Review, typically at the time of application for a building permit or subdivision.

Habitat

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 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.

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:

- Vashon-Maury Island Water Resources Study by J.R. Carr and Associates (1983);
- 1994 decision by the US Environmental Protection Agency to designate the entire Island as a Sole Source Aquifer;
- Vashon-Maury Island Ground Water Management Plan (1998);
- Vashon-Maury Island Watershed Plan (2005);
- Vashon-Maury Island Hydrologic Modeling Report (2009); and
- 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 created a Special District Overlay for groundwater protection.¹⁶ This countywide regulation applies to hundreds of parcels across the Island and limits 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.

¹⁵ Policy E-112a, 2016 KCCP, Ordinance 18427

¹⁶ Ordinance 12823

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 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 is recognized as an important partner in the implementation of many of this plan's environmental policies and actions.

- E-1 King County 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 these areas.**
- E-2 The quantity and quality of Vashon-Maury Island's 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 should plan for new development that does not impair the groundwater supply, especially in areas highly susceptible to contamination or near public water supplies.**
- E-3 To protect domestic water resources and watersheds, only low-density residential development and similar non-intensive uses should be allowed in areas deemed highly susceptible to groundwater contamination.**
- E-4 King County, with Vashon-Maury Island Groundwater Protection Committee assistance, should continue monitoring groundwater and surface water on Vashon-Maury Island.**

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, research and monitoring should be continued. Individual wells and Group B public water systems (serving less than 15 connections and fewer than 25 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 challenges. King County has 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)¹⁷ is a

¹⁷ Motion 14449

five-year blueprint for County action to prepare for and mitigate against the impacts of climate change. The SCAP looks at climate change through a predominantly regional lens, focusing on saving energy, minimizing energy use and greenhouse gas emissions, and preparing for climate change impacts to County-owned and managed facilities. However, there are policy implications for subarea plans, particularly for Vashon-Maury Island, which has more than 50 miles of Puget Sound shoreline.

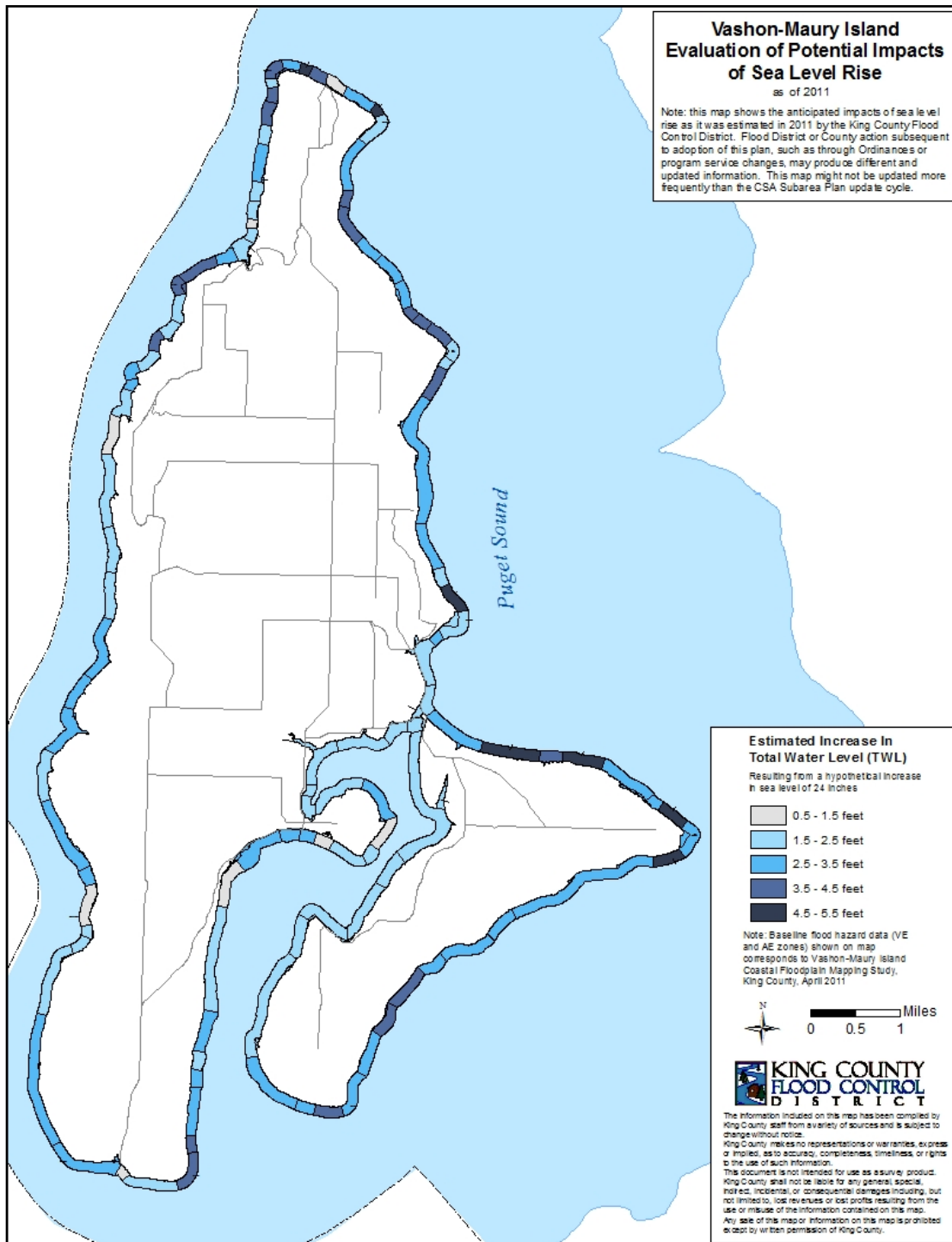
As an Island community, the issue of sea level rise is of particular interest and concern to residents. A community-specific assessment of sea level rise impacts and appropriate adaptation strategies will require detailed study. Over time, sea level rise resulting from climate change is expected to lead 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 study jointly funded by the King County Flood Control District and the Federal Emergency Management Agency found that there are 699 buildings and three road segments on Vashon-Maury Island within the current 100-year floodplain of Puget Sound. A 2017-2018 sea level rise study being completed by King County's Water and Land Resources Division is expected to provide Islanders with more accurate and useful information.

Until further analysis is completed, it is unknown how sea level rise will affect Vashon-Maury Island residents and land owners. 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 areas, including Vashon-Maury Island.

In 2017 and 2018, 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 effort are a robust public outreach effort and education about types of sea level rise impacts and options for risk reduction.

In 2011, the King County Flood Control District and the Federal Emergency Management Agency funded a study that mapped the 100-year floodplain for the marine shorelines throughout the county. Along with mapping the 100-year floodplain, the Flood Control District also prepared 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. Because of the way waves form along the shoreline and affect flooding, the County's mapping demonstrates that flooding under a two-foot rise scenario might actually be six feet higher than current flood levels in some locations.

Map 6
Vashon-Maury Island
King County Flood Control District
2011 Evaluation of Potential Impacts of Sea Level Rise



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, in which 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.

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 Water and Land Resources Division.

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 these services pertain to disaster response and hazard mitigation planning. The District has adopted, and King County Office of Emergency Management has approved, an Emergency Management Plan that outlines protocol for responding to emergency situations. Major regional Cascadia Subduction Zone earthquakes happen approximately every 750 years and, along with smaller, "Episodic Tremor and Slip" fault-line slippages, 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.

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)

VashonBePrepared, the FEMA-designated local Citizen Corps 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 Comprehensive Plan as environmentally critical areas. On Vashon-Maury Island, these and related natural features of concern have historically been referred to as development limitations 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 for the Island. Vashon-Maury Island has experienced a number of landslides, some of which affect 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.

E-5 Vashon-Maury Island comprises almost 50 percent 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 climate change adaptation and mitigation strategies for the Island to better prepare waterfront properties, infrastructure, and 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.

E-6 King County should encourage property owners on Vashon-Maury Island to consider the estimated increase in water level reflected on the best available sea level mapping and information when constructing new structures or making substantial improvements to existing structures.

Other Environment-Related Resources for Vashon-Maury Island

Below is a list of other plans and resources related to the provision of environmental services on Vashon-Maury Island. Copies of the documents are available at the respective agency office or website.

- 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)

Chapter 8 Parks, Open Space and Cultural Resources

Context, Opportunities and Challenges

Accessible, safe, and appealing public spaces, along with arts, cultural, and heritage activities, are core attributes of any healthy, thriving community. Public spaces may be passive and nature-based or active and user-based, and arts and cultural opportunities may take many forms.

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 chapter builds on the Island's past accomplishments in parks and open space preservation and on its reputation as a dynamic arts community. It examines these attributes, the synergies between them, and identifies several new actions related to improving shoreline access, planning for an expanded off-street trail network, and developing a Master Arts Plan for the Island. Three guiding principles underpin the policies in this chapter:

KEY TOPICS IN THIS CHAPTER

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

- Preserve and protect native habitats, groundwater, shorelines, open space, and sensitive areas for present and future generations;
- Preserve historic, archeological, and cultural resources; and
- Promote an environment where residents 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 Island residents, workers, and visitors 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 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 State Department of Natural Resources, and Vashon-Maury Island Land Trust. But others may need to be created, especially in the area of community arts.

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 is another principal revenue source used for passive-use open space acquisition. Levies are important for unincorporated areas such as Vashon-Maury Island since the King County General Fund no longer supports parks and recreation activities; the levy provides approximately 70 percent of King County Parks' operating budget. It's expected that these or similar 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.

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.

A combination of private, County, quasi-public, and nonprofit agencies own, maintain and administer the park and open space network on Vashon-Maury Island. Maps 7 and 8 show the geographic distribution of park and open space land across the Island. The King County Open Space Plan: Parks, Trails, and Natural Areas 2016 Update¹⁸ identifies five land classifications within the County's open space system: Recreation, Natural Areas, Working Forest Land, Multi-use, and Regional Trail. Table 5 shows that King County owns and manages more than 1,730 acres of open space land on Vashon-Maury Island, more than 50 percent 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 one Recreation Site (Dockton Park). 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, Forests and Parks, Shoreline Open Space, and Off-street Trail Network.

¹⁸ Policy OS-122, 2016 Open Space Plan, Ordinance 18309

Table 5
King County Park, Open Space & Natural Area Sites

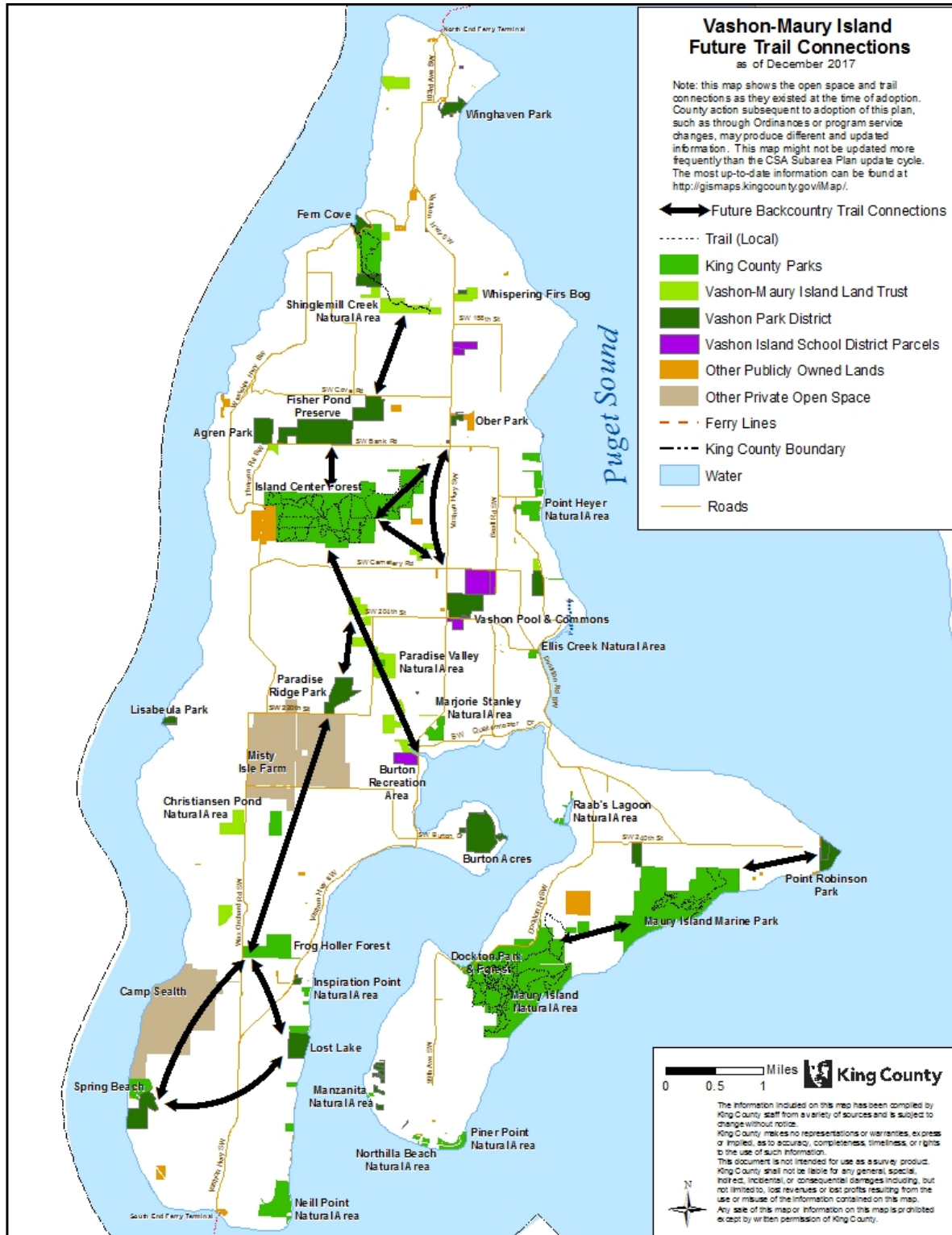
Site Name	Open Space Classification	Size (approx. acres)
Camp Sealth Creek Natural Area	Natural Area	101 ^a
Dockton Park	Recreation	21
Dockton Forest	Working forest	105
Dockton Natural Area	Natural Area	44
Ellis Creek Natural Area	Natural Area	3.76
Forest Glen Natural Area	Natural Area	4
Frog Holler Forest ^b	Working forest	60
Inspiration Point Natural Area	Natural Area	6
Island Center Forest & Natural Area	Working forest & nature preserve	439
Lost Lake Natural Area	Natural Area	8.11
Marjorie R. Stanley Natural Area	Natural Area	18
Maury Island Marine Park	Multi-use	317
Maury Island Natural Area	Natural Area	274
Neill Point Natural Area	Natural Area	53
Paradise Valley Natural Area	Natural Area	5 79 ^a
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 46 ^a
Total		1,733.87

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

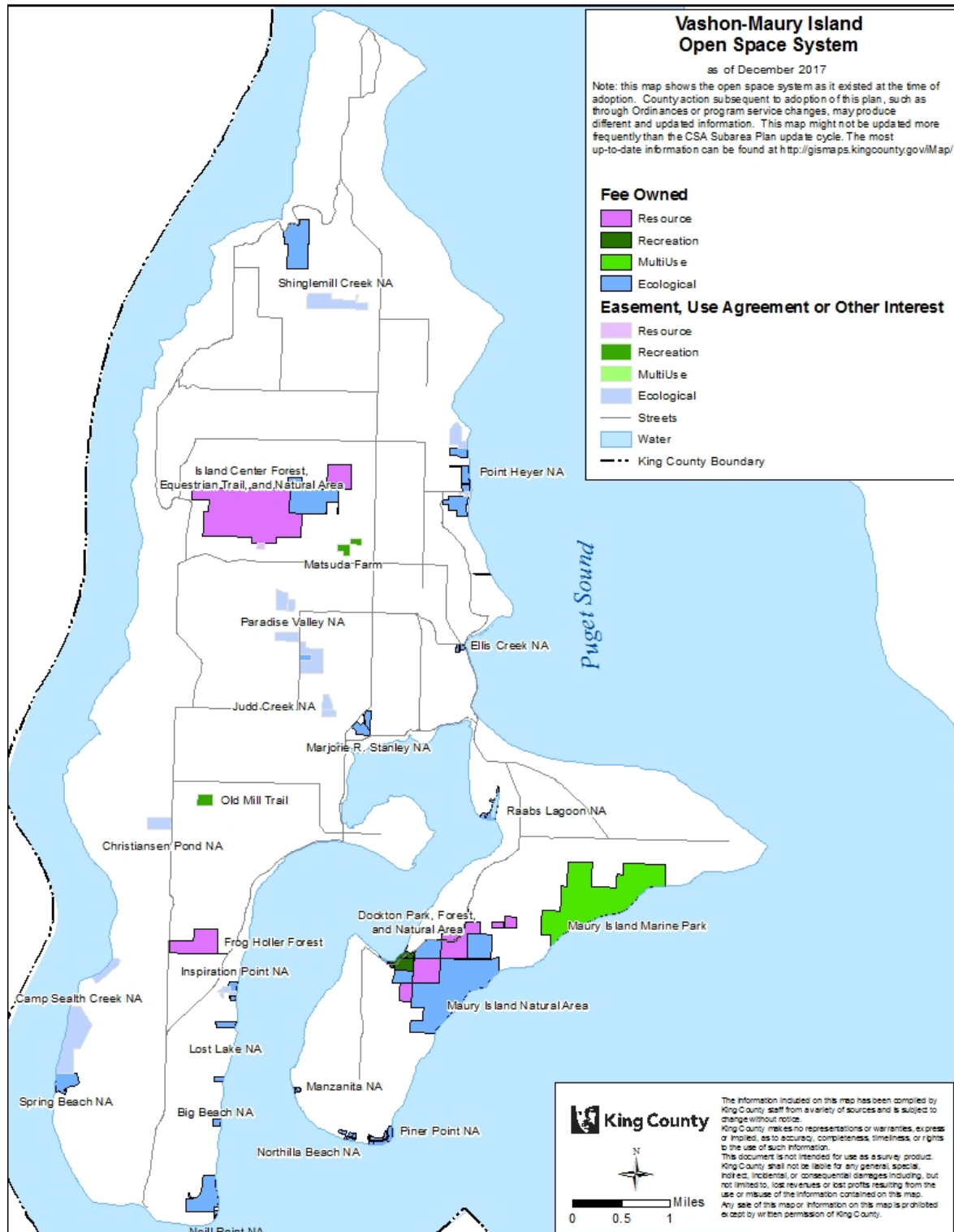
^a Easement

^b Frog Holler Forest was acquired by King County in December 2016, and is not listed in the 2016 King County Open Space Plan

Map 7
Vashon-Maury Island 2017 Future Trail Connections



Map 8
Vashon-Maury Island 2017 Open Space System



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 King County Open Space Plan: Parks, Trails, and Natural Areas 2016 Update¹⁹ sets policies for King County natural areas, which guide Policy P-1 and future natural area acquisitions on Vashon-Maury Island, requiring that acquisitions or other conservation efforts:

- 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; and
- Employ adaptive management methods.

The last several decades have seen the acquisition of a number of valuable natural areas, including Judd Creek, Nettle/Shinglemill Creek/Fern Cove, Banks Road Marsh, and Whispering Firs Bog. However, 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 the Land Trust is identified as a lead or supporting agency on several proposed actions in this plan.

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 King County Open Space Plan: Parks, Trails, and Natural Areas 2016 Update²⁰ provides policy guidance on forest land conservation and management goals.

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 to become part of the Marjorie Stanley Natural Area and Dockton Forest. In 2016, King County acquired the 60-acre Frog Holler Forest as part of a long term effort to conserve and protect more than 500 acres of forest on the south end of Vashon Island. King County and the Vashon-Maury Island 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 that provides active and passive recreational opportunities to Island residents. The Vashon Park District is the largest owner and operator of improved public parks and facilities on the Island. The District owns almost 50 parcels of land and manages 18 Island parks totaling approximately 530 acres. Many of the District's assets were transferred 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 not always aligned to the strength or mission of each entity. Policy P-2 encourages collaboration among King County,

¹⁹ Policies OS-127-130, 2016 Open Space Plan, Ordinance 18309

²⁰ Policies OS-131-135, 2016 Open Space Plan, Ordinance 18309

the Vashon-Maury Island Land Trust, and the Vashon Park District on projects on which there is a mutual interest and benefit to the public.

- P-1** **Priority working forests, critical fish and wildlife habitats, and other key natural area lands across the Island shall be considered for parks and/or open space acquisition or conservation by King County and other conservation organizations.**
- P-2** **King County supports and shall 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.**

Shoreline Open Space

The Island has more than 50 miles of Puget Sound shoreline. Public access to much of that shoreline land is limited since most waterfront parcels are under private ownership and control. Community members have expressed interest in expanding public 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 other areas may offer the opportunity for increasing passive use and enjoyment of these unique open spaces. King County owns several parcels on the Island, which extend from public roads to a shoreline, most of which are not serving a functional purpose today and could potentially be acquired as part of the open space system. Policy P-3 expresses support for determining options for improved and expanded public access to shoreline areas. Expanded access could provide secondary benefits 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 completed in accordance with King County's adopted Shoreline Master Program.

Policy P-4 addresses improvements to Tramp Harbor Dock Park 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 King County Parks survey about the Tramp Harbor Dock, showing strong user support of this facility.

- P-3** **King County supports improved and expanded public access to the Island's shoreline where sensitive habitats are not disturbed.**

- P-4** Tramp Harbor Dock Park 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 continue to support the work of 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.
- 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.
- 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.

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 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 affirmed that such an integrated, nonmotorized transportation system continues to be widely supported.

Regional Trails are meant to provide nonmotorized recreational, transportation and commuting opportunities for many different types of users.

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

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. The 2016 King County Comprehensive Plan identifies the Regional Trails System as the centerpiece of the nonmotorized system in the Rural Area.²¹ Regional trails provide recreational opportunities and mobility options, connecting users with dedicated nonmotorized routes to parks, work, school and other destinations. These are nonmotorized facilities, 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.

Vashon-Maury Island does not currently include a segment of the Regional Trails System. 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 pipelines, or power line corridors in which to co-locate trail facilities. Vashon Highway SW 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-

²¹ Policy T-235, 2016 KCCP, Ordinance 28427

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 coordination with the community to explore the above-mentioned challenges and to seek funding for a feasibility study of how a regional trail on Vashon-Maury Island could be funded and conducted. The goal is to identify funding for a feasibility study that could help determine if a Regional Trail aligns with community goals and is physically and financially 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 seek funding to study the creation of an Island-wide network of recreational, back-country trails, which is the aim of Policy P-8. This network, as envisioned on Map 7, is outside of King County Department of Transportation public right-of-way and would be 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 2016 King County Comprehensive Plan encourage support for equestrian activities that are compatible with their area.

P-7 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 coordinate with community residents and organizations to seek funding to conduct a study to 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. Such a Regional Trail or other active transportation facility should achieve the following:

- a. Connect residential, employment, and commercial centers and other important community destinations; and**
- b. Connect the north and south ferry terminals.**

P-8 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. King County should coordinate with community residents and organizations to seek funding to plan for trail corridors that would:

- a. Connect park and open space areas;**
- b. Provide access to shoreline areas, particularly public parks; or**
- c. Incorporate views and other special features of scenic, historic, or archaeological interest.**

Recreation and Health

The health of an individual and community 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 land use, community design, and transportation affect local air quality, water quality and supply, traffic safety, physical activity, and other aspects of daily life. Such decisions are linked to intractable public health problems, such as 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 in an isolated section. Examples include:

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

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, and the arts 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 a quasi-governmental cultural services agency in King County. 4Culture is a tax-exempt public development authority whose Board is appointed by the King County Executive and confirmed by the King County Council. This independent governing Board sets 4Culture's annual budget and determines how funding awards will be made through 4Culture's competitive grant programs. Community-based arts organizations will play the principal role in initiating and implementing the arts actions of this plan, which may be able to request funding or assistance from 4Culture. Aside from the County's Public Art Program, which directs one percent of County-funded capital project budgets to public art, King County does not fund arts and culture programs.

Policy P-9 outlines a broad vision for supporting the role of art in the Island's culture. Policy P-10 supports community-led efforts to develop an Arts Master Plan that is specific to Vashon-Maury Island.

Artistic signage as 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.

- 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 encourages opportunities for public attendance and participation in diverse arts and heritage activities and exposure on the Island especially where such projects invest in and support Island artists.**
- P-10** **To expand the role, presence, and influence of the arts throughout Vashon-Maury Island, the community has expressed a desire to develop an Island-specific strategy that identifies talent, programs, and other arts programming opportunities. King County supports community-led efforts to develop a long-term Arts Master Plan for Vashon-Maury Island.**
- P-11** **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. King County supports community-based arts organizations' efforts to pursue grants and partnerships for constructing or improving signs.**
- P-12** **Public art enhances community character and diversity, sparks imagination, and provides a direct cultural experience for its viewers. King County should integrate public art into County buildings and infrastructure in the Island. King County supports integration of public art in places on the Island developed by others that is accessible to the public.**
- P-13** **King County encourages opportunities for public attendance and participation in festivals, fairs, and performing and visual arts on the Island.**

Historic Preservation

Preservation of Vashon-Maury Island's built heritage is a value shared by this community. Dockton, Vashon Center, Burton, Portage, and the Vashon Rural Town 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 (HPP) preserves and enhances community character through identification and documentation of historic resources, landmark designation, and planning. HPP staff identify and evaluate resources that reflect King County's past, develop an inventory of sites used to incorporate historic and cultural resources into County planning efforts, and use 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 6 lists King County's designated Landmarks and Community Landmarks on Vashon-Maury Island, including houses, stores, bridges, historic districts, and heritage corridors. King County Code Chapter 20.62 and several policies in the 2016 King County Comprehensive Plan provide the regulatory support and framework for this preservation work.

Table 6
Vashon-Maury Island 2017 King County Landmarks

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

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

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

- Recognizing the importance of identifying additional historic resources;
- Promoting landmark designation;
- Providing financial incentives that promote rehabilitation; and
- Supporting regulatory flexibility that enables owners of historic properties to adaptively reuse them.

- P-14 King County supports community and preservation organizations' efforts 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 consistent with designation criteria and processes outlined in K.C.C. Chapter 20.62.**
- 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.**
- 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.**
- 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.**
- 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.**

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 currently promote protection of historic resources. The Vashon-Maury Island Heritage Association has been a leading voice on the Island for decades and 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 D. 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 HPP's Local Inventory List.

Although Dockton and Burton have never been nominated as historic districts, 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 plans and resources related to the provision of parks, open space, and cultural resources on Vashon-Maury Island. Copies of the documents are available at the respective agency office or website.

- 2016 King County Open Space Plan: Parks, Trails, and Natural Areas
- 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)

Chapter 9 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 update to the County's goals and vision,²² King 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.

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*

For decades, Vashon-Maury Island residents have expressed the desire for 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. In addition, the 2016 King County Comprehensive Plan states that transportation investments in Rural Areas and Natural Resource Lands should be compatible with the preservation of rural character and not promote urban or unplanned growth.²³ However, expansion of alternative and affordable forms of transportation remains a high priority for the community.

During one informal survey of approximately 85 participants, transportation was voted as the top issue the Island will face during the next 10 years. Public comments received during the plan development supported the following transportation goals:

1. No new major roads, capacity expansion, or other solutions characteristic of an urban or suburban area;
2. Increase public transportation, both intra-Island and to the mainland consistent with rural service levels;
3. More facilities (trails, parks, etc.) for nonmotorized transportation, such as for pedestrians, bicyclists, and equestrians; and
4. Adequate ferry service (and associated facilities) such that Islanders can reasonably maintain employment and other activities on the mainland.

²² Motion 14317

²³ Policy T-202, 2016 KCCP, Ordinance 18427

**SNAPSHOT OF
VASHON-MAURY ISLAND
TRANSPORTATION SYSTEM**

Miles of King County-
maintained
roadway.....139 miles

Number of public
bridges.....1

Number of signalized
intersections.....0^a

Number of unsignalized
intersections (approx..)465

Annual passenger trips
on Washington
State Ferries (2016):
- Fauntleroy-
 Vashon.....880,102
- Tahlequah-
 Pt. Defiance.....338,862

Service Providers:
- King County Department of
 Transportation – Metro Transit Division
 (Metro)
- King County Department of
 Transportations – Roads Division
- King County Department of
 Transportation – Marine Division (water
 taxi)
- Washington State Ferries
- Private taxi and shuttle bus services

^aDoes not include flashers

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 require sustainable funding, as well as 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 subarea plan does not directly address those important services, as they are addressed through other County plans, programs and services, such as through the Orca LIFT and Access paratransit programs.

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's road fund.

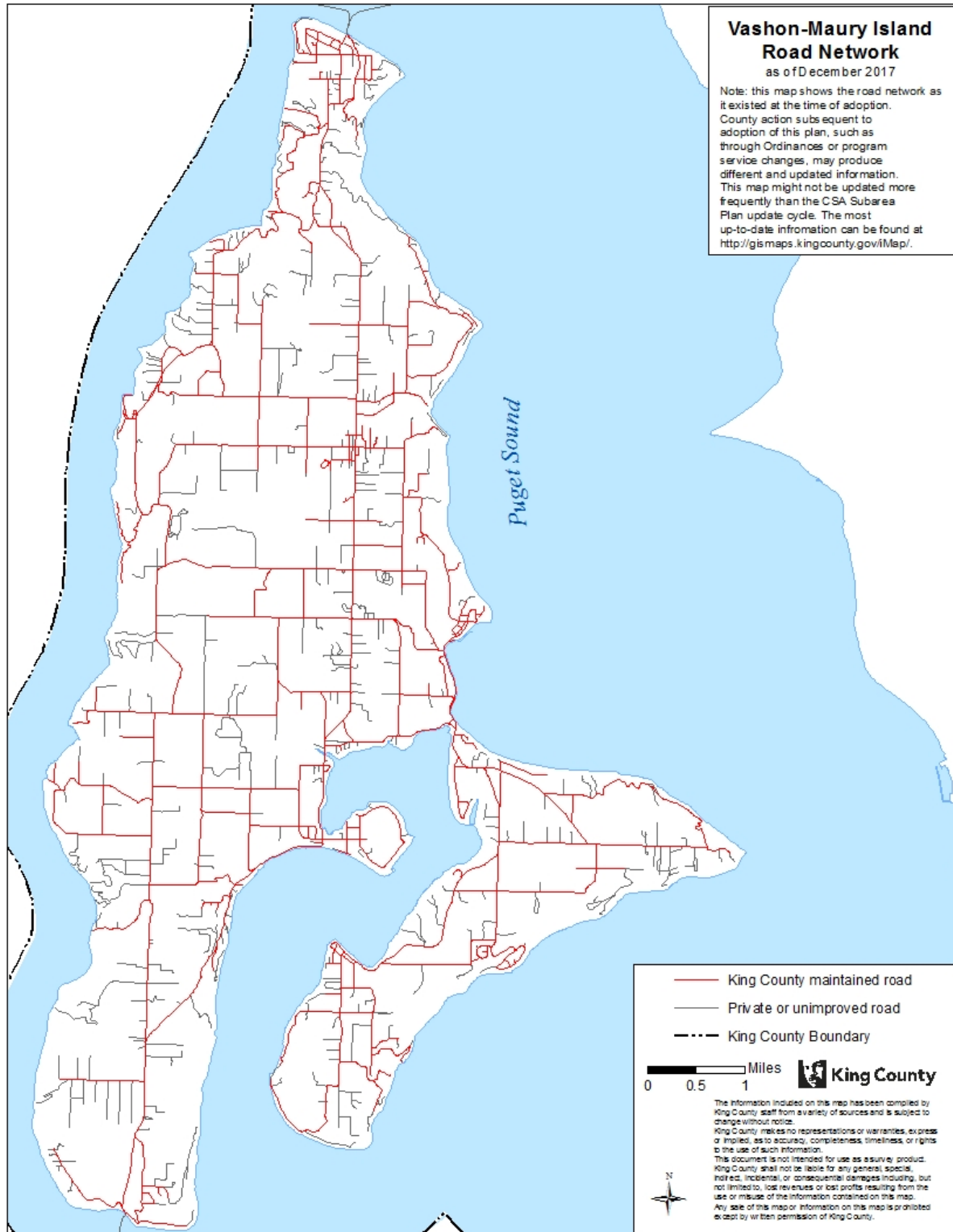
Public Road Network

As in most rural areas, Vashon-Maury Island's public road network originated from and was largely defined by historical uses, such as the mosquito fleet of private ferries, farm-to-market roads, and access points to ferries and shorelines. Vashon Highway SW 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 the Vashon Rural Town 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 10 for the street functional classification map.) Vashon Highway SW serves many of the Island's most popular destinations, including the Rural Town of Vashon, Burton, the north Vashon and Tahlequah ferry terminals, and numerous commercial and industrial employers. It also supports the principal Metro fixed-route 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.

The Transportation Needs Report that was adopted as part of the 2016 King County Comprehensive Plan identifies road-related capital investments needed to support the County's land use vision. It is a 20-year needs list (distinct from the six-year Capital Improvement Program) developed and managed by the King County Department of Transportation Road Services Division. The Roads Services 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)

Map 9
Vashon-Maury Island 2017 Road Network



Map 10
Vashon-Maury Island 2017 Transit Routes and Street Classifications



Public Transportation and Alternative Services

The Transportation chapter of the 2016 King County 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 King County Metro Transit have identified transit activity centers throughout King County that have strategic planning importance for transit planning. The Rural Town of Vashon is one of those activity centers. Metro currently operates two fixed-route bus lines (#118 and #119) that serve both Vashon-Maury Island and West Seattle. These routes have regular weekday and reduced weekend service and provide a critical public service for many Islanders. Metro's four park and ride lots also play a central role in Island public transportation. Policy T-3 calls for continued maintenance of these facilities.

Metro's Community Connections Program seeks to bring alternative transit 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 more appropriate and cost-effective match for transportation needs in these communities. Community Connections identified Vashon-Maury Island as a candidate area for a potential alternative services demonstration project. After identifying needs with community partners, a suite of alternative service solution concepts was developed and includes Real-Time Rideshare, Community Van, and Community Transportation Hub (a one-stop shop location for transit information). Metro is developing a plan for implementing these solutions on the Island, focusing first on the Community Transportation Hub and Community Van solutions. The Vashon-Maury Island Chamber of Commerce is a strategic local partner with Metro on these efforts.

Metro Long Range Plan

In January 2017, Metro's long range plan, Metro CONNECTS, was adopted.²⁴ Metro worked with stakeholders, riders, and community members to develop the plan, which will guide how the transit system grows and changes over the next 25 years. Metro CONNECTS presents a 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. It includes plans to enhance alternative services in areas that cannot support a dense network of fixed-route services.

²⁴ Ordinance 18449

Nonmotorized and Vashon Rural Town Transportation

A number of policies in the Transportation chapter of the 2016 King County Comprehensive Plan address nonmotorized transportation and guide how it is implemented on the Island. These policies focus on alternatives to single occupant vehicles, the Regional Trails System, and improvements to nonmotorized transportation.²⁵

- T-1 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 consistent with Metro’s service guidelines and alternative services programs.**
- T-2 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. King County supports continuation and use of passenger ferry service. Metro bus connections to and from the terminals should be continually monitored and strengthened, consistent with Metro policies and plans.**
- T-3 King County should continue to perform maintenance at the Vashon facilities of Ober Park, Valley Center, Tahlequah and the North end parking lot at the ferry terminal.**
- T-4 Metro shall continue to provide public transit connections to the Island’s major activity centers consistent with Metro’s service guidelines and alternative services programs.**

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 that 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 bicycle lanes are not planned or expected due to the road funding challenges noted earlier. Additionally, adopted King County Road Design and Construction Standards mandate different, and oftentimes reduced, development standards for rural roadways compared to urban roadways. Instead, this plan

²⁵ Including, but not limited to, Policies T-203, T-233, T-235, T-236, T-240, 2016 KCCP, Ordinance 18427

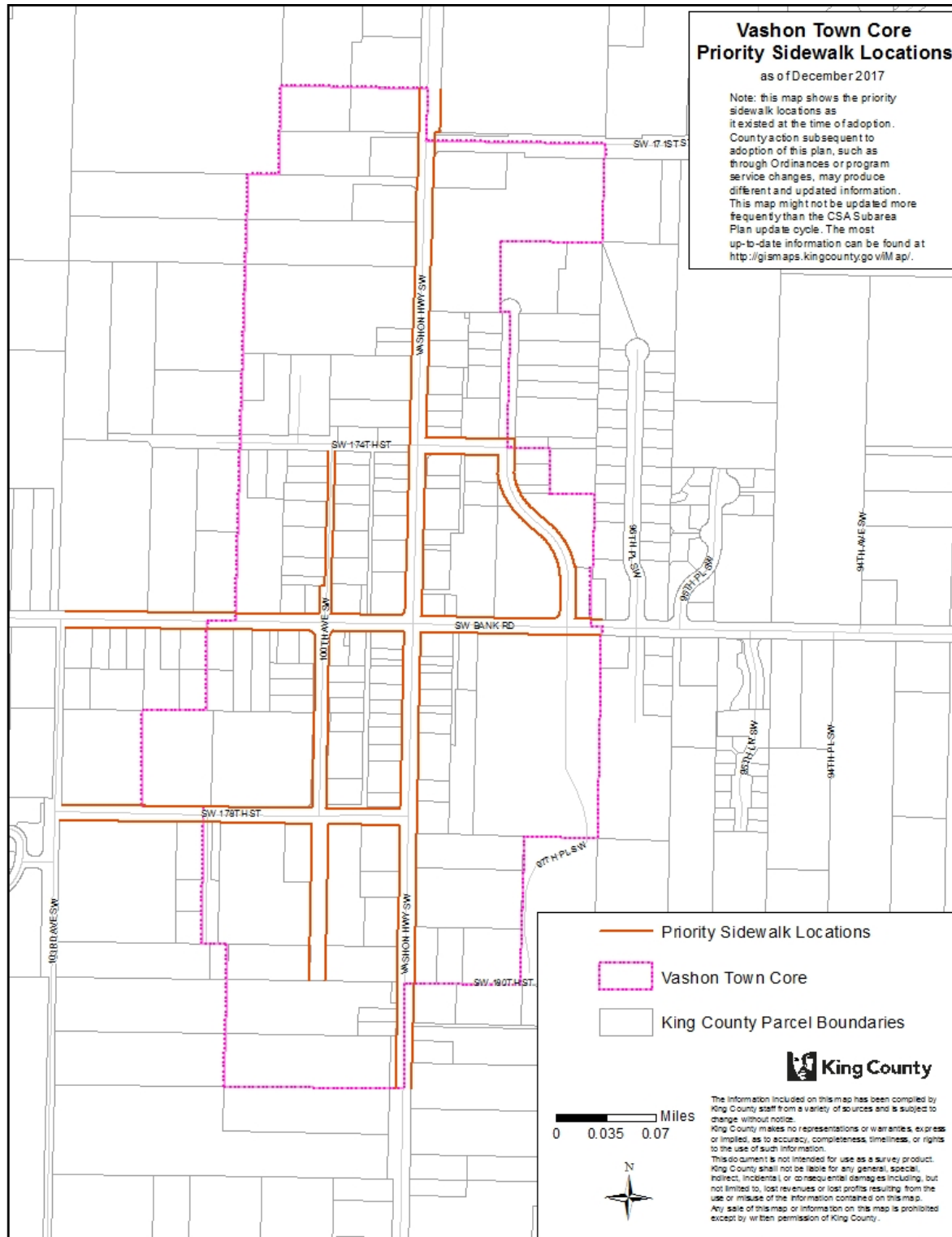
places emphasis on the use of off-road, multi-use trails and using partnerships to expand the nonmotorized network.

The Vashon Town Core is the commercial center of Vashon-Maury Island, 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 the 1996 Vashon Town Plan policies to have no signals or bypasses at the intersection of Vashon Highway SW and SW Bank Road, unless it becomes necessary for the safety of the traveling public. Per Policy T-6, sidewalk improvements will be made at the time of private development adjacent to the most heavily traveled roads in the Town Core. These roads are designated on Map 11.

There is no standalone bicycle and pedestrian circulation or improvement plan for the 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 SW between SW 177th Street and 98th Place SW. The other is to provide a nonmotorized facility on SW Bank Road between Vashon Highway SW and 107th Avenue SW. The implementing action for Policy T-8 calls for a review of the nonmotorized facility standards and needs as part of future countywide policy and needs analyses.

- T-5** **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. New devices, landscaping, public art, and other design elements shall only be installed when allowed by the King County Road Design and Construction Standards, when funding is available, and when evaluated as part of a countywide review of capital improvement project needs.**
- T-6** **Sidewalks in the Vashon Town Core should 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 sidewalks addressing gaps in existing sidewalk connectivity shall be constructed on both sides of the roads identified on Map 11 as part of permitting and development activity.**

Map 11
Vashon Town Core 2017 Priority Sidewalk Locations



- T-7** **No new arterials, new major roads, or capacity expansions for existing roads shall be constructed unless consistent with King County Comprehensive Plan policies. New roads or road improvements required for new development in the Vashon Rural Town should be rural in character and use a rural road section consistent with the King County Road Design and Construction Standards. Although the roadway sections within the Vashon Town Core typically include curb, gutter, and sidewalk, the residential roadway section throughout the Island should generally be rural in character, with shoulders and an open ditch/swale on both sides of the roadway. When required, the roadway drainage improvements shall meet the requirements of the King County Surface Water Design Manual.**
- T-8** **The Vashon Rural Town roadways should be designed and maintained to accommodate multimodal transportation, including nonmotorized users.**
- T-9** **King County should evaluate the demand, financial feasibility, and operational needs of water taxi service expansion to Vashon Island.**

Airport and Marine Services

The King County Marine Division's passenger-only water taxi service to Vashon-Maury 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-Maury 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 percent over the 2015 figures. Future increases in water taxi service will be reviewed consistent with direction in the King County Ferry District Strategic Plan, 2014-2018, or successor plans or budgets.

The Vashon Airfield on SW Cove Road, owned and operated by King County Airport District No. 1 (a non-King County government entity), offers the only mode of travel to the Island other than the Washington State Ferries 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.²⁶

- T-10** **King County shall strive to ensure the airfield retains its important travel and emergency planning function while balancing the safety, noise, and aesthetic interests of neighborhood residents.**

²⁶ www.airnav.com

Other Transportation-Related Resources for Vashon-Maury Island

Below is a list of other plans and resources related to the provision of transportation services on Vashon-Maury Island. Copies of the documents are available at the respective agency office or website.

- Strategic Plan for Public Transportation, 2011-2021
- Metro CONNECTS Long Range Transit Plan
- King County Ferry District Strategic Plan, 2014-2018
- Strategic Plan for Road Services (2014)
- Alternative Services Program Report, 2016
- 2016 King County Comprehensive Plan Transportation Needs Report
- 2016 King County Bridges and Roads Task Force Final Report and Recommendations to the King County Executive and Council

Chapter 10 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 solid waste is collected 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 the Island, where support and redundancy of service can be limited. CSA subarea 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 chapter 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 chapter carry out these two principles and go a

KEY TOPICS IN THIS CHAPTER

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

QUICK STATS

Group A ^a 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.....	428
Miles of sewer pipe in Vashon Sewer District's system.....	15
Gallons of wastewater treated per day at the Vashon Treatment Plan (approx.).....	180,000
Amount of garbage exported off Island each week.....	140 tons

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

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.

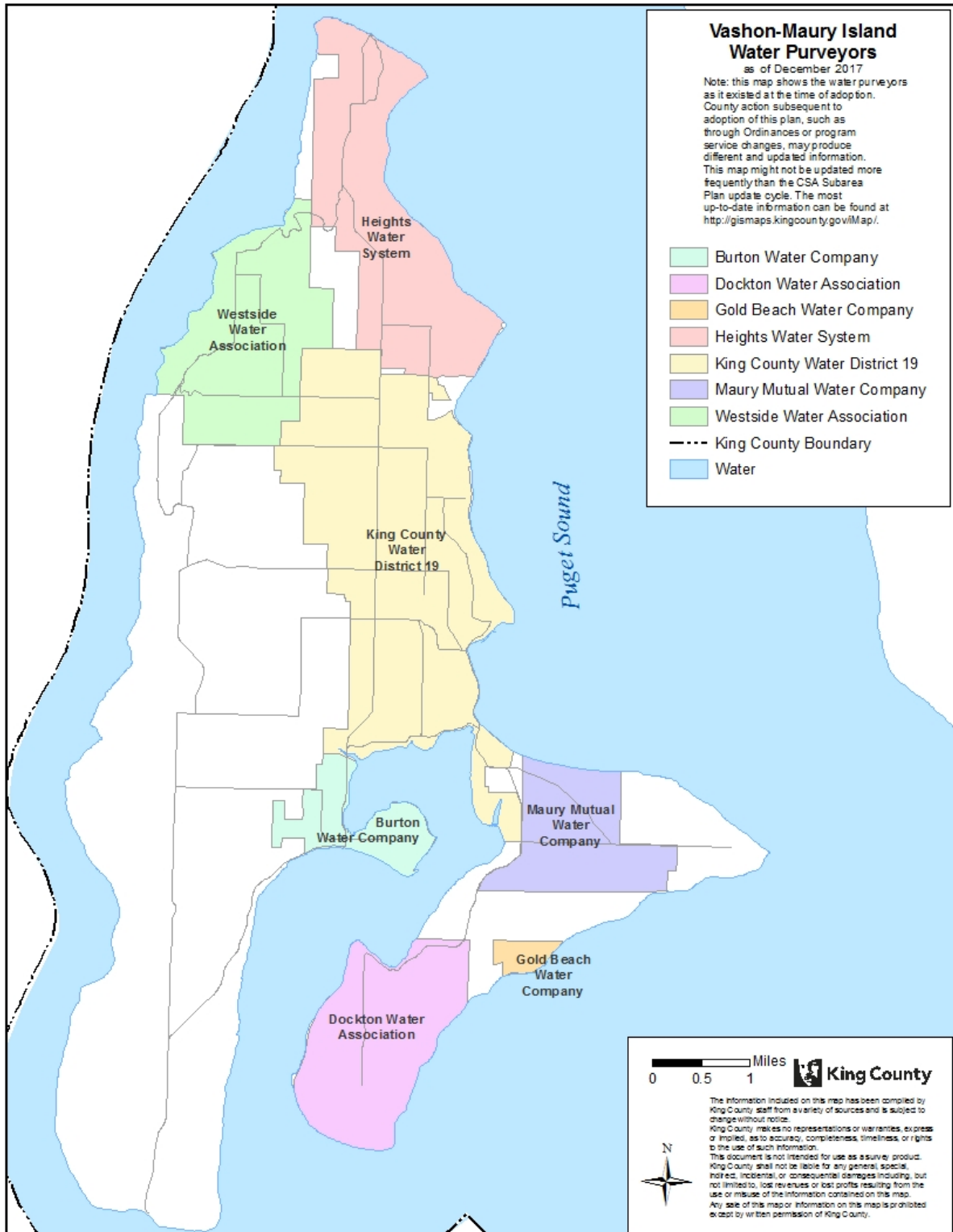
There are both essential and non-essential services. Washington's Growth Management Act defines an essential public facility as large, usually difficult to site facilities, such as airports, prisons, and solid waste and wastewater facilities. Solid waste and wastewater are the Island's existing essential 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: Services, Facilities and Utilities of the 2016 King County Comprehensive Plan provides more detailed background and descriptions regarding the County's services, facilities and utilities.

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 regulations for the Island. Vashon-Maury Island is one of four areas in unincorporated King County declared a Critical Water Supply Area, a designation that triggers additional review and regulation by both King County and the Washington State 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 State 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 owners based on the requirements of a well use agreement. No government entity provides oversight of these systems.

Map 12
Vashon-Maury Island 2017 Water Purveyors



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 chapter.) 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 these policies and actions.

King County Water District 19

As the largest water purveyor on the Island and the water district that serves the 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 its 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. Unfortunately, at this time, there are not resources to complete a comprehensive study and conduct additional monitoring. Instead, Policy F-5 calls for continued monitoring of private wells consistent with what is already conducted.

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 when undue hardship exists. Policy F-6 promotes expanded education about water conservation tools, including harvesting of rainwater. 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, on-site sewage systems are, by far, the most common method. On-site sewage 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 later in this chapter for more discussion about Vashon Sewer District.) The 2016 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.²⁷

King County's role with wastewater on Vashon-Maury Island 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-King County Public Health is the lead agency for these activities. Policy F-8 encourages King County and the Vashon-Maury Island Groundwater Protection Committee to conduct targeted public outreach on this topic, and Policy F-9 encourages King County to protect the water quality of Quartermaster Harbor.

“Greening” Vashon’s Wastewater Infrastructure

Depending upon soil type, groundwater level, slope, and other factors, alternatives to traditional on-site sewage system 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 such as 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 Seattle-King County Public Health and the Washington State Department of Health and are in use today.

Currently, 100 percent 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. Policy F-10 promotes reducing the amount of septage transported off the Island.

A key opportunity identified in this plan is to create viable alternatives to individual on-site sewage systems, particularly in neighborhoods outside of Vashon Sewer District's service area 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

²⁷ Policies F-260 and F-264, 2016 KCCP, Ordinance 18427

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-11 would highlight this need. Rationale for this policy includes:

- The 2016 King County Comprehensive Plan states that King County should proactively work with property owners to address failing systems.²⁸
- 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, which was adopted by the Vashon-Maury Island Groundwater Protection Committee, calls for a public education program that supports this policy.
- Climate change is expected to affect 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 includes 257 sites with on-site sewage systems. If the Marine Recovery Area 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 King County to form a Shellfish Protection District and implement a shellfish protection program 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, action on Policy F-11 must be deferred because Seattle-King County Public Health's on-site sewage system program does not currently have a sustainable funding source for its general oversight of on-site sewage system operation and maintenance. That agency must focus its efforts on the most critical on-site sewage system issues that affect public health and the environment.

- 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.**
- F-2 The following conditions shall be evaluated in determining the adequacy of water service for any proposed boundary adjustments to the major Water Purveyors Service Area:**
- a. 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; and**
 - b. No boundary adjustment shall be allowed unless a Group A public water system is available and is technically adequate to serve the proposed development.**

²⁸ Policy E-499j, 2016 KCCP, Ordinance 18427

- 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.
- 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.
- F-5** King County, with Vashon-Maury Island Groundwater Protection Committee assistance, should continue monitoring private wells on Vashon and Maury Islands. This monitoring should consider water quantity and water quality monitoring of private wells.
- F-6** King County should develop an ongoing 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 greywater, deepening of wells, groundwater recharge and water rationing in emergencies.
- 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.
- F-8** The Vashon-Maury Island Groundwater Protection Committee should focus on outreach and education efforts to protect water quality.
- F-9** King County should protect water quality at Quartermaster Harbor.

Wastewater – Vashon Rural Town

Both the Vashon Rural Town and the Vashon Sewer District are anomalies within unincorporated King County, in that the Rural Town is one of only three such areas to have this land use designation and is King County's only Rural Town approved for public sewer service (King County Code 13.24.035.B). The Vashon Sewer District and the Vashon Treatment Plant were established and began operating prior to King County's earliest Comprehensive Plans and continue operations. However, the 2016 King County Comprehensive Plan places limits on expansion of the sewer system²⁹ which is supported by Policy F-12). Rural Towns are prohibited from being enlarged to facilitate the provision of sewers.

²⁹ Policies F-258 and R-508, 2016 KCCP, Ordinance 18427

The County and the Vashon Sewer District have established a local service area for portions of Vashon-Maury Island. The purpose and intent of demarcating a local service area for sewer is to provide for a predictable sewer system over time from a land use perspective. It should be noted, however, that the identification of this local service area has no connection to sewer service actually being available, or planned for in the future. 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 service in the Rural Town (Policy F-14) relates to maintenance and improvements of the existing sewer lines that outflow to the Vashon Treatment Plant on SW 171st Street. The Vashon Sewer District is guided by a general sewer plan, which is updated on a periodic basis. The plan provides 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 inflow and infiltration is identified, measures to reduce inflow and infiltration 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 SW. 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 percent) 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 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 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 objectives of this project are to create and utilize a software tool to facilitate the diversion of edible and inedible food waste from disposal, to conduct a feedstock assessment, and finally, to conduct a feasibility study for a community-digester operating system for Vashon Island. Policy F-15 supports innovative uses of waste products that are generated on the Island.

- F-10** **King County should seek to reduce the amount of septage transported off the Island.**
- F-11** **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, other wastewater solutions, and/or on-site sewage systems pumping options for hard to access shoreline properties.**
- F-12** **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 the King County Comprehensive Plan and as consistent with Title 57 RCW.³⁰**
- F-13** **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.**
- F-14** **King County supports efforts by the Vashon Sewer District to evaluate inflow and infiltration (I/I) within the sewer system that conveys flows to the Vashon Wastewater Treatment Plant.**
- F-15** **King County shall continue to partner with Island organizations and businesses to improve solid waste public education, recycling, and waste reduction.**

³⁰ Policy F-258, 2016 KCCP, Ordinance 18427

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

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

Below is a list of other plans and resources related to the provision of services and utilities on Vashon-Maury Island. Copies of the documents are available at the respective agency office or website.

- Vashon-Maury Island Water Resources – A Retrospective of Contributions and Highlights, 2013, King County Water and Land Resources Division
- VMI Reconnaissance Report, July 2004, WLRD Vashon-Maury Island Watershed Plan, June 2005, King County Water and Land Resources Division
- Quartermaster Harbor Nitrogen Management Study: Final Study, 2014, WLRD
- King County On-Site Septic System Management Plan, 2007

Chapter 11 Implementation

Context, Opportunities and Challenges

The purpose of this section is to outline a useable framework to translate the policies outlined in this plan into specific actions. Many possible issues and actions emerged during the process of developing this plan about the future of the small, diverse community of 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.

KEY TOPICS IN THIS CHAPTER

- *Process and Key Terms*
- *Plan Concepts with Countywide Implications*
- *Implementation Tables*

CSA subarea plans offer a practical vehicle to help carry out the goals and vision adopted by King County for its work as a government.³¹ This Vashon-Maury Island CSA Subarea Plan outlines policies and associated actions to address each of the goals King County adopted:

- Mobility
- Health and Human Services
- Economic Vitality
- Safety and Justice
- Accessible, Affordable Housing
- Healthy Environment
- Efficient, Accountable Regional and Local Government

The plan will allow King County to define and potentially adjust some of the services it provides, while providing the County a way to hear from community members and understand community needs and priorities.

³¹ Motion 14317

Process and Key Terms

Many of the policies and actions in this plan are contingent on budgetary appropriation in order to be implemented. Some actions may be able to be achieved through current County funding. Implementation of new actions that are not able to be addressed under current resources will be subject to whether additional funding can be obtained, either through Council approval of appropriations in future King County budgets or from outside funding sources. Several terms of note for the implementation of this plan include:

- **Budget.** Every two years, a proposed King County budget is prepared and submitted by the County Executive to the King County Council. The Council holds public hearings, makes amendments, and ultimately adopts a budget. The biennial budget, which is used to implement 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 percent of the total budget. The General Fund pays for all other county services, more than 70 percent of which support state-mandated criminal justice and public safety services. If new King County financial or staff resources are necessary for implementation of this plan, any proposed action would need to be included in and supported by the budget. While the action items listed later in this chapter have been drafted to reflect current funding assumptions, due to the current structural revenue limitations of the General Fund and other dedicated levy funds, new actions in the plan that require additional spending will be carefully scrutinized in future county budgets to determine if they are already covered by existing department programs or if new funds must be sought before they can be implemented.
- **Policy and Action.** Policies specify the intent and desired outcome of King County related to its services. Actions are the specific tools used and/or steps taken to execute policy. Many of the actions 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).
- **Priority.** All actions not categorized as Ongoing are prioritized in one of three ways:
 - Short-term (Priority 1) – begin implementation within two years after plan adoption in 2018 and 2019;³²
 - Mid-term (Priority 2) – begin implementation not sooner than three or later than five years after plan adoption in 2020 through 2022; or
 - Long-term (Priority 3) – begin implementation not sooner than six or later than eight years after plan adoption in 2023 through 2025.

³² Depending on grants or funding availability, other emergent issues, or economic factors, some refinement and further prioritization of these Priority 1 actions may be warranted.

- **Responsible Party.** Each action has an identified lead responsible party, which is responsible for initiating and managing the action. The majority of actions require collaborative partnerships. Supporting parties assist the lead party, providing research and expertise as needed, but 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. King County Department of Natural Resources and Parks, Wastewater Treatment Division). Actions for which the proposed responsible party is a private or quasi-public organization that is not controlled by King County have been listed in Appendix A.

Plan Concepts with Potential Countywide Implications

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 constraints, financial limitations, or other reasons. Many of the concepts require a more lengthy and comprehensive evaluation than was possible within the scope of this type of plan. CSA subarea plans are localized and have policies and actions that pertain to a single unincorporated area. Policies that apply across all of King County are compiled in the King County Comprehensive Plan or regional plans and are not duplicated in CSA subarea plans. Similarly, the King County Code, including the International Building Code, the International Fire Code, and other regulations, 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 would have implications for 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 E for reference during the development of CSA subarea 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 subarea plans for recording and tracking these ideas over time. As future countywide code or policy amendments are prepared, the list in Appendix E can provide background material and context.

Vashon-Maury Island (VMI) CSA Subarea Plan Workplan Items

Adoption of this subarea plan occurred after almost two years of community engagement and plan development. As a result, this plan reflects the significant progress that has been made to address many of the important issues that arose during that process. However, additional work is still needed to further refine some of the planning elements and local regulations for Vashon-Maury Island. While most of those issues will be able to be addressed during the next plan update that is currently scheduled to occur in 2024, some items may need to be resolved sooner. At a minimum, the following Workplan items will continue to be reviewed by the County for possible amendment prior to the scheduled plan update.

Each Workplan item includes a summary description, general timeline and anticipated outcomes. When transmitting to the Council the required report, study, ordinance, and/or motion in any of the items outlined below, the transmittal shall be in the form of a paper original and an electronic copy filed with the clerk of the Council, who shall retain the original and provide an electronic copy to all Councilmembers, the Council chief of staff, the policy staff director and the lead staff for the transportation, economy and environment committee, or its successor.

VMI CSA Workplan Action 1: P-suffix Conditions

During community outreach and development of the subarea plan, the need to update property specific, or p-suffix, development conditions on Vashon-Maury Island arose. Conditions VS-P28 and VS-P29, which apply to specific parcels within the Vashon Rural Town, were reviewed during plan development and the Executive's transmitted 2017 subarea plan included proposed changes to these two conditions. Council review of the proposed changes to the conditions identified several policy issues in need of further review and potential refinement. Additionally, the Council identified the need to comprehensively review all of the existing p-suffix conditions on Vashon-Maury Island. As a result, the transmitted changes to VS-P28 and VS-P29 will not be adopted in 2017.

Instead, this Workplan action item directs an Interbranch Team to comprehensively review, and propose updates as appropriate, all p-suffix conditions and special district overlays for Vashon-Maury Island. This review will include: 1) review of the legislative history and current status of each existing p-suffix condition and special district overlay and evaluation of its consistency with the Vashon-Maury Island subarea plan as adopted by the County, as well as other adopted laws, rules and policies, 2) evaluation of any changes needed to accommodate farmer's markets within the Rural Town, and 3) updates to conditions for marijuana uses to reflect consistency with other unincorporated areas of King County and taking into consideration the marijuana industry studies underway by the Executive required by Ordinance 18326. The review of the p-suffix conditions and special district overlays, and any proposed changes shall include community outreach to be completed by the Executive. This outreach shall specifically include notification the property owners impacted by the current p-suffix conditions and special district overlays and any proposed changes – both to the property owners of conditioned parcels and adjacent property owners.

- *Timeline:* A Vashon-Maury Island P-Suffix Conditions Report and proposed ordinance to implement the recommendations in report shall be transmitted to the Council for consideration by December 31, 2018.
- *Outcomes:* The Interbranch Team shall develop and the Executive shall file with the Council the Vashon-Maury Island P-Suffix Conditions Report, which shall include identification of recommended amendments to the p-suffix conditions and special district overlays. The Executive shall also file with the Council an ordinance adopting updates to the p-suffix conditions and special district overlays as recommended in the Report.

- *Lead:* The Department of Permitting and Environmental Review shall lead an Interbranch Team including the Office of Performance, Strategy and Budget, Council staff, and the Prosecuting Attorney's office. Other departments may need to participate depending on the requirement of the p-suffix condition and special district overlay requirements. Executive staff shall update and coordinate with the Councilmember office(s) representing Vashon-Maury Island throughout the community planning process.

VMI CSA Workplan Action 2: Sewer Local Service Area

Portions of Vashon-Maury Island have an established "local service area" (LSA) that allows for the provision of sewer service within certain areas of the island. Adoption of the LSA dates back to at least 1986, with the adoption of the Vashon Community Plan in Ordinance 7837. Subsequent to the adoption of that plan, the Growth Management Act (GMA) was passed, which defined provision of sewer as an urban service. Provision of sewer service outside the urban growth boundary is tightly restricted. Because there was already sewer service on portions of Vashon-Maury Island, this existing LSA was continued in the County's planning documents and code provisions (such as in K.C.C. Title 13). With the adoption of the Vashon-Maury Island subarea plan, as well as the adoption of the affordable housing incentive SDO, future development is anticipated, some of which would desire or rely on sewer service. However, the legislative history of the LSA is unclear, and for the Rural Town area, the LSA boundary does not match the boundaries of the Rural Town.

This Workplan item directs an Interbranch Team to review the legislative history of the LSA on Vashon-Maury Island, and determine what the current LSA boundary is. This work shall include: 1) review of the past ordinances adopting, and/or repealing, various land use planning and sewer planning documents (including Vashon Sewer District plans), 2) evaluation of GMA and other applicable legal limitations on modifying the boundaries of the LSA and the Rural Town, 3) proposing an ordinance to officially adopt the correct LSA boundary, and 4) evaluation of the effects of this correct LSA boundary on the existing land use designations, zoning and affordable housing SDO. If review by the Utilities Technical Review Committee is required, this shall be completed by the Executive prior to transmittal of the report and accompanying proposed ordinance.

- *Timeline:* A Vashon-Maury Island Sewer Local Service Area Report and proposed ordinance to implement the recommendations in report shall be transmitted to the Council for consideration by June 30, 2019.
- *Outcomes:* The Interbranch Team shall develop and the Executive shall file with the Council the Vashon-Maury Island Sewer Local Service Area Report, which shall include identification of recommended amendments to the King County Code. The Executive shall also file with the Council an ordinance adopting updates to the Code as recommended in the Report.

- *Lead:* Department of Permitting and Environmental Review shall lead an interbranch team including the Prosecuting Attorney's office, Council staff, and the Department of Natural Resources and Parks, including coordination with the Utilities Technical Review Committee. Work with the Vashon Sewer District will be required. Executive staff shall update and coordinate with the Councilmember office(s) representing Vashon-Maury Island throughout the community planning process.

VMI CSA Workplan Action 3: Affordable Housing Incentives

The community's desire to increase opportunities for affordable housing development on the Island was one of the key themes expressed during outreach and development of the subarea plan. In response to this, the Executive's transmitted 2016 subarea plan included creation of a new Special District Overlay (SDO) to incentivize affordable housing development on 246 parcels within the Rural Town of Vashon. Council's review of the transmittal identified that the proposed SDO has similar provisions to the existing affordable housing incentives in the County's Residential Density Incentive (RDI) code in K.C.C. chapter 21A.34. This existing RDI code has been insufficient incentive, as it has not been used on Vashon-Maury Island.

This Workplan item directs the Executive to further evaluate how affordable housing could be either required or incentivized on Vashon-Maury Island. This shall include: 1) a description of the current requirements and incentives in the King County Code, or supported by King County Comprehensive Plan policy, related to affordable housing; 2) research from other jurisdictions' approaches to incentivizing development of affordable housing, including programs or proposals that are developed or implemented as a result of the Regional Affordable Housing Task Force;³³ 3) evaluation of potential alternative housing models (including community land trusts and ADUs) and low impact building practices that could support development of affordable housing while limiting environmental impacts, including potential impacts to water resources; 4) evaluation of whether the approaches, models, and practices evaluated in #2 and #3 above would be appropriate for Vashon-Maury Island; and 5) evaluation of the need, and potential strategies to address the need, of affordable housing for households on the Island with incomes at or below thirty percent of area median income. This report shall also evaluate the implementation of the SDO being adopted as part of the subarea plan adoption, as described in the evaluation section of Ordinance 18623.

- *Timeline:* An Affordable Housing Incentives Report and proposed ordinance to implement the recommendations in report shall be transmitted to the Council for consideration by December 31, 2018.
- *Outcomes:* Executive shall develop and file with the Council the Affordable Housing Incentives Report, which shall include identification of recommended amendments to

³³ Motions 14754, 14873, 14874

the King County Code. The Executive shall also file with the Council an ordinance adopting to the Code as recommended in the Report.

- *Lead:* Department of Permitting and Environmental Review. Work with the Office of Performance, Strategy and Budget and the Department of Community and Human Services. The Department of Community and Human Services should be consulted to ensure that programs or proposals developed as part of the Regional Affordable Housing Task Force are evaluated as part of this initiative. Executive staff shall update and coordinate with the Councilmember office(s) representing Vashon-Maury Island throughout the community planning process.

Implementation Tables

While developing the policies and actions listed in this plan, the Community Advisory Group reviewed each policy from prior community planning efforts to determine if it had been accomplished, was duplicated in the Comprehensive Plan, was no longer relevant or applicable, or should be combined with a similar policy to prevent overlap or conflict. New policies were prepared for topics and community needs not adequately covered under prior plans and/or which address trend lines for the next 20 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 the proposed actions according to their level of priority. As noted above, Priority 1 actions are targeted to begin implementation within two years of plan adoption. Depending on grants or funding availability, other emergent issues, or 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 7
Implementation – Priority 1 Actions (Short-Term, 2018-2019)

Policy No.	Priority 1 Implementing Action – 2018-2019	Responsible Party	
		Lead	Support
Chapter 5: Rural Area and Natural Resource Lands			
R-2	King County should seek grant funding to 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	--
Chapter 6: Housing and Human Services			
H-5	King County shall implement, evaluate, and report on the affordable housing incentive Special District Overlay (SDO) in K.C.C. 21A.38. King County should revise the SDO as indicated by the County's evaluation of the SDO's use, benefits, and impacts.	DPER	DCHS
H-6	King County shall research and consider drafting amendments to the Accessory Dwelling Unit (ADU) section of the King County Code.	DPER	--
Chapter 7: Environment			
E-5	<div>1. King County shall 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:<div>a. Creating disincentives for new construction that is located in projected sea-level rise zones;</div><div>b. In coordination with other King County departments and agencies, DPER shall research regulatory approaches for reducing flood hazards in marine zones; and</div><div>c. Other Vashon-specific items derived from the sea level rise strategy being developed by DNRP/WLRD staff.</div></div> <div>2. King County shall pursue a permanent funding source for routine monitoring of marine shoreline changes. Data collected from said monitoring shall be used to support future climate change mitigation and adaptation interventions.</div>	#1 – DPER #2 – DNRP/ WLRD	
Chapter 8: Parks, Open Space & Cultural Resources			
P-3	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.	DOT/Road Services DNRP/Parks	VMILT VPD

Policy No.	Priority 1 Implementing Action – 2018-2019	Responsible Party	
		Lead	Support
	b. DOT/Roads and DNRP/Parks staff shall develop a set of criteria to identify opportunities for appropriate shoreline access. c. King County shall cooperate with Vashon Park District to include any District-owned parcels or surplus land in a future shoreline access analysis.		
Chapter 9: Transportation			
T-1	King County should provide additional alternative services for Island residents, such as: 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	--
Chapter 10: Services, Facilities and Utilities			
F-8	The VMIGPC should 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
F-15	King County shall 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.	DNPR/SWD	CBO

Table 8
Implementation – Priority 2 Actions (Mid-Term, 2020-2022)

Policy No.	Priority 2 Implementing Action – 2020-2022	Responsible Party	
		Lead	Support
Chapter 5: Rural Area and Natural Resource Lands			
R-9	King County's Farmland Protection Program shall 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-10	a. King County shall review King County Code 21A and other pertinent policies for opportunities to streamline and create positive incentives for agritourism activities. b. King County shall 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
Chapter 6: Housing and Human Services			
H-7	King County shall 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	Homebuilders
Chapter 8: Parks, Open Space & Cultural Resources			
P-2	To consolidate ownership, improve maintenance, and provide for improved land management schemes, King County shall 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 including consideration of special lease agreements, underutilized parcels, and related issues.	DNRP/Parks	VPD VMILT
P-7	King County should form an interdepartmental and interagency working committee to seek funding to conduct a feasibility study that would assess the physical, environmental, financial and design feasibility for a new Regional Trail or other active transportation facility.	DNRP/Parks	DOT/Road Services VMILT
P-8	King County should form a working committee to seek funding to:	DNRP/Parks	DOT/Road Services VMILT

Policy No.	Priority 2 Implementing Action – 2020-2022	Responsible Party	
		Lead	Support
	a. Scope, identify funding for, and conduct a feasibility study to expand the existing backcountry trail network, including reviewing whether trails are appropriate on state and County-owned land that is subject to forest management plans in areas that are logged; and b. Pursue voluntary public easements across private lands in order to connect public trails, potentially by exploring changes to existing King County conservation easement programs.		CBO
P-12	King County shall evaluate opportunities to install permanent and temporary public art in County buildings and facilities, such as: <ul style="list-style-type: none"> • 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 • Solicit local artist involvement in the design and/or review of new or expanded government buildings • Install island art on bicycle racks and benches at select/visible locations. 	Any affected department	
Chapter 9: Transportation			
T-8	King County should review the standards for roads in the Vashon Rural Town for compatibility with nonmotorized uses and potential nonmotorized infrastructure improvement needs as part of future countywide policy and needs analyses.	DOT/Road Services	--
T-10	In collaboration with the King County Airport District #1, King County shall 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

Table 9
Implementation – Priority 3 Actions (Long-Term, 2023-2025)

Policy No.		Priority 3 Implementing Action – 2023-2025	Responsible Party	
			Lead	Support
Chapter 4: Land Use				
LU-5	a. King County shall develop criteria for marking parking reduction waiver decisions. b. King County shall develop proposed amendments to the King County Code that require a site-specific parking study when reducing existing parking spaces. c. King County shall 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. The analysis should explore the benefits and risks of a potential Special District Overlay derived from the Parking Reduction Priority Area shown in Map 4 that reduces off-street parking requirements. In addition to the parcels in Map 4, King County should evaluate inclusion of other parcels, such as multifamily housing, in the potential Special District Overlay.		DPER	
Chapter 6: Housing and Human Services				
H-3	a. King County shall assess the King County Code for innovative opportunities to simplify and streamline multi-family infill development on both vacant and underdeveloped parcels. b. King County should evaluate and report on potential alternative housing models (including community land trusts and ADUs) and low impact building practices that could support development of affordable housing within the Vashon Rural Town while limiting environmental impacts, including potential impacts to water resources.		DPER	VSD WD19
Chapter 9: Transportation				
T-9	King County should seek funding to examine the projected demand, the financial and operational feasibility of expanding water taxi service to Vashon Island.		DOT/Marine (Water Taxi)	--
Chapter 10: Services, Facilities and Utilities				
F-6	King County should seek funding to evaluate countywide actions to further water quality education, assistance, and programs, such as:		DPH	DPER

Policy No.	Priority 3 Implementing Action – 2023-2025	Responsible Party	
		Lead	Support
	a. Seeking funding opportunities to provide financial help to property owners interested in installing drip on-site sewage systems; b. Educating residents of existing permitted uses for greywater; and c. Drafting proposed code amendments for the King County Board of Health to consider allowing greywater reuse for irrigation or other uses.		
F-11	King County should seek grant funding to execute this septic system study. Said study should evaluate all treatment options, such as: group systems, community systems, conveyance to Vashon Sewer District and/or the treatment plan, and local package wastewater treatment systems such as membrane bioreactors.	DNRP	VSD

Table 10
Implementation – Ongoing Actions

Policy No.	Ongoing Implementing Action	Responsible Party	
		Lead	Support
Chapter 4: Land Use			
LU-1	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
LU-2	King County shall implement policy direction through the King County Code.	Any affected department	--
LU-3	King County shall implement policy direction through the King County Code.	Any affected department	--
LU-4	King County should consider this policy when reviewing proposed changes to land use designations and/or zoning classifications.	DPER	--
LU-6	Implementation should occur through King County development regulations, permit review, and evaluation of proposed change to land use designations and/or zoning classifications.	DPER	--
Chapter 5: Rural Area and Natural Resource Lands			
R-1	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
R-3	King County should 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 areas.	DPER	DNRP/WLRD
R-4	Implementation should occur through ongoing King County departmental activities.	DPER	PSB
R-5	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
R-6	Implementation should occur through ongoing King County departmental activities, as well as through any current or future Interlocal Agreements with the King Conservation District.	DNRP/WLRD	DPER KCD
Chapter 6: Housing and Human Services			
H-1	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
H-2	King County shall implement policy direction through the King County Code and when evaluating proposed changes to zoning classifications.	DPER	
H-4	Implementation should occur through ongoing King County departmental activities.	Any affected department	--

Policy No.	Ongoing Implementing Action	Responsible Party	
		Lead	Support
H-8	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
Chapter 7: Environment			
E-1	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
E-2	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
E-3	King County shall 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
E-4	King County shall continue reporting the results of surface water and groundwater quality monitoring to VMIGPC.	DNRP/WLRD	VMIGPC
E-6	Implementation should occur through ongoing King County departmental activities.	DPER	--
Chapter 8: Parks, Open Space & Cultural Resources			
P-1	King County, in coordination with the Vashon-Maury Island Land Trust) and other partners, shall continue to explore options to accelerate habitat protection and conservation.	DNRP/Parks	VMILT CBO
P-5	King County 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-15	Implementation should occur through King County development regulations, permit review, and evaluation of proposed changes to land use designations and/or zoning classifications.	DPER	--
P-17	Implementation should occur through permit review and evaluation of proposed changes to land use designations and/or zoning classifications.	DPER	--
P-18	Implementation should occur through ongoing King County departmental activities.	DPER	--
Chapter 9: Transportation			
T-2	<p>a. King County should encourage promotion of real-time ridesharing through alternative services programs to reduce drive-alone rates on the island by making it easy to share the ride to/from the ferries.</p> <p>b. King County should continue to perform quarterly utilization counts of King County park and ride lots on the Island. The results of these</p>	DOT/Metro	--

Policy No.	Ongoing Implementing Action	Responsible Party	
		Lead	Support
	assessments should be made available to the public.		
T-3	Implementation should occur through ongoing King County departmental activities.	DOT/Metro	--
T-4	Implementation should occur through ongoing King County departmental activities.	DOT/Metro	--
T-5	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
T-6	King County shall continue to require private property owners to construct sidewalks at the time of permit application for new development or substantial redevelopment.	DOT/Metro	--
T-7	Implementation should occur through ongoing King County departmental activities.	DOT/Metro	--
Chapter 10: Services, Facilities and Utilities			
F-1	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
F-2	Implementation should occur through ongoing King County departmental activities.	Any affected department	--
F-3	Implementation should occur through ongoing King County departmental activities.	DPER DNRP/WLRD	--
F-4	Implementation should occur through ongoing King County departmental activities.	DPER DNRP/WLRD	--
F-5	Implementation should occur through ongoing King County departmental activities.	DNRP/WLRD	VMIGPC
F-7	Implementation should occur through ongoing King County departmental activities.	VMIGPC	DNRP/WLRD
F-10	Implementation should occur through ongoing King County departmental activities.	DNRP/WTB	--
F-12	Implementation should occur through ongoing King County departmental activities.	DNRP/WLRD DPER	--
F-13	Implementation should occur through ongoing King County departmental activities.	DNRP/WTB	--

Responsible Party Acronyms

4Culture = 4Culture King County Cultural Development Authority

CBO = Community-Based Organizations (i.e., Neighborhood and Business Associations, 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 and Recreation Division, Solid Waste Division (SWD), Water and Land Resources Division (WLRD), Wastewater Treatment Division (WTD))

DOA = Department of Assessments (King County Assessor)

DOE = Washington State Department of Ecology

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

DPER = King County Department of Permitting and Environmental Review

DPH = Public Health – Seattle and King County (Environmental Health Division)

KCAD = King County Airport District 1 (Vashon)

KCD = King Conservation District

KCLC = King County Landmarks Commission

PSB = King County Office of Performance, Strategy and Budget

VIF&R = Vashon Island Fire and Rescue

VIGA = Vashon Island Growers 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

Appendix A – Implementation - Actions with Responsible Parties other than King County	103
Appendix B – Demographic Data	107
Appendix C – 2016 Strawberry Festival Community Survey Results, July 20, 2016	111
Appendix D – General List of Historic Sites on Vashon-Maury Island	114
Appendix E – CSA Subarea Plan Concepts with Potential Countywide Implications	119

Appendix A

Table 11
Implementation – Actions with Responsible Parties Other than King County

Policy No.	Implementing Action	Responsible Party	
		Lead	Support
Priority 1 – 2018-2019			
Chapter 5: Rural Area and Natural Resource Lands			
R-7	Implementation should occur through community-led efforts and activities. King County support actions are as follows: a. Depending upon results of the Vashon Island Growers Association feasibility study and identification of a potential location, King County staff shall coordinate with the community on permitting needs. b. King County should help to identify capital and/or operations funding for the food hub.	VIGA	DPER DNPR/WLRD
R-8	Implementation should occur through community-led efforts and activities. King County support actions are as follows: a. King County staff shall coordinate with the community on permitting needs for the farmer's market, including evaluation of potential amendments to VS-P29 that would allow farmers markets as a permitted use in the Rural Town. b. King County should help to identify capital and/or operations funding for the farmer's market.	VIGA	DPER DNPR/WLRD
Chapter 8: Parks, Open Space & Cultural Resources			
P-10	Implementation should occur through community-led efforts and activities.	CBO	

Policy No.	Implementing Action	Responsible Party	
		Lead	Support
Priority 2 – 2020-2022			
Chapter 8: Parks, Open Space & Cultural Resources			
P-4	Vashon Park District and King County Parks should: a. 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 State Department of Natural Resources; and c. Solicit community input on dock design and desired activities. Implementation should occur through community-led efforts and activities.	VPD	DNRP/Parks DNR
P-11	Pursue grants and partnerships for constructing or improving the following signs: • “Welcome to Vashon Island” signage at North End and Tahlequah Ferry Docks • Vashon Rural 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 Implementation should occur through community-led efforts and activities.	CBO	
Chapter 10: Services, Facilities and Utilities			
F-14	The Vashon Sewer District should seek grant funding to scope and conduct an inflow and infiltration (I/I) study. King County should provide technical assistance to support this effort. Implementation should occur through community-led efforts and activities.	VSD	DNRP/WTB

Policy No.		Implementing Action	Responsible Party	
			Lead	Support
Priority 3 – 2023-2025				
Chapter 5: Rural Area and Natural Resource Lands				
R-11	King County supports community efforts to convene a planning committee of residents, social service providers, the WSU Master Gardeners program, and others to explore the feasibility of and possibly launch a community garden program. Implementation should occur through community-led efforts and activities.	VSSN	VIGA CBO WSU Extension	
Chapter 8: Parks, Open Space & Cultural Resources				
P-6	The Vashon Park District should: a. Determine the legal description and property ownership of the existing public boat launch site adjacent to the State of Washington north ferry terminal, 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. Implementation should occur through community-led efforts and activities.	VPD	DNRP/Parks	

Policy No.	Implementing Action	Responsible Party	
		Lead	Support
Ongoing			
Chapter 8: Parks, Open Space & Cultural Resources			
P-9	Implementation should occur through community-led efforts and activities.	CBO	--
P-13	Implementation should occur through community-led efforts and activities.	CBO	--
P-14	King County supports community efforts to, upon property owner notification and consent, create a map to catalog the locations of historically significant properties on the Island. Obtaining landmark designation should occur through community and preservation organizations' efforts and activities. Implementation should occur through community-led efforts and activities.	VMIHA	KCLC
P-16	Implementation should occur through community-led efforts and activities.	VMIHA	KCLC DPER

Appendix B

**Table 12
Demographic Data**

Subject	2000				2010				2015			
	Vashon CDP*	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%
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	484	4.8	105,321	6.1	409	3.8	120,294	6.2	400	3.6	126,282	6.2
5-9	656	6.5	111,162	6.4	523	4.9	113,295	5.9	510	4.6	120,439	5.9
10-14	728	7.2	109,992	6.3	711	6.7	110,789	5.7	730	6.6	114,356	5.6
15-19	673	6.6	108,261	6.2	586	5.5	117,514	6.1	580	5.3	114,940	5.6
20-24	270	2.7	116,597	6.7	284	2.7	129,822	6.7	320	2.9	134,272	6.6
25-34	766	7.6	294,443	17.0	634	6.0	312,717	16.2	650	5.9	344,357	16.8
35-44	1,774	17.5	308,823	17.8	1,189	11.2	296,790	15.3	1,220	11.1	306,778	15.0
45-54	2,319	22.9	259,136	14.9	2,075	19.5	291,132	15.1	2,150	19.5	291,710	14.3
55-59	656	6.5	83,442	4.8	1,255	11.8	126,272	6.5	1,300	11.8	134,911	6.6
60-64	470	4.6	58,085	3.3	1,086	10.2	101,945	5.3	1,150	10.4	115,351	5.6
65-74	716	7.1	88,884	5.1	1,087	10.2	71,860	5.9	1,170	10.6	138,841	6.8
75-84	479	4.7	68,348	3.9	540	5.0	64,148	3.3	560	5.1	67,696	3.3
85+	132	1.3	24,540	1.4	245	2.3	33,784	1.7	260	2.4	35,823	1.8
Median Age	43.6	(X)	35.7	(X)	50.2	(X)	36.3	(X)	51.4	(X)	37.2	(X)
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
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	788,232	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)

Attachment A to Ordinance 18623
Vashon-Maury Island Community Service Area Subarea Plan
December 4, 2017

Subject	2000				2010				2015			
	Vashon CDP*	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%
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)
< \$50,000	0	0	2,440	0.7	18	0.5	10,277	2.2	0	0.0	14,785	3.1
\$50,000-\$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-\$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-\$199,999	491	19	78,262	22.0	106	2.9	17,720	3.8	124	3.4	28,917	6.1
\$200,000-\$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-\$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-\$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+	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)
< \$500	155	19.1	41,754	14.6	57	9.2	24,246	8.0	181	17.6	22,386	6.6
\$500-\$999	426	52.5	173,037	60.7	292	46.8	128,673	42.1	354	34.5	92,418	27.2
\$1,000-\$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+	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)
INCOME & BENEFITS												
Total households	4,196	100.0	711,235	100.0	4,374	(X)	781,977	(X)	4,757	(X)	819,651	(X)
<\$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-\$49,000	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

Attachment A to Ordinance 18623
Vashon-Maury Island Community Service Area Subarea Plan
December 4, 2017

Subject	2000				2010				2015			
	Vashon CDP*	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%
\$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+	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
18-64 years	429	4.2	91,655	5.3	391	3.9	128,095	6.6	345	3.4	146,400	7.2
65 years +	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
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 taxi)	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	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	717	13.7	119,770	12.9	605	10.9	144,394	14.4	745	14.0	168,456	15.6

Attachment A to Ordinance 18623
Vashon-Maury Island Community Service Area Subarea Plan
December 4, 2017

Subject	2000				2010				2015			
	Vashon CDP*	%	King County	%	Vashon CDP	%	King County	%	Vashon CDP	%	King County	%
Sales and office	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, maintenance	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
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 9 th grade	82	(X)	40,702	(X)	(X)	0.8	(X)	3.5	105	1.3	50,130	3.5
9 th to 12 th 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
Percent high school graduate or higher	(X)	95.3	(X)	90.3	(X)	96.7	(X)	91.9	(X)	95.0	(X)	92.3
Percent bachelor's degree or higher	(X)	48.8	(X)	40.0	(X)	57.6	(X)	45.2	(X)	55.3	(X)	47.9

*CDP=Census-designated place

Appendix C

2016 Strawberry Festival Community Survey Results July 20, 2016

On July 16 and 17, 2016, during regular booth hours of the 2016 Vashon-Maury Island Strawberry Festival, King County staff distributed and collected a five-question community survey to festival-goers who visited the Vashon-Maury Island Community Service Area Subarea Plan booth.

Eighty-six 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 subarea 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	percent
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	percent
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), bicycle lanes, encourage bicycling (discounts on electric)bicycle kits).

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

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

Appendix D General List of Historic Sites³⁴ on Vashon-Maury Island

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 Woeck 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
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

³⁴ Prepared by volunteers of the Vashon-Maury Island Heritage Association in 2016-2017. This list does not represent type of official historic designation or recognition by King County.

Vashon Rural 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
Eernisse Farm	Island Lumber site
Eernisse House	26418 297 th Way SW (Moved)
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

Vashon 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)

Vashon Center	
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

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)
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,	

Portage Isthmus (Portage area including Kingsbury Beach)	
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	
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, PohIRd	
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

South Vashon - Tahlequah, Batchelor Rd, Pohl Rd	
Camp Sealh Log Bldg	13900 SW Camp Sealh 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
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 – Northill - Rosehill	
Adams Cabin	Manzanita Beach
Hake Winery	South end of Hake Road

Appendix E

CSA Subarea Plan Concepts with Potential Countywide Implication

[The purpose of this appendix is to record and track new project ideas, alternative approaches to development, and/or potential code amendments that emerge during a Community Service Area subarea 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 (ADU)

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 subarea plan that specifically supports ADUs emphasizes that this housing option is important to the Vashon-Maury Island community that ADUs 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 discussed this topic at multiple meetings. There was 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 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-Seattle and King County for any ADU, regardless of size, to construct a separate onsite septic system sized for a minimum of three 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 three -bedroom requirement.

Other ADU Topics – Below is a list of other topics related to ADUs identified by Vashon CAG members and King County DPER staff and the status of these topics. The County may wish to consider amending K.C.C. 21A.08.030 to addressing these issues raised during the subarea planning process.

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
3. Allow park model homes as ADUs	<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
4. Create a suite of registered ADU plans for attached and detached ADUs to expedite the building permit process and reduce plan check fees	<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

Acknowledgements

King County Executive

Dow Constantine

King County Council

Rod Dembowski, District 1

Larry Gossett, District 2

Kathy Lambert, District 3

Jeanne Kohl-Welles, District 4

Dave Upthegrove, District 5

Claudia Balducci, District 6

Pete von Reichbauer, District 7

Joe McDermott, District 8

Reagan Dunn, District 9

Department of Permitting and Environmental Review

John Starbard, Director

Special Appreciation

King County thanks members of the Vashon-Maury Island Community Advisory Group who provided invaluable knowledge, personal experience, support, and advice in consideration of this plan.

Emma Amiad

Tom Bardeen

Tom Dean

Steve DeWalt

Reed Fitzpatrick

Kirsten Frandsen

Kim Goforth

James Gross

Lee Kopines

James Marsh

Kelly Robinson

Jiji Saunders

Christopher Szala

Roger Taylor

Joe Yarkin