City of Kenmore

City of Kenmore - 18120 68th Avenue NE - Kenmore, WA 98028
Phone: 425-398-8900 - E-mail: cityhall@kenmorewa.gov

City of Kenmore
Planning Commission Meeting Agenda

March 1, 2022 @ 7 p.m. via Zoom

Log-in Information for the Commission Meeting:
Please click the link below to join the webinar or copy and put this link in your address bar in your web browser:
https://us02web.zoom.us/j/87993488462
Or One tap mobile :
US: +12532158782,,87993488462# or +13462487799,,87993488462#
Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 9128 or +1 312 626 6799 or +1 646 558 8656 or +1 301 715 8592
Webinar ID: 879 9348 8462
International numbers available: https://us02web.zoom.us/u/kd9q7i9K90

If you have any questions or to confirm agenda items prior to the meeting, or if you require special accommodations, please email Rita Moreno at rmoreno@kenmorewa.gov

1. **CALL TO ORDER**

2. **PUBLIC COMMENTS**
   This is an opportunity to express your views on issues that are important to you and to the community. Please email comments to Rita Moreno at rmoreno@kenmorewa.gov by 5:00 p.m. on Tuesday, March 1, 2022. All comments received will be forwarded to the Planning Commission for consideration. You also may use the "raise hand" feature in Zoom during the Citizen Comment portion of the meeting or call in at the number listed above. A 3-minute comment limit applies.

3. **APPROVAL OF MINUTES**

   February 15, 2022 Meeting Minutes

4. AGENDA ITEMS

- TOD Panel Debriefing

TOD Panel Debriefing Memo

- Housing and Land Use Element background text amendments

Housing Land Use Background Memo
Attachment 1 - Housing Element background
Attachment 2 - Land Use Element background
Attachment 3 - Revised Land Use Plan Map

- Capital Facilities Element amendments

Capital Facilities Element Memo
Attachment 1 - Revised Capital Facilities Element

5. ADJOURNMENT

6. UPCOMING MEETINGS:

MARCH 15, 2022, 7:00 p.m.

City of Kenmore
Planning Commission Meeting
February 15, 2022 @ 7:00 p.m.

Planning Commission Members – In Attendance (the meeting was held virtually using the Zoom online platform)

Dwight Thompson, Chair
Mike Vanderlinde, Vice Chair
Tracy Banaszynski
Nathan Loutsis
Christiana Matthews
Mariel Torres Mehdipour
Derek Wycoff

Consultants & Staff

Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner
Rita Moreno, Recreation Coordinator/ Admin. Assistant
Imad Bahbah, IHB Architects
Juan Calaf, Sound Transit
Jenkins Chan, JK Chan Development
Allen Dauterman, TWG
Sarah Lovell, King County Metro
Kevin Merriman, MainStreet Property Group, LLC

1. CALL TO ORDER

The meeting was called to order by Chair Thompson at 7:01 p.m.

2. PUBLIC COMMENTS

Stacey Valenzuela shared a comment about affordable housing and wanting the leaders in Kenmore to support building affordable housing in Kenmore.

John Hendrickson shared a comment about affordable housing and the need for more.

Vicki Grayland shared a comment about the Land Acknowledgment statement and the sincerity of the Acknowledgement and offered to share Land Acknowledgments that she has collected with the Commissioners for reference.

3. APPROVAL OF MINUTES

The February 1, 2022, Planning Commission Meeting Minutes – Minutes were approved by unanimous consent.

4. AGENDA ITEMS

- TOD Panel Discussion

Staff introduced the panel and gave a brief description of the TOD (Transit Oriented Development District). The panel was asked a set of questions and at the end of the questions Commissioners were able to ask questions. Commissioners had questions for the panel on incentivizing developers, quality of life for affordable housing in the TOD area, urban planning with amenities, shared parking access and usage.

After the presentation Staff explained the next steps for the meeting on 3/1. The Planning Commission will debrief the panel discussion and share with staff what stood out to them.

8. ADJOURNMENT

Chair Thompson adjourned the meeting at 8:56 p.m.

_____
Planning Commission
Approved by Planning Commission on: _____

City Of Kenmore, Washington

Memorandum

Date: February 23, 2022

To: Planning Commission

From: Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner

Regarding: TOD Panel Debriefing

At your last meeting, you heard from a panel of Transit-Oriented Development (TOD) experts. As a first agenda item on March 1, we suggest a "debriefing" from the panel presentation to identify policy issues that staff should address as TOD Zoning Code amendments are prepared.

Staff's notes show that the following comments were made by panelists. Staff recommends that the Commission identify which policy options should be considered moving forward.

1. **Kenmore's Market Readiness**
   All panelists agreed that there is a market for TOD in Kenmore for the following reasons:
   - Central location
   - Transit available: High capacity transit and link to light rail
   - Regional amenities like Burke-Gilman Trail
   - Land use regulations in place for density
   - 2019 Market Study: High transit usage and number of new development projects are good indicators. There is a high demand for apartments, less demand for retail
   - Infrastructure is fairly complete

2. **Challenges to Kenmore TOD**
   - Suburban, still rely on cars
   - Competing with surrounding cities
   - Change in HUD designation: no longer "difficult to develop" means some funding no longer available for affordable housing
   - Small parcels, land assembly a challenge
   - First project takes more risk

3. **Parking**
   - Parking minimums add to development cost
   - Consider parking based on parking demand study as an alternative to parking minimums
   - Consider a parking maximum if within a defined walkability area
   - Allow parking to be defined by the market. Not currently enough transit options to be "carless".

- Allow shared parking “cross use” where excess surplus available
- Parking flexibility, e.g. allow less parking near transit stops with allowance for increased density
- Consider parking as one piece of “mobility”; allow pedestrian improvements or bike path improvements to be considered
- Provide incentives for transit use such as Orca Card for reducing parking

4. **Affordable Housing**
   - 10% minimum gives flexibility; consider pairing with pioneer project incentive.
   - Consider 20% but pair with MFTE
   - Tiers are confusing
   - Allow flexibility to transfer affordable housing offsite

5. **Height**
   - Allow additional height above the podium level
   - For an affordable housing development, 7 floors with 10’ floor height is the maximum that would be built
   - Allow additional height where high water table is a challenge
   - IBC limit is 75’ height for five over two construction
   - Allow height up to 85’ to give flexibility to maximize building envelope

6. **Density**
   - No comments on minimum 60 DU/Acre
   - Suggest FAR as a better tool than maximum number of units. However, need to match FAR with building height and lot coverage
   - Allow TDR or conservation credits particularly where there are site constraints as a way to also protect natural features

7. **MFTE**
   - MFTE is a useful tool if coordinated with inclusionary affordable housing requirements
   - MFTE regulations need to be strengthened

8. **Incentives**
   - Current incentives need to be strengthened to attract a project
   - Green building could be offered as an incentive to get more density
   - Offer expedited review
   - City could help pay/provide infrastructure so projects pencil out

9. **Design Standards**
   - Upper level setbacks: challenge for affordable housing projects as adds to cost, reduces living space
   - Commercial space requirements: If require more than 5% then challenge particularly for affordable housing projects. The space is difficult to lease and speculative development is challenging. Consider allowing community space for the building as an alternative for activating ground floor space. Allow option for conversion to commercial.

- Open space: Allow fee-in-lieu as an option to on-site requirement where it is challenging to meet density due to site restrictions

10. TOD Area Expansion

- Make TOD a requirement in current area and optional in transition area
- A half-mile from park & ride limit to western expansion was suggested
- Opportunity for density incentives
- Current area intent is clear; may slightly dilute the intent if the area is expanded

City Of Kenmore, Washington

Memorandum

Date: February 23, 2022

To: Planning Commission

From: Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner

Regarding: Housing and Land Use Element background information

At your January 18 and February 1 meetings, you provided policy direction for the Land Use and Housing Element goals, objectives and policies. On March 1, we will present amendments to the background sections for these two Elements (see Attachments 1 and 2). On March 15, we hope to provide the complete, revised Housing and Land Use Elements for your consideration and action, in preparation for the public hearing.

Of particular note is the revised Comprehensive Plan Land Use Plan Map (see Attachment 3). This map sets out changes you previously have discussed, including the new low, medium, and high-density residential areas; the Public/Private Facilities designation for the property proposed for the Public Works facility; identification of the Lakepointe and Glacier Northwest properties as "special study areas"; and the location of the Countywide Growth Center in Kenmore's downtown.

We also have amended the map to recognize additional parks properties and to confirm that the Bastyr University property is a special study area (already noted in the Element but not shown on the map).

The new Transit-Oriented Development (TOD) designation is applied to properties currently zoned for multifamily uses in the TOD overlay area, with the exception of some R-1 and multifamily-zoned properties along 73rd Avenue NE. Although the TOD standards are expected to apply to the commercial areas as well, those land use designations need not change.

As a final note, we would like to recognize that the Land Use Element background section on Native Americans may need revision as part of the City's diversity, equity, and inclusion efforts. However, the timing of adoption of the revised Land Use Element (scheduled for the first half of this year) will require that further amendments to this section occur later, but before the update deadline in 2024.

Future Housing Element amendments also may be necessary as a result of State and County updates to the Countywide Planning Policies expected in 2023.

Attachments
Attachment 1: Housing Element background
Attachment 2: Land Use Element background
Attachment 3: Revised Land Use Plan Map

18120 68th Ave NE, Kenmore, WA 98028
Office: (425) 398-8900 · Fax: (425) 481-3236 · cityhall@kenmorewa.gov · www.kenmorewa.gov

HOUSING ELEMENT AMENDMENTS

Amendments previously endorsed by the Planning Commission related to "Missing Middle" housing are shown in gray highlighting

Proposed new amendments are shown in yellow highlighting

INTRODUCTION AND BACKGROUND

Purpose

This Housing Element is intended to ~~promote and maintain residential neighborhoods, ensure~~plan for a range of densities and housing types for all incomes~~,~~ and address special needs housing~~, and protect the quality of the residential environment~~by preserving, improving, and expanding housing stock. Consistent with the Natural Environment Sub-Element of this Plan, new housing should be located to protect the natural environment, including wetlands, streams, and fish and wildlife habitats of importance.~~When the community was first incorporated, community visioning efforts showed some trends in housing preferences, including a preference for adding single-family dwellings at about the same lot size as surrounding lots, and acceptance of accessory dwelling units. Also indicated was a desire to control the location of attached housing by placing it in Central Kenmore, and not dispersing small scale attached dwellings in neighborhoods.~~

Growth Management Act Requirements

The Growth Management Act (GMA) states that Comprehensive Plans are to ~~encourage the availability of~~plan for and accommodate housing affordable~~affordable housing~~ to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. Housing elements are to ~~make~~include an inventory and analysis of existing and projected housing needs, including units for moderate-, low-, very low-, and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing.~~;~~ The Housing element should include a statement of goals, policies, ~~and~~ objectives, and mandatory provisions for the preservation, improvement, and development of housing, including moderate-density housing options such as duplexes, triplexes, and townhomes. Housing elements must~~;~~ identify sufficient land capacity for housing~~, including low-income, special needs, and multiple housing types; and make adequate provision for existing and projected housing needs of all economic segments of the community.~~ and consider housing location in relation to employment location. Housing elements also must identify policies, regulations, and implementation measures that do not result in racially disparate impacts, displacement and exclusion in housing.

Countywide Planning Policies

The "overarching" housing goal of the new Countywide Planning Policies (CPPs) is to "provide a full range of affordable, accessible, healthy, and safe housing choices to every resident in King County." The CPPs direct each jurisdiction to update its comprehensive plan for:

- Preserving, improving, and expanding its housing stock.
- Promoting fair and equitable access to housing for all people.
- Taking actions that eliminate race-, place-, ability-, and income-based housing disparities.

The CPPs ~~identified~~identify the countywide housing needs of ~~moderate ,~~ low-, ~~and~~ very low-, and extremely low-income households, which are equal to ~~16~~19 percent, ~~12~~15 percent and ~~12~~15 percent,

4.• Housing and Land Use Element background text amendments

respectively, of all ~~housing~~County households. The CPPs also state that each city ~~shall~~should address the housing needs of all economic segments and strive to provide housing affordability to accommodate a proportionate amount of the countywide needs.

The county-wide population growth forecast has been established by the Washington State Office of Financial Management (OFM), as required by the GMA. ~~Each~~In the CPPs, each jurisdiction in King County agreed to a housing target (population allocations converted into households) for the years ~~2006-2031~~2019-2044~~, in Countywide Planning Policies (CPPs)~~. ~~The household~~Kenmore's housing growth target ~~for Kenmore~~ is ~~3,500~~3,070 housing units. The city is committed to ensuring ~~there is~~Kenmore has capacity in the Comprehensive Plan and implementing regulations to meet this target. Actual growth would occur based upon market forces.

~~Beyond ensuring capacity for growth and support for affordable housing, the CPPs focus local government housing elements toward other objectives, such as:~~

- ~~New housing accessible to employment, shopping, and transit.~~
- ~~Neighborhoods that promote healthy human activity.~~
- ~~Fair housing.~~
- ~~Regional collaboration on inter-jurisdictional housing issues.~~

Affordable Housing Committee Recommendations

The Affordable Housing Committee of the Growth Management Planning Council serves as a regional advisory body, responsible for recommending action and assessing progress towards implementing the Regional Affordable Housing Task Force Action Plan for King County. This Plan was developed in 2018 to address the affordable housing crisis in King County.

The Plan states that, at its core, the housing crisis is driven by a supply and demand challenge that is two-fold. First, King County's population has grown faster than new homes have been built, Second, King County's population has not grown evenly across the income spectrum. In response to demand for housing by high-earner households, housing developers have focused new projects to serve the upper end of the market and many of what were once existing affordable units have increased in price beyond what many middle- and low-income working individuals and families can afford.

The Action Plan includes seven goals, with strategies to achieve the goals, and actions to implement the strategies. Goals include: Increase construction and preservation of affordable homes for households earning less than 50% area median income; prioritize affordability accessible within a half mile walkshed of existing and planned frequent transit service, with a particular priority for high-capacity transit stations; preserve access to affordable homes for renters by supporting tenant protections to increase housing stability and reduce risk of homelessness; and promote greater housing growth and diversity to achieve a variety of housing types at a range of affordability and improve jobs/housing connections throughout King County

History of Discriminatory Land Use and Housing Practices

Like many communities, Kenmore has a documented history of discriminatory land use and housing practices, including the placement of racially discriminatory housing covenants over some local neighborhoods. These actions prevented people of color from living in parts of the City. Too, widespread zoning of areas exclusively for single-family housing has kept out those with lower incomes or those who can afford only rental housing. A new focus diversity, equity and inclusion is part of this Housing Element.

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In particular, a new emphasis on "Missing Middle" housing types is one way to reverse this pattern of exclusion, particularly in areas close to high-capacity transit and other amenities.

Displacement Risk

The Puget Sound Regional Council (PSRC) has developed a "displacement risk map" to identify areas in the region where current residents and businesses are at risk of displacement as growth occurs. A portion of Kenmore east of 68th Avenue NE is identified on this map as an area of moderate displacement risk. Housing Element policies address displacement and potential mitigations, particularly for lower-income residents and People of Color.

EXISTING CONDITIONS

The following discussion draws from the East King County Housing Analysis, produced for all member cities of A Regional Coalition for Housing (ARCH), and made a part of this Comprehensive Plan ~~update~~ as Appendix ___.

Population and ~~Households~~Population Age

Kenmore's population grew ~~ten (10) percent in the 2000s, from 18,678 to 20,460~~an estimated 16 percent from 2010 to 2021. Excluding the small "Point Cities," (Hunts Point, Yarrow Point, Medina, Clyde Hill, Beaux Arts Village)Kenmore grew more slowly than any other ARCH community in that period (Appendix ___. Exhibit ___).

Kenmore's population grew 11.9 percent between 2015 and 2021, from ~~18,678~~21,500 to ~~20,460~~24,050. People with disabilities comprise 9 percent of the population, just as county-wide (Appendix ___, Exhibit ___).

Population declined~~, however,~~ among school-age children and adults 35 to 44 years old and rose for those 65 years and older (~~Housing Analysis~~ Appendix___, Exhibit ~~D-1~~___; and Figure H-1, below). The city's proportion of senior citizens (65 years and older) is similar to countywide figures. As ~~in other cities~~predicted, the seniors' segment ~~has not~~ increased significantly ~~as of~~since 2010~~, but~~due to aging of the Baby Boomer~~s~~ generation ~~(age 55 – 65) will increase that figure over the next decade~~.

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FIGURE H-1
POPULATION AGE, KENMORE

Source: 2010 Census and Washington State Office of Financial Management, April 1, 2021 Population Estimates.

People of Color comprise approximately 22 percent of the Kenmore population overall. The highest percentages of these groups (26 to 28 percent) appear in the youngest age categories, below 45 years old (Appendix ___, Exhibit ___).

Households and Household Types

Kenmore ~~had roughly 700 (14 percent) more households in 2011 than in 2000, but the types of households remained virtually unchanged.~~averaged 8,858 total households from 2015 to 2019, 11 percent more than in 2010, but the composition of household types changed very little (~~Housing Analysis~~ Appendix ___, Exhibit ~~B~~ __). Compared to King County overall (Figures H-2 and H-3 below), t~~T~~he city has ~~a~~ greater percentages of married-couple families (~~56~~59 percent) ~~than King County overall (Figures H-2 and H-3, below), but is typical for east King County in that respect. ("East King County," or EKC, refers here to member cities of ARCH.)~~ and families with children (33 percent). The city also maintains a somewhat lower proportion of one- and two-person households (57 percent) than the rest of ~~east~~ King County (~~58~~64 percent; ~~Housing Analysis~~ Appendix ___, Exhibit ~~C-2~~ ___).

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FIGURE H-2
KENMORE, 2015–2019

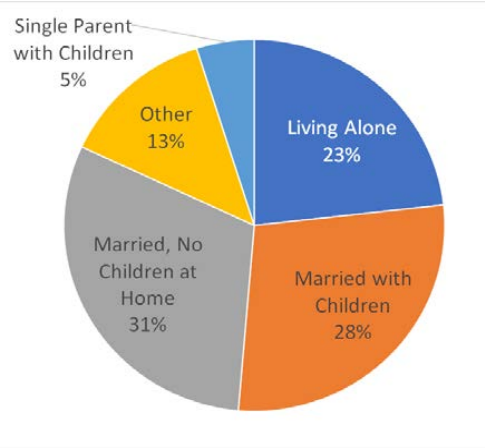
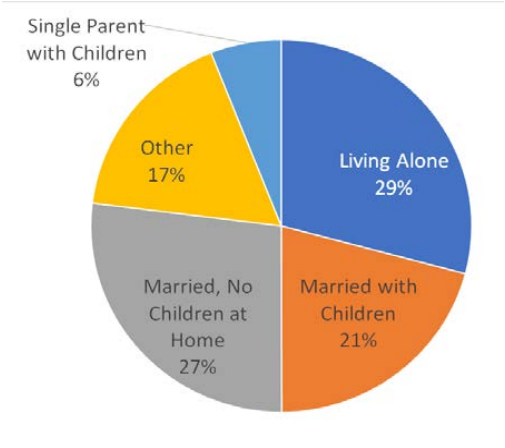


FIGURE H-3
KING COUNTY, 2015–2019



Source: ~~2010 Census~~American Community Survey (ACS) 2019 5-Year Estimates (U.S. Census Bureau)

~~Kenmore~~ Jobs and Wages

Employment can be an important contributor to housing demand within a community, both in terms of the amount and affordability of housing. ~~Although Kenmore's employment growth during the 1990s was relatively high (24 percent), this was mostly offset by lost jobs (26 percent) between 2000 and 2010.~~Kenmore lost 20 percent of its jobs from 2006 to 2018, to a total of 4,012. The city's employment target of 3,200 jobs (2019–2044) represents an 80 percent increase over total employment in 2018, which, if true, means that local job growth will be a larger factor in housing demand in the future than in the past.

The Jobs-Housing Ratio is a way to measure demand for housing from local employment relative to the local housing supply. ~~(~~aA ratio less than 1.0 means less demand for housing from the local workforce than is available in the city~~)~~. As of ~~2006~~2019, the city's jobs-housing ratio ~~was just under 0.4~~had fallen to 0.3 and based on growth projections would increase to just over 0.4 by ~~2031~~2044 (see Figure H-4). This is much lower than the countywide ratio and the ratio of most other ARCH cities ~~in east King County.~~, suggesting ~~. This means~~ that ~~most Kenmore residents work in other cities, compared to other areas, and~~ the housing demand from existing jobs is relatively low.

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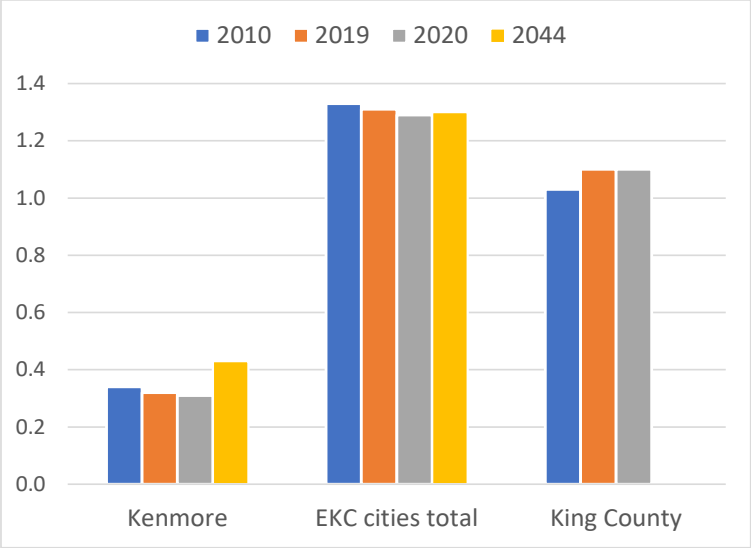
FIGURE H-4
JOBS-HOUSING RATIO



Source: A Regional Coalition for Housing (ARCH).

~~While the demand for housing from local employment is lower than other nearby communities~~Along with relatively low employment opportunities in the city, jobs in Kenmore tend ~~to pay less than jobs countywide in the same sector (Figure H-5, below), which implies a demand for relatively affordable housing from the local workforce~~toward the lower paying types; 60 percent pay less than $50,000 a year (Figure H-5, below).

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FIGURE H-5
~~AVERAGE WAGES BY INDUSTRY SECTOR~~WAGES OF JOBS IN KENMORE

Source: ~~Puget Sound Regional Council~~ACS, 2015–2019 5-Year Estimates.

Household Incomes

Approximately ~~20~~22 percent of the households in Kenmore fall within the standards defined as extremely low- or very low-~~ or low~~ income (Table H-A). This is slightly lower than countywide figures, but higher than east King County (~~Figure H-6~~Appendix , Exhibit). The rental market is the primary source of housing for these populations.

Figure H-6 provides information on median household income by race/ethnicity.

TABLE H-A
HOUSEHOLDS BY INCOME CATEGORY

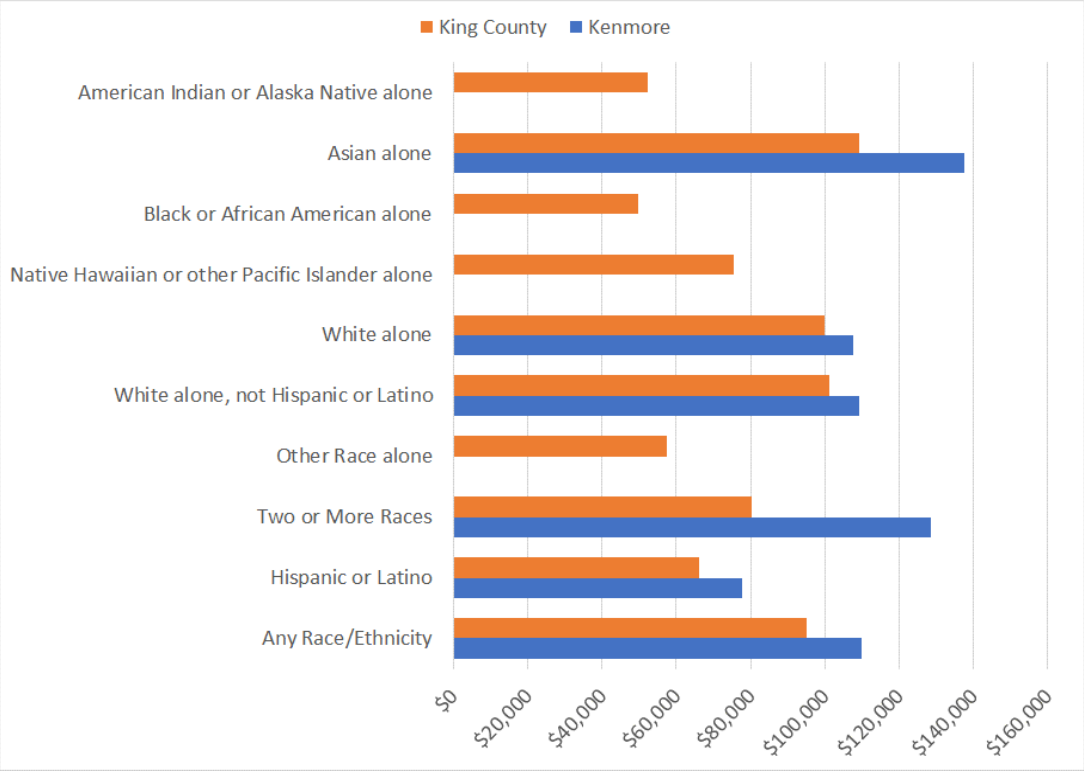
4.• Housing and Land Use Element background text amendments

HOUSEHOLD INCOME CATEGORY		PERCENT OF TOTAL HOUSEHOLDS			
		KENMORE		KING CO.	
		2006–2010	2014–2018	2006–2010	2014–2018
< 30% of median:	~~Very~~Extremely Low-Income	11%	12%	12%	9%
30% to 50% of median:	Very Low-Income	6%	10%	10%	9%
50% to 80% of median:	~~Moderate~~Low-Income	13%	11%	13%	10%
> 80% of median:	Middle- and Higher-Income	71%	68%	64%	72%
"Median" refers to the ~~(King County)~~ Area Median Income (King and Snohomish counties). Some totals exceed 100% due to rounding. ~~*"Kenmore Census Designated Place." The city was not incorporated until 1998, and the Kenmore CDP is a slightly different geographic area but the closest with available data. Income category breakouts not available for 1990.~~					

Source: ~~1990 and 2000 Census (U.S. Census Bureau) and 2006-2010~~Comprehensive Housing Affordability Strategy (CHAS) ~~(Comprehensive Housing Affordability Strategy;~~5-Year Estimates (U.S. Housing and Urban Development).

4.• Housing and Land Use Element background text amendments

FIGURE H-6
MEDIAN HOUSEHOLD INCOME



Source: ACS 2019 5-Year Estimates (U.S. Census Bureau).

Northshore School District records show that ~~18~~13.5 percent of the students qualify, based on income, for free or reduced lunches at school (Northshore website). ~~Almost nine (9) percent of the students live in a household with an income below the poverty level (Housing Analysis, Exhibit G-3).~~

~~Number and Types of~~Existing Housing ~~Units~~

Housing Types

Kenmore added ~~12~~14 percent more housing units ~~during the 2000s~~since 2006—somewhat slower than ~~the growth of the 1990s, but in line with projections in the 2005 Comprehensive Plan. Kenmore also grew a bit more slowly than~~ King County and the rest of the Eastside and under the pace needed to meet its 2035 growth target of 4,060 housing units. (See Exhibits ~~A~~ and ~~L-1~~ of ~~the East King County Housing Analysis~~Appendix .) The city's next housing target (2019–2044) is 3,070 units.

The city's mix of housing types changed ~~very~~ little ~~during that time~~since 2000 (Table H-B, below).

4.• Housing and Land Use Element background text amendments

TABLE H-B
NUMBER AND TYPE OF HOUSING UNITS, KENMORE

	2000		2010		2021	
TYPE OF HOUSING	UNITS	% OF TOTAL	UNITS	% OF TOTAL	UNITS	% OF TOTAL
Single-family Detached	5,235	70%	6,024	70%	6,625	69%
~~Multi~~2 or more-family	1,892	25%	2,254	26%	2,753	28%
Mobile Homes	361	5%	291	3%	287	3%
Total Units	7,488	100%	8,569	100%	9,665	100%

Source: U.S. Census Bureau, 2000 Census, and Washington State Office of Financial Management (OFM), ~~2014~~2021.

Compared to King County and most of east King County, Kenmore has a ~~relatively~~ low percentage (22 percent) of multi-family housing~~. Less than 30 percent of Kenmore's housing is multi-family~~ (Figure H-7, below; ~~Housing Analysis~~Appendix ___, Exhibit ~~L-1~~ ___). ~~Approximately 25 percent of the multi-family units are condominiums.~~Seventy (70) percent of the city's residential capacity, however, is zoned for "medium high" and "high" densities, and if developed to capacity Kenmore will provide a variety of housing similar to that of other similarly-sized cities.

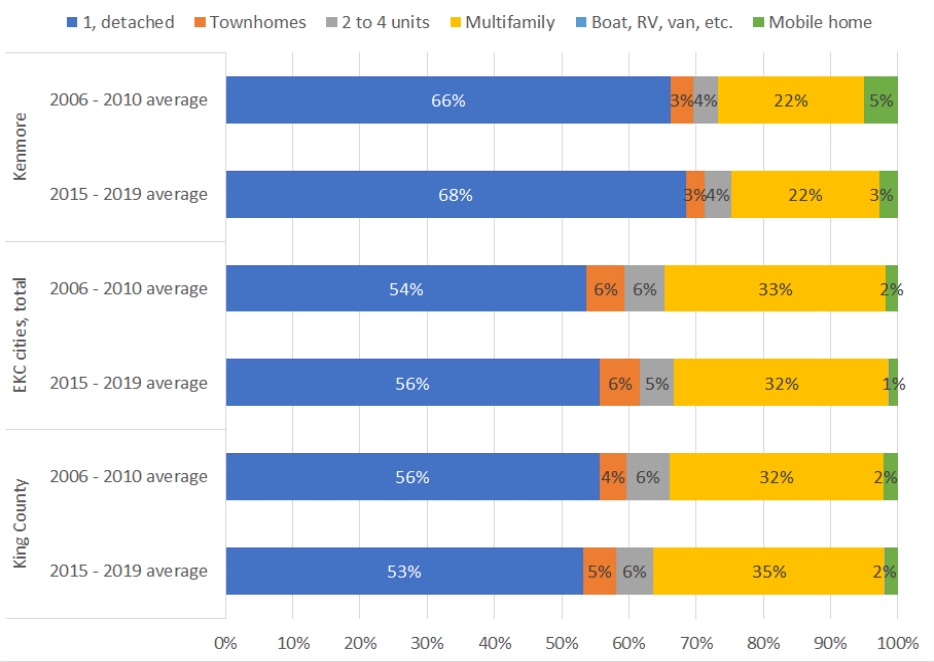
Of Kenmore's total city acreage, 78% is zoned exclusively for residential uses (all of the R zones and MHC). Of that acreage, the area zoned exclusively for single-family residential development comprised 95% of the total in 2021. New allowances for duplexes and triplexes in residential areas near transit will reduce this percentage and provide more opportunities for additional housing types in the City.

~~Approximately 350 multi-family units have been built or begun construction since 2006, about 25 percent of overall housing growth in this period (2014 Buildable Lands Report; not all reflected in Figure H-7). About 40 percent of these newer units are condominiums.~~

4.• Housing and Land Use Element background text amendments

FIGURE H-7

HOUSING UNITS BY UNITS IN STRUCTURE



Source: ~~2000 Census and 2011~~2010 Census and 2019 American Community Survey, 5-Year Estimates (U.S. Census Bureau).

Kenmore is one of the few communities in east King County with any significant number of manufactured homes (close to 300; Washington State OFM). Most of Kenmore's manufactured homes are located in six parks with a small number located on individual lots. Units are primarily owner occupied, sited on rental pads. The manufactured housing communities are an important housing resource for many Kenmore residents. More than half of the households living in manufactured homes are low-income. Two of the manufactured housing communities are reserved for seniors. In many cases, manufactured housing communities provide the opportunity of unsubsidized home ownership to households that cannot afford to purchase other types of housing. Homes are in a wide range of physical condition, including some units that are getting past their useful life. Other concerns include long-term park maintenance and replacement of aging infrastructure. Overall availability of manufactured housing has been decreasing in King County as parks are redeveloped with other uses. Of concern is that ~~manufactured housing has offered a relatively affordable form of housing and~~ when parks are closed and replaced with more expensive housing, homeowners lose most of their investment. Future redevelopment of some of the mobile home parks to higher densities could provide additional housing units with affordability requirements.

~~Several multi-family housing projects are in the planning or construction stages. The largest proposed multi-family development is Lakepointe, which would provide 1,200 new housing units; the exact mix of owner-occupied and rental units in the project is yet to been determined.~~

~~Another project, which has been approved, is the first major residential redevelopment project in the Downtown district. Located on a former Metro park-and-ride site, the property will have up to 325 apartments within walking distance of shopping and transit. Pursuant to local zoning requirements, twenty-~~

4.• Housing and Land Use Element background text amendments

~~five (25) percent of the units will be affordable to moderate-income households. The first phase of 138 apartments started construction in 2014.~~

Kenmore has permitted more than 60~~31~~ accessory dwelling units as of ~~2011~~2021~~, or about one for every 167 detached single-family homes – almost exactly the same as the average for all of east King County (Housing Analysis, Exhibit Q-1). (This compares to a rate of one for every 32 detached homes in Mercer Island, the city with the highest ratio of ADUs.)~~. In 2020, the City amended its ADU regulations to encourage development of ADUs, including extinguishment of the owner occupancy requirement after the first six months of consecutive occupancy.

Age of Housing

~~Kenmore's housing stock is somewhat older than the rest of east King County, but a bit younger than that of King County overall. Fifteen (15) percent of all homes in the community are less than 10 years old (similar to the rest of east King County), and 45 percent have been built since 1980 compared to 55 percent for the rest of east King County (Housing Analysis, Exhibit O).~~

Kenmore's housing stock is similar in age to that of other ARCH communities and younger than that of King County overall. Eight (8) percent of all homes in the community were built since 2010 (similar to the rest of King County and the ARCH sphere). On the other hand, 25 percent of Kenmore's homes are more than 50 years old, compared to 37 percent across King County (See Housing Analysis, Appendix __).

Housing Condition

One percent (1%) of Kenmore's housing units lack complete plumbing facilities, and one percent lack complete kitchen facilities (Housing Analysis, Appendix ___). King County overall is similar in both respects.

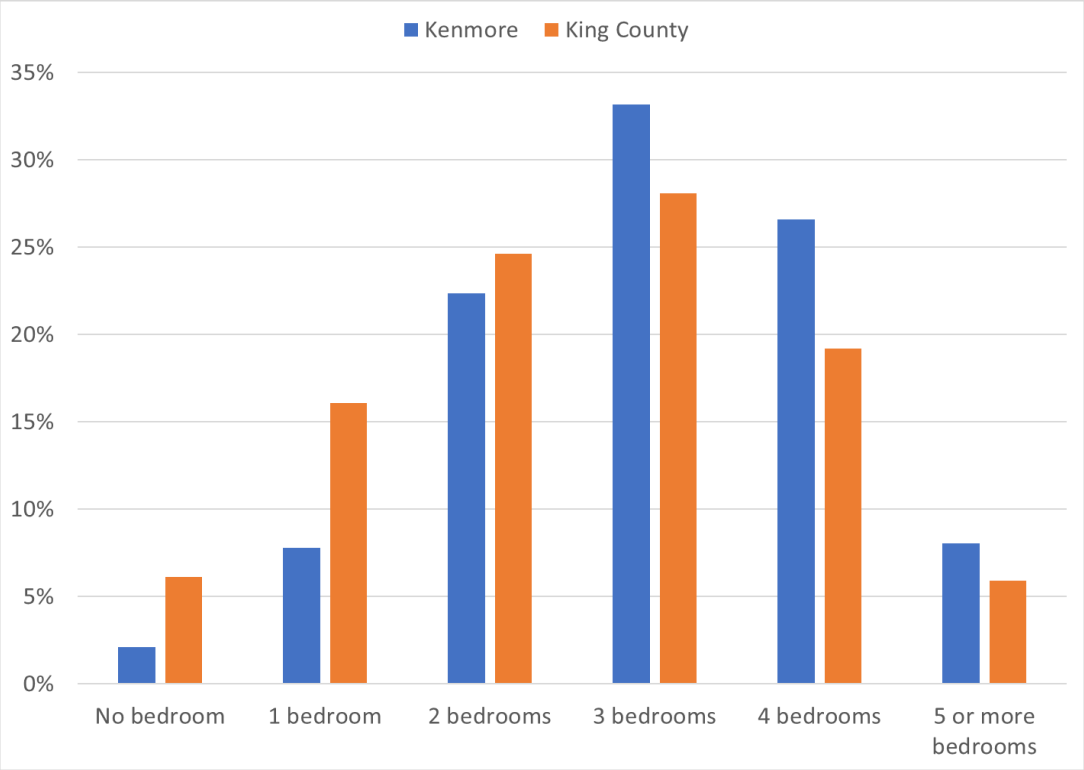
Bedrooms

Kenmore's housing stock is weighted toward homes with more bedrooms than King County in general (Figure H-8, below). This is true in both owner-occupied and renter-occupied housing. Compared to 2010, Kenmore has increased slightly the percentages of studio and four-bedroom units and lost about 140 one-bedroom units (Appendix __, Exhibit ___).

4.• Housing and Land Use Element background text amendments

FIGURE H-8

HOUSING UNITS AND BEDROOMS



Source: ACS 2015 – 2019 5-Year Estimates.

~~Prices of~~ Market Rate Housing Prices

Homeownership

Kenmore has a homeownership rate of ~~74~~73 percent, which is ~~at the upper end of ownership rates~~among the highest for ARCH cities ~~in east King County~~, and greater than the countywide ~~average~~rate (57%). ~~Kenmore has also had a relatively significant increase in the rate of homeownership since the early 1990s, while most cities have seen homeownership rates stable or decreased in that period.~~Black, Indigenous, and other People of Color (BIPOC) householders are 19 percent of Kenmore's households and 18 percent of the homeowners. Without Asian (not Hispanic or Latino) householders, other BIPOC householders are 6 percent of the total and 4 percent of Kenmore's homeowners.

The average home sale price in ~~the first quarter of 2014~~2020 in Kenmore was $~~413~~730,000 (~~Central Puget Sound Real Estate Research Committee~~Washington Center for Real Estate Research). ~~This is lower than the average prices in nearby communities and in King County overall ($474,000). On average, Kenmore's home prices fell 14 percent during the recent recession, less than east King County in general (21 percent); but as seen across most of the Eastside, prices have more than recovered.~~

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Condominiums and townhomes, including both ground-oriented and non-ground-oriented owned dwelling units, provide ~~a~~ relatively affordable homeownership alternatives for Kenmore residents. The average sale price for condominiums in ~~early 2014~~2020 was $~~169~~371,000—similar to condo prices in Bothell and Woodinville, and low compared to the averages across east King County and King County overall (~~Central Puget Sound Real Estate Research Committee~~Washington State Real Estate Research Committee).

Rental Housing

Rental housing makes up about ~~25~~27 percent of housing supply in Kenmore, a significantly smaller portion of overall housing than in east King County ~~as a whole~~ and King County as a whole. ~~Average rents are slightly higher in the Kenmore/Bothell market than in the Shoreline market (Table H-C, below), but low compared to the rest of East King County and the county overall.~~The median gross rent (including utilities) in Kenmore in 2020 was the lowest among east King County cities except Beaux Arts Village, and 10 percent below the county-wide median (Table H-C; Appendix ___, Exhibit ___).

TABLE H-C
~~AVERAGE~~MEDIAN GROSS RENTS, ~~2014 (SPRING)~~2015–2019 5-YEAR AVERAGES
~~PROPERTIES WITH 20 OR MORE APARTMENTS~~(2019 DOLLARS)

LOCATION	~~SIZE OF UNIT~~ ~~(~~BEDROOMS~~/BATHROOMS)~~				AVERAGE
	0~~/1~~	~~1~~/1	2~~/1~~	3~~/2~~	All Units
Bothell~~/Kenmore~~	$1,472	$1,480	$1,724	$2,205	$1,719
Kenmore	$1,236	$1,287	$1,391	$2,071	$1,433
Shoreline~~/Lake Forest Park~~	$1,193	$1,362	$1,592	$1,925	$1,574
~~Eastside~~King County	$1,307	$1,420	$1,671	$2,030	$1,606

Source: ~~The Apartment Vacancy Report (Dupre+Scott Apartment Advisors)~~ACS 2015-2019 5-Year Estimates.

Rental vacancy data indicate that Kenmore has relatively few apartments available (~~Housing Analysis, Exhibit P-2~~Appendix __, Exhibit ___; Table H-D, below).

TABLE H-D
~~APARTMENT VACANCY RATES~~
~~PROPERTIES WITH 20 OR MORE APARTMENTS~~
RENTAL HOUSING VACANCIES

	PERCENT OF ALL RENTAL HOUSING UNITS	
	2006 – 2010 average	2015 – 2019 average
Kenmore, total	2,239	2,606
Renter-occupied	94.5%	93.0%
Vacant, for rent	3.7%	3.7%

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	PERCENT OF ALL RENTAL HOUSING UNITS	
	2006 – 2010 average	2015 – 2019 average
Vacant, for seasonal, recreational, or occasional use*	1.0%	1.8%
Rented, not occupied	0.7%	1.5%
Total vacant	5.5%	7.0%
King County, total	340,071	406,209
Renter-occupied	92.2%	93.5%
Vacant, for rent	4.4%	3.2%
Vacant, for seasonal, recreational, or occasional use	2.3%	2.2%
Rented, not occupied	1.1%	1.1%
Total vacant	7.8%	6.5%

* "Seasonal, recreational, or occasional use" may include units not available for rent.

Rental Housing for People Needing Supportive Services

Kenmore has a range of housing for people who need supportive services, particularly for the elderly and those individuals with physical disabilities. The housing includes adult family homes, assisted living facilities, boarding homes, group living, and nearby nursing homes.

An estimated ~~six (6)~~four (4) percent of the people in Kenmore are over the age of ~~75~~80 years (~~Housing Analysis~~Appendix ___, Exhibit ___). Supplemental Security Income supports people with disabilities in ~~over 200 (3~~ about two percent~~)~~ of Kenmore households (~~Housing Analysis~~Appendix ___, Exhibit ___).

Kenmore has ~~two~~one licensed assisted living ~~facilities~~facility (boarding home~~s~~) with ~~106~~100 beds and ~~21~~26 licensed adult family homes with ~~117~~150 beds (~~Housing Analysis~~Appendix ___, Exhibit ~~Q-2~~ __). Adult family home residents include elderly people, individuals with limited mobility (use of wheelchair), developmental disabilities, mental illness, diabetes, terminal illnesses, brain injury, and those recovering from strokes. The number of persons living in supported living situations (i.e., group quarters) has increased ~~almost 50~~35% since ~~2000~~2010, a somewhat lower rate than the growth across east King County (44 percent) (~~Housing Analysis~~Appendix __, Exhibit ~~K-2~~ __). The closest nursing home to Kenmore is in Bothell. ~~The North Creek Health and Rehab Center (10909 NE 185th)~~Bothell Health Care (707 228th St. SW) nursing home has ~~112~~99 beds.

Income- and Price-Restricted Housing

Land Use and Tax Incentives

The City of Kenmore has a number of voluntary incentive programs to support housing developers who commit to setting aside some of the homes in their properties to be affordable for income-eligible households. At this writing, one property (Spencer 68) does so, as a result of the city's purchase and resale of a disused Metro park-and-ride lot.

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	Apartments
50% AMI	5
85% AMI	51
Market Rate	166

Spencer 68 Apartments benefits from an exemption from property taxation on their buildings (not the land) for 12 years—through 2029—and, in exchange, reserves 56 affordable units for the life of the property.

Affordable housing requirements and tax incentives are offered in the transit-oriented district around the current park-and-ride facility on SR-522, and density requirements are in place for the Downtown Commercial zoning district. Density incentives are provided in the Neighborhood Business (NB) zone and in most other zones through the Residential Density Incentives program.

~~**Assisted Rental Housing**~~*Public and other Funding Programs*

A variety of publicly assisted rental housing is available in Kenmore, including:

Name	**Owner**	**Population Served**	**Units or Beds**
Brookside Apartments	Sound Mental Health	Transitional	16
Copper Lantern	Low Income Housing Institute	Families	21
Green Leaf Apartments	King County Housing Authority	Families	27
Harbour Villa Apartments	King County Housing Authority	Seniors & Disabilities	5
Heron Landing	Downtown Action to Save Housing	Seniors	50
Heron Run	Kenmore Family Associates	Families	40
Northwood Apartments	King County Housing Authority	Seniors & Disabilities	34
Shadrach Apartments	Hopelink	Shelter	9

All of these income- and price-restricted housing units are located within a half mile of transit service.~~the Greenleaf family housing and Northwood senior housing operated by the King County Housing Authority (KCHA), Heron Run family and Heron Landing senior housing operated by DASH, Copper Lantern (rental and ownership housing) operated by LIHI and Shadrack family shelter operated by Hopelink.~~

In addition, the Housing Authority operates a voucher program (Housing Choice Vouchers) for the rental of privately held units. This federal program currently assists approximately ~~20~~122 Kenmore households with rental subsidies. ~~(~~Lower income tenants in the City of Kenmore may also apply for emergency funding from King County in the event they are faced with eviction due to nonpayment of rent. This assistance is available through the Multi-Service Center of Northeast King County.~~)~~

Housing for the Homeless

Although Kenmore-specific information is not available, the 2020 Point in Time Count of the homeless found that there were 204 sheltered homeless individuals and 56 unsheltered homeless individuals (living on the streets) in north King County, which includes Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville.

Three facilities in Kenmore provide or have recently provided temporary shelter. Mary's Place (18118 73rd Avenue NE) provides emergency family shelter. In 2018 and 2021, Camp Unity Eastside was located at

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Northlake Lutheran Church (6620 NE 185th Street) and provided shelter for about 40 men, women and couples without children. Hopelink's Kenmore Place shelter also provides temporary housing.

An application from the Episcopal Church of the Redeemer (6210 NE 181st Street) was received in December 2021 to host Camp Unity Eastside between June and October 2022.

The establishment of the King County Regional Homelessness Authority in 2021 should help refine information on the homeless population in Kenmore and begin to address homelessness county-wide.

HOUSING AFFORDABILITY

According to policies established by the U.S. Department of Housing and Urban Development, a household should spend no more than 30 percent of its income on housing, including utilities. If they pay more than that, they are considered "housing cost burdened." Table H-E shows incomes and affordable housing costs for various income levels.

TABLE H-E
AFFORDABLE HOUSING COSTS BASED ON KING COUNTY MEDIAN INCOME, 20142021

	VERYEXTREMELY LOW-INCOME		VERY LOW-INCOME		MODERATELOW-INCOME	
	30% of Area Median		50% of Area Median		80% of Area Median	
Household Size	Annual Income	Affordable Monthly Cost	Annual Income	Affordable Monthly Cost	Annual Income	Affordable Monthly Cost
1	$24,297	$607	$40,495	$1,012	$64,792	$1,620
2	$27,768	$694	$46,280	$1,157	$74,048	$1,851
3	$31,239	$781	$52,065	$1,302	$83,304	$2,083
4	$34,710	$868	$57,850	$1,446	$92,560	$2,314
5	$37,487	$937	$62,478	$1,562	$99,965	$2,499

Source(income figures): U.S. Department of Housing and Urban Development: ARCH.

Using the federal affordability definition, 1312% of Kenmore's housing is affordable to extremely low- and very low- and low-income households and 1512% to moderatelow-income households (Housing AnalysisAppendix __, Exhibit M-2__). The amount of housing affordable to lowextremely low- and very low-income families is similar to Bothell and slightly below King County, but higher than other cities in east King County cities as a group (7%). The amount of housing affordable at the moderatelow-income level is again similar to Bothell, but higher thanthe rest of east King County overall (8%), but lower than Bothell and lower than the Ccountywide figures (16%). Table H-GF compares the housing affordability of Kenmore, east King County, and King County overall against countywide housing needs.

Most of Kenmore's housing affordable to lower incomes is rental housing. Thirty-fivetwo (3532) percent of the rental units in Kenmore were affordable to extremely low- or very low-and low-income families in 20142018. This is similar togreater than the countywide figures (24%), but aand much higher rate of affordability in rental housing than other cities in east King County (13%).

About sevennine percent (79%) of the single family owner-occupied housing units in Kenmore are affordable to families earning up to 80 percent of median income, and an additional foureight percent (48%) are affordable to families earning 80 to 100 percent of median income (Housing AnalysisAppendix __,

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Exhibit ~~M-2__, and Table H-F, below~~). These figures are similar to east King County (6% and 5%, respectively), but somewhat lower than King County (13% and 11%). Note that Kenmore has a relatively high percentage of homes affordable to low-income households, which may be partially attributable to the city's relatively high number of manufactured homes.

TABLE H-F
AFFORDABLE HOUSING AND COUNTYWIDE HOUSING NEEDS, ~~2010~~2018

HOUSEHOLD INCOME LEVEL		PCT OF TOTAL HOUSING UNITS AFFORDABLE~~AT INCOME LEVEL~~			COUNTYWIDE HOUSING NEED
		Kenmore	East King Co.	King County	
< 30% of median:	~~Very~~Extremely Low-Income	3%	3%	4%	15%
30% to 50% of median:	Very Low-Income	9%	4%	9%	15%
50% to 80% of median:	~~Moderate~~Low-Income	12%	8%	16%	19%
> 80% of median:	Middle- and Higher-Income	76%	85%	71%	51%

Source: ~~2006-2010~~ CHAS (Comprehensive Housing Affordability Strategy; U.S. Housing and Urban Development), 2014-2018 5-year averages.
Note: Countywide Housing Need determined by 2021 Countywide Planning Policies.

Cost-Burdened Households

~~Despite the relative affordability of Kenmore, 38 percent of the city's households, and 42 percent of the renting households, are housing cost burdened~~Overall, housing cost burden improved in Kenmore since 2010, from 38 percent to 28 percent of all households (comparable to all of East King County). For some segments of the community, however, cost burdened worsened. Close to half (48 percent) of the renting households are housing cost-burdened, up from 42 percent (~~Housing Analysis~~Appendix __, Exhibit ~~H-1~~ _). ~~Both figures are similar to countywide figures, but high for east King County.~~This is high compared to other ARCH cities (35 percent) and King County as a whole (42 percent). ~~Moreover, of cities in east King County, Kenmore has the highest~~On the positive side, Kenmore's percentage of severely cost-burdened ~~households~~renters (paying more than half their incomes on housing) ~~at~~ has fallen from 21 percent to 17 percent.

Table H-G provides information on housing cost burden by race/ethnicity in Kenmore.

TABLE H-G
HOUSING COST BURDEN AND RACE/ETHNICITY
KENMORE, 2018

Race/Ethnicity of Householder	All Households	Cost Burdened (Housing costs 30% to 49% of household income)	Severely Cost Burdened (Housing costs 50% or more of household income)
Hispanic or Latino, any race	5%	9%	8%
Not Hispanic or Latino	95%	91%	92%
American Indian or Alaska Native alone	0%	0%	1%
Asian alone	11%	14%	14%
Black or African-American alone	1%	8%	10%
White alone	81%	64%	62%
Other (including multiple races)	2%	4%	5%

Source: CHAS 2014–2018 5-year Estimates.

See Appendix ___ for more information about cost burdened households.

HOUSING TARGETS AND CAPACITY

The city's ~~2006-2031~~2019-2044 growth target established by the King County Countywide Planning Policies is ~~3,500~~3,070 ~~households~~housing units. ~~Subtracting actual development, the remaining growth target (2012-2031) is 2,980 households.~~ On an annualized basis, this means the city should expect and plan for ~~149~~123 additional units each year. The Kenmore Land Use Plan provides enough zoned capacity to exceed the ~~2031~~2044 ~~household~~housing target, as shown in Table H-~~G~~H. Mixed-use areas provide a very large ~~more than half~~ of the city's present capacity for new housing.

Within ½ mile of high-capacity transit, there is capacity for approximately 3,500 additional new housing units, including new duplex and triplex development in the medium density residential classification. Existing housing units in that area total nearly 7,000 units.

TABLE H-~~G~~H
EXISTING HOUSING UNITS, 2021 CAPACITY, AND TARGETS, KENMORE

Housing Type	~~2012~~2018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Single-family Dwellings	6,808	72%	418	11%	7,226	53%
Multi-family Dwellings, total	2,621	28%	3,717	89%	6,338	47%
In residential-only zones			184	5%		
In mixed-use zones			3,533	95%		

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Housing Type	~~2012~~2018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Total	9,429		4,135		13,564	

Source: Washington State Office of Financial Management and ~~2014 Buildable Lands~~2021 Urban Growth Capacity Report (King County).

Affordable Housing Needs

Countywide Planning Policy (CPP) H-1 requires that, "All comprehensive plans … combine to address the countywide need for affordable housing … at a level that calibrates with the jurisdiction's identified affordability gap" for extremely low-, very low-, and low-income households." Table H-I shows the difference between the housing supply in 2019 and the expected need in 2044 at each income level. (See the Endnotes to this chapter for definitions of each column heading.)

The Washington Department of Commerce is developing detailed projections of housing need for each county, to be accompanied by guidance on sub-county allocations; therefore, it is possible that King County will revise the CPPs in response, which may indicate future revisions to Table H-I.

TABLE H-I
AFFORDABLE HOUSING NEEDS

	2019 Estimated Supply		2044 Apportioned Demand		2019 – 2044 Need
Kenmore	9,485		12,555		
0 – 30% AMI	278	3%	1,883	15%	1,605
31 – 50% AMI	1,074	11%	1,883	15%	810
51 – 80% AMI	1,324	14%	2,385	19%	1,061
Over 80% AMI	6,809	72%	6,403	51%	-406
East King County cities	222,378		314,032		
0 – 30% AMI	6,036	3%	47,105	15%	41,068
31 – 50% AMI	12,260	5%	47,105	15%	34,845
51 – 80% AMI	24,465	11%	59,666	19%	35,201
Over 80% AMI	179,617	81%	160,156	51%	-19,460

Sources: CHAS, OFM, ARCH.

Note that the CPPs encourage local governments and their comprehensive plans to work in collaboration with other jurisdictions and non-governmental agencies. "When taken together, all the comprehensive plans of King County jurisdictions must "plan for and accommodate" the existing and projected housing

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needs of the county (RCW 36.70A.020 and 36.70A.070)" (introduction to CPP Housing chapter). "All comprehensive plans in King County combine to address the countywide need for housing … at a level that … results in the combined comprehensive plans in King County meeting countywide need" (H-1). "(T)his section promotes cross-sectoral and interjurisdictional coordination … (to) meet the housing needs of households with extremely low, very low, and low incomes. … (C)ollective efforts to fund or provide technical assistance for affordable housing development and preservation, and for the creation of strategies and programs, can help to meet the housing needs identified in comprehensive plans. Therefore, there are opportunities for efficiencies and greater impact through interjurisdictional cooperation" (introduction to CPPs H-6 and H-7). The CPPs encourage Kenmore and other cities not to think of affordable housing goals or issues as their's to solve alone. For example, Kenmore may be able to plan for more than 1,061 homes affordable to low-income households or support some extremely low-income housing created in other communities. The city of Kenmore belongs to ARCH to make these opportunities happen.

SUMMARY OF LOCAL HOUSING STRATEGIES

~~Since incorporation, t~~The city has taken action in several areas to address local housing needs. These include:

- ~~Updates to the Downtown area plan have increased opportunities for creating new housing in the Downtown. This has allowed the city to have sufficient capacity to meet its 2006-2013 housing growth targets.~~
- In 2003, ~~T~~the city rezoned ~~the old~~a former Park and Ride site on 68th Avenue NE to ~~allow housing~~enable a multifamily development, with a requirement that 25 percent of the units address local affordable housing needs. Spencer68 apartments opened in 2015, providing 56 affordable units, five for low-income households. ~~The first phase of development of this property began in 2014.~~ To help enhance affordability on the property, the city approved a twelve-year property tax exemption on residential improvements.
- The city ~~has~~ waived a portion of impact fees for a project that incorporated housing affordable to low-income households.
- The city has been an ongoing member of ARCH. Through the ARCH Trust Fund process, the city has regularly committed local funds for affordable housing projects in Kenmore and throughout the region, assisting ~~over 170~~with nearly 200 units affordable to lower-income households.
- Through participation in the countywide CDBG Consortium, ~~25~~ local homeowners ~~have~~ receive~~d~~ Housing Repair loans ~~since 2005~~(9 applications in 2021).
- In 2015 and again in 2022, the city adopted increased density allowances in the Transit Oriented Development District with requirements for including affordable housing in new development.
- ~~The city, in~~In 2017, the city approved a Housing Strategy Plan identifying potential strategies to address affordable housing needs and prioritizing them for future consideration.
- In 2019, the city:
  - placed protective zoning over some of the City's manufactured housing communities in order to preserve existing affordable housing in those communities.
  - amended zoning for portions of the Community Business zoning district, including incentives for development of affordable housing.
  - expanded the area eligible for a Multifamily Tax Exemption to the Transit-Oriented Development District.
- The City has adopted several residential renter protection regulations. In 2019, the city adopted an enhanced notice of rent increase. From March 20, 2021 through January 15, 2022, the city adopted a temporary moratorium on residential tenant evictions related to the Covid-19 pandemic. In June 2021, the City adopted four renter protections that remain in place through the Washington State and City of Kenmore declared emergency related to the Covid-19 pandemic:

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- Creates a defense to eviction for rental debt accrued due to pandemic-related hardship.
- Creates a defense to eviction if a tenant has a rental assistance application in process.
- Bans late fees for rent that became due during the pandemic.
- Requires landlords to certify that they have attempted to obtain rental assistance before filing for eviction due to unpaid rent accrued during the pandemic.

- In 2022 the City also is considering adopting additional residential protections including:
  - Notice of rent increase required
  - Cap on late fees
  - Cap on move in fee
  - Right to Payment Plan
  - Rental unit registration program
  - Just cause eviction program
  - Right to relocation assistance
  - Criminal background checks prohibited
  - Bars discrimination due to immigration status
  - Bars requirement of social security number
  - Bans abusive, deceptive, and unfair practices in rental housing
  - Rent due date may be altered due to tenant's fixed income
  - Landlord may not demand child or person with disability to be signatory to lease if tenant of record is already a signatory
- In 2021, the city:
  - created a reduced permit review process for projects containing affordable housing.
  - ~~The city adopted~~updated regulations to allow Accessory Dwelling Units, with over ~~30~~60 ADUs permitted to date.
- In 2022, the City Council authorized spending approximately 3 million dollars in federal American Rescue Plan Act (ARPA) funding for a project containing a minimum of 10% of dedicated affordable housing for those earning less than 30% AMI. The Council also authorized use of City surplus property for this development. It is anticipated that the development proposal will be submitted to the annual State and County funding pipeline in 2022.
- Also in 2022, the city adopted new standards allowing duplex and triplex development ("Missing Middle" housing) within ¼ mile of the City's two high-capacity transit corridors.

REFERENCES

A Regional Coalition for Housing (~~2014~~2022). East King County Housing Analysis, Redmond, WA.

ENDNOTES

"2019 Estimated Supply" is the number of housing units in 2019, according to the Washington Office of Financial Management (OFM), distributed to each affordability category by the percentages in each jurisdiction's housing supply, according to the Comprehensive Housing Affordability Strategy (CHAS) estimates of 2014 – 2018 5-Year Estimates. (CHAS 2015 – 2019 estimates are not yet available.) For example, from 2014 – 2018, Kenmore averaged 3 percent of its housing units affordable to households with incomes at or below 30% of the Area Median Income (AMI). That percentage was applied to the city's 2019 total for an estimated 278 housing units affordable at that level.

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"2044 Apportioned Demand" is the number of housing units the jurisdiction must plan for in 2044 distributed to each affordability category by the percentage goals set in Countywide Planning Policies. Kenmore's 2019 – 2044 housing target of 3,070, added to the supply existing in 2019 (9,485) equals 12,555 housing units. Countywide Planning Policy (CPP) percentages are based on household incomes and cost-burdened households across King County, according to the CHAS 2013 – 2017 5-Year Estimates available when the CPPs were drafted.

"2019 – 2044 Need" is the difference between the 2044 Apportioned Demand and the 2019 Estimated Supply at each affordability level. A positive number represents housing units that the jurisdiction must plan for, and a negative number represents a surplus of housing units at that affordability level.

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LAND USE ELEMENT

INTRODUCTION

Purpose

The Land Use Element plays the central role of directing land use patterns and guiding land use decision-making. It provides the basis for housing, transportation, public service, utility, and capital facility plans. The Land Use Element ~~is divided into~~includes sub-elements due to the variety and complexity of issues:

- ~~Land Use~~
- Downtown
- Community Design
- Natural Environment
- Shorelines
- Economic Development.

Growth Management Act

The land use element is the central requirement in the Growth Management Act (GMA). It provides the basis for all the other required elements including housing, transportation, capital facilities, and utilities elements. These other elements rely on the future land use pattern and the population and housing accommodated by the land use pattern in determining needed improvements and strategies. The specific GMA requirements for the land use element include addressing:

- Distribution/location/extent of land uses: Agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses
- Population densities, building intensities, and estimates of future population growth
- Protection of the quality and quantity of ground water used for public water supplies
- Urban planning approaches that promote physical activity. In Kenmore, goals, objectives and policies related to this responsibility also are included in the Parks, Recreation and Open Space Element.
- Drainage, flooding, and stormwater runoff within and nearby the jurisdiction as well as guidance for corrective actions to mitigate or clean discharges to waters of the state. In Kenmore, goals, objectives, and policies related to this responsibility also are found in the Surface Water Element.

Although the GMA directs growth at urban densities to the Urban Growth Area (including Kenmore), lower development densities may be used as a strategy to protect critical areas.

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~~Vision 2040~~VISION 2050

~~Vision 2040~~VISION 2050 is a regional growth strategy prepared by the Puget Sound Regional Council (PSRC) addressing King, Kitsap, Pierce, and Snohomish Counties. ~~Vision 2040~~VISION 2050 directs future development into the urban growth area, while focusing new housing and jobs in cities and within a limited number of designated regional growth centers. In ~~Vision 2040~~VISION 2050, Kenmore is identified as a "~~Larger City~~High Capacity Transit Community," which is described ~~below~~as follows:

> ~~**Larger City** A Larger City has a combined population and employment total over 22,500, but is smaller than a Metropolitan or Core City. Many of these 18 cities (which include Edmonds, Kenmore, Mountlake Terrace, Shoreline, and Woodinville) are home to important local and regional transit stations, ferry terminals, park-and-ride facilities, and other transportation connections. Central places within this group of cities are expected to become the more important subregional job, service, cultural, and housing centers over time. The Regional Growth Strategy envisions an expanding role for these cities in accommodating growth.~~**High Capacity Transit Communities** include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities… As the region's transit system grows, these 34 communities play an increasingly important role as hubs to accommodate regional employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

VISION 2050 calls for the High Capacity Transit Communities in King County to accommodate 11% of the County's anticipated population growth and 6% of the anticipated employment growth between 2019 and 2044. Nine King County communities besides Kenmore (including some annexation areas) are designated as High Capacity Transit Communities, including Shoreline, Lake Forest Park and Woodinville.

~~Vision 2040 contains t~~The Multi-County Planning Policies required by the Growth Management Act are part of VISION 2050 and provide~~s~~ a common regionwide framework for countywide and local planning in the central Puget Sound region. Policies address regional collaboration, the regional growth strategy, the environment, climate change, development patterns, housing, economy, transportation, and public services. The policies reflect the commitment in the ~~Vision 2040~~VISION 2050 vision statement to provide, "~~protect the environment, support and create vibrant, livable, and healthy communities, offer economic opportunities for all, provide for safe and efficient mobility, and use the region's resources wisely and efficiently~~an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy."

Countywide Planning Policies

The ~~2012~~2022 King County Countywide Planning Policies (CPPs) define an Urban Growth Area within which urban development should occur. The City of Kenmore is included within the Urban Growth Area. The overall land use goal is that "growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.~~Residential, commercial, and industrial development should occur in an urban context and be sufficiently dense to efficiently support urban services.~~

~~The policies establish a "centers" strategy.~~ Growth is to be focused within ~~cities with a countywide designated Urban or Manufacturing/Industrial~~Regional Growth Centers such as Seattle's Northgate and Kirkland's Totem Lake areas. ~~Local~~Countywide Growth ~~c~~Centers, including Kenmore, accommodate housing, employment and services in a compact form and at sufficient densities to support existing or planned high capacity transit service and to make efficient use of urban land. As in ~~Vision 2040~~VISION 2050, Kenmore is identified as a "~~Larger City~~High Capacity Transit Community."

4.• Housing and Land Use Element background text amendments

The CPPs contain goals and policies related to the environment, development patterns, housing, the economy, transportation, and public facilities and services. One of the guiding principles of the CPPs is, "centering social equity and health."

EXISTING CONDITIONS

History of Kenmore

Kenmore's beginnings and cultural features help provide a context for understanding Kenmore today. This section addresses archaeological and historic resources in the City of Kenmore.

Native Americans

The Native Americans who lived in the Sammamish River Valley Area were known as the Simump Tribe. Local settlers called them the Squaks, a corruption of the word "Squowh." According to historical accounts, ~~not more than~~approximately 200 Native Americans lived along Lake Sammamish or the Sammamish River Valley when white settlers arrived in the 1860s. Numerous arrowheads were found by early settlers at the mouth of the Sammamish River along Lake Washington.

According to the King County Office of Cultural Resources, there are no registered archaeological sites in Kenmore. However, the 1975 Washington Environmental Atlas, prepared by the US Army Corps of Engineers, indicates that along Lake Washington and the mouth of the Sammamish River are "areas known to contain large numbers of sites." It is therefore possible that there are unknown archaeological sites in Kenmore due to its lake and river frontage and low elevations.

~~Kenmore Founders~~White settlers

Abundant timber lured settlers to the Kenmore area in the 1860s. At that time, t~~T~~he forest-covered hills were ~~owned~~controlled by investors in Washington timber lands. Philo Remington, gun inventor, purchased vast land holdings including some in Kenmore. His son-in-law Watson C. Squire moved west, settling in the Seattle area, and purchased most of Remington's land holdings in Kenmore in 1880. Squire owned most of what is the northwest quadrant of Kenmore, from 62nd Avenue NE to 68th Avenue NE and from the waterfront to the top of the hill at NE 190th Street. He platted this land in 1892. Squire later became Territorial Governor in 1884, and then the first U.S. Senator from the State of Washington in 1889.

John McMasters leased property from Squire and operated McMasters' Shingle Mill from 1900 to 1920, the first commercial business in Kenmore. The mill was located just east of the current Kenmore Pre-Mix site. It was McMasters who named the community Kenmore because it reminded him of his birthplace Kenmore, 40 miles south of Ottawa, in Canada. This in turn had been named after Kenmore, Scotland, which ~~is~~has similar geography ~~to the study area~~ with its large lake and surrounding mountains.

Kenmore was considered rural and was connected to the region via railroads and logging roads as far back as 1876. In 1887, Seattle's Lake Shore and Eastern train went around Lake Washington along the route of today's Burke-Gilman trail and was a major regional line serving Puget Sound logging areas.

Seattle residents would take Sunday train rides rather than risk primitive roads to visit Kenmore and its "wilderness." There were early wagon roads between Seattle and Kenmore and by 1909 a road had been paved as far as Lake Forest Park. During 1913-1914, the brick road between Lake Forest Park and Bothell was opened and followed the original wagon trail. Other than travel by train or wagon, the area was accessible by steamboats that would stop at various landings on the lake.

4.• Housing and Land Use Element background text amendments

After completion of the brick road (now Bothell Way) in 1913-1914, restaurants sprang up in ~~the~~ Kenmore ~~portion of the road~~ and it became a custom to drive out to Kenmore for Sunday dinner. A piece of the original brick road is still visible just north of the former Wayne Golf Course clubhouse in Bothell.

About the time of the completion of the brick road, Kenmore School District built its first school in 1914 on McMasters Street, now NE 181st Street. Classes ranged from eight to 12 students in one class, with a class for each age. When no longer used as a school, the Kenmore Community Club used the building from 1925 to 1930. The Kenmore School District joined with the Bothell School District in 1916.

After the end of logging and in the days after World War I, Kenmore's population increased when Puget Mill sold a number of small tracts for residential use. The mill owners held much of the land in what is now Kenmore and when lots were put on the market, many homes were built north of what would be Bothell Way. Even with this boost in residents, the town was still a small community of about 150 persons and a few businesses.

The area began to develop and increase its population in the early 1930s. This growth and development included restaurants, dance halls, and roadhouses along Bothell Way, and earned Kenmore a questionable reputation. The area was known as "Roadhouse Strip."

In contrast to the development of the roadhouses, St. Edward Seminary was built in 1931 on 300 acres of Archdiocese property. Neighboring St. Thomas Seminary was built in 1959. Due to the lack of enrollment, St. Edward was closed in 1976 and St. Thomas was closed in 1977. A citizen campaign resulted in the State's purchase of the St. Edward portion of the property while the former St. Thomas seminary was leased to and eventually purchased by Bastyr University.

In the 1940s several businesses, many still operating, were established and provided local employment. Continuing Kenmore's connection to Lake Washington, in 1946 Bob Munro established Kenmore Air Harbor with one hangar and one two-seater aircraft.

Historic Structures and Places

The King County Historic Preservation Program maintains an inventory of over 1,000 historic resources located throughout the County. Development proposals for resources listed on the inventory are circulated to the King County Historic Preservation Officer for review and comment. The approximately 100 sites in Kenmore which are included in the 2010-2011 Historic Reconnaissance-Level Survey conducted by the King County Historic Preservation Program include:

- ~~Kenmore Bridge over the Sammamish River~~
- ~~Kenmore Community Clubhouse~~
- ~~Aqua Club~~
- ~~Inglewood Golf Course Clubhouse~~
- ~~St. Edward Seminary~~
- ~~St. Thomas Seminary (Bastyr University)~~
- ~~Kenmore Air Harbor House~~
- ~~Arnston-Hartlove Grocery~~
- ~~Northlake Lutheran Church~~
- ~~Church of the Redeemer~~

4.• Housing and Land Use Element background text amendments

- ~~Charles Thomsen House.~~

Name	Address	Local Landmark?
Kenmore Community Clubhouse	7304 NE 175th Street	Yes
Aqua Club	18512 58th Avenue NE	
Inglewood Golf Course Clubhouse	6505 Inglewood Road NE	
St. Edward Seminary (The Lodge at St. Edward State Park)	14477 Juanita Drive NE	Yes
St. Thomas Seminary (Bastyr University)	14500 Juanita Drive NE	
Kenmore Air Harbor House	6321 NE 175th Street	
Northlake Lutheran Church	6620 NE 185th Street	
Church of the Redeemer	6220 NE 181st Street	
Charles Thomsen House	7330 NE 170th Street	Yes

The above sites are located on **Figure LU-1**. ~~Most are potentially eligible for local landmark status. The Kenmore Community Clubhouse was designated as a local landmark in 2015. The Thomsen House was designated as a King County Landmark prior to Kenmore's incorporation. Both of these~~The City's local landmark properties are described more fully below.

Charles Thomsen House

The Charles M. Thomsen House was built in 1927 ~~in the French Provincial Style~~ and was designated as a King County Landmark prior to Kenmore's incorporation in 1998. While the vast majority of Period Revival style residences in King County are located in Seattle, the handful of Period Revival homes in formerly rural, unincorporated areas of the County consist of variations of the English Cottage and Colonial Revival Styles. The Thomsen ~~Estate~~House is notable as it is the only known example of a rural residence constructed in the French Provincial Style and it is considered to be in good condition with many original features. The Charles Thomsen House may be eligible for the State of Washington Heritage Register or the National Register.

*Kenmore Community Club*house

The Kenmore Community Clubhouse was constructed in 1929-1930 for the Kenmore Community Club and was designated as a local landmark in 2015. The Landmarks Commission's landmark designation report states that the Clubhouse is a rare surviving building that exemplifies the importance of clubs and civic organizations in early to mid-20th century King County. The Clubhouse has served as a meeting space for a wide variety of organizations and activities, especially during the 1930s, 40s and 50s, and is still being used for its original purpose.

4.• Housing and Land Use Element background text amendments

St. Edward Seminary/Lodge at St. Edward State Park

The St. Edward Seminary opened doors in 1931 as Washington State's first Catholic seminary for the education of diocesan priests. In the late 1930s, the school became the first fully accredited seminary in the United States. The building is a highly intact, large-scale example of the Late Romanesque Revival style and is the work of architect John Graham Sr. a prolific early 20th century architect in the Pacific Northwest whose most notable commissions in Seattle included the Space Needle, Frederick & Nelson Department Store, Dexter-Horton Building, and the former Bon Marche building. After declining enrollment, the seminary and its surrounding land were sold in 1977 to the State of Washington to become Saint Edward State Park. Beginning in 2017, Daniels Real Estate rehabilitated and restored the seminary building which had been vacant and fallen into disrepair. The Lodge at St. Edward State Park opened in 2021.

~~According to the State of Washington Office of Archaeology and Historic Preservation, t~~The St. Edward Seminary is listed on the State of Washington Heritage Register and in the National Register of Historic Places. It was awarded local landmark status in 2018 at the same time the property was rehabilitated and restored into the Lodge at St. Edward State Park. ~~The Charles Thomsen House may also be eligible for the Washington Heritage Register or the National Register.~~

~~The~~A 2010-2011 reconnaissance survey also identified many homes in the Uplake Terrace neighborhood that may be eligible for local landmark status as representative of Mid-Century Modern architecture. Additional historic surveys would identify potential landmarks in other neighborhoods of the City.

4.• Housing and Land Use Element background text amendments

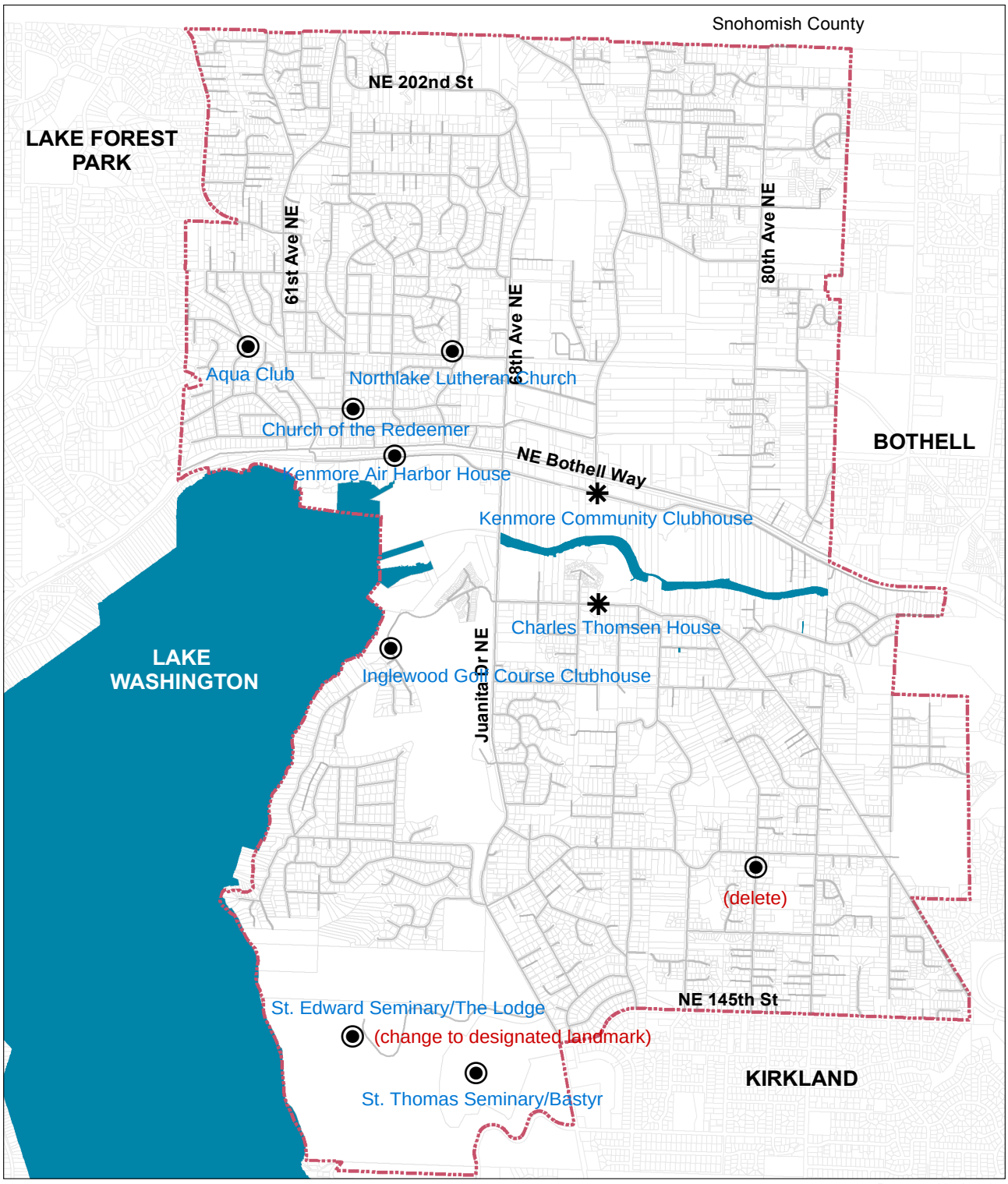

Figure LU-1

4.• Housing and Land Use Element background text amendments

Land Use Patterns

This section analyzes existing land use patterns in the City of Kenmore. Both existing and planned land uses are addressed.

Existing Land Uses

The City of Kenmore boundaries encompass approximately 6.1 square miles of land. The City contains primarily single-family residential land uses, but also includes a variety of other uses as shown in **Table LU-A and Figure LU-2**. Kenmore is largely a built-out community with a limited amount of unconstrained vacant land suitable for development, but with significant opportunities for redevelopment.

TABLE LU-A
~~2015~~2022 LAND USE BY PARCELS - CITY OF KENMORE

CATEGORY	ACRES	PERCENT
Single-family	1908.7	56.0%
Multi-Family	155.8	4.6%
Commercial	94.2	2.8%
Industrial	49.3	1.4%
Public	51.8	1.5%
Schools	156.4	4.6%
Utility	8.6	0.3%
Parks	423.0	12.4%
Golf Course	144.3	4.2%
Open Space/Tracts	111.8	3.3%
Vacant	230.1	6.8%
Unknown	78.1	2.3%
TOTAL	3,412	100%
Note: Does not include rights-of-way		

Source: King County Department of Assessments

4.• Housing and Land Use Element background text amendments

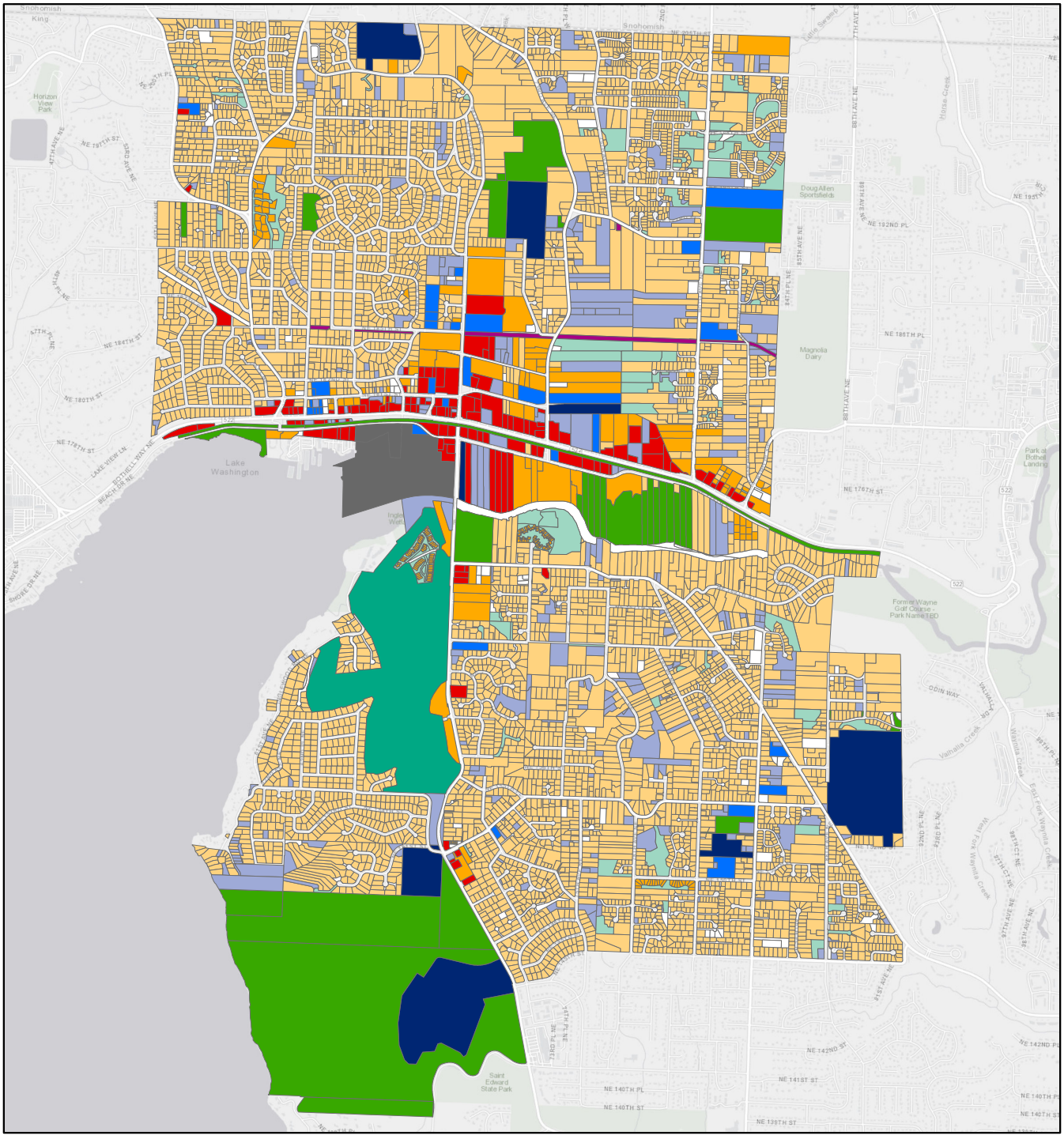

Figure LU-2

4.• Housing and Land Use Element background text amendments

Most of the Kenmore's single-family residential growth will occur on remaining vacant parcels, ~~estimated at 102 acres net available in 2007,~~ or as a result of infill development of partially developed properties. However, most of Kenmore's commercial growth would occur as redevelopment of developed lands.

Kenmore Air Harbor

Founded in 1946, Kenmore Air Harbor is a unique land use in the City. The seaplane base is located on a 5-acre property on the Lake Washington waterfront. The airline provides daily service to downtown Seattle, the San Juan Islands and Canada, and includes customs services for international flights.

The seaplane fleet has an average size of 20 single-engine planes. In ~~2015~~2019, about ~~half~~two-thirds of the fleet was made up of de Havilland Otters (the largest planes, accommodating up to 10 passengers). The other ~~half~~third was smaller de Havilland Beavers and two Cessna 180s. Given dock space constraints, the airport estimates that no more than 25 seaplanes will be based at Kenmore Air Harbor in the future, although the mix of planes may change to accommodate more of the larger aircraft. The Air Harbor also provides space for approximately 25 private airplanes.

During the summer season, approximately 110 "operations" per day (single takeoffs or landings) occur at Kenmore Air Harbor. On a typical winter day, 10 operations could be expected. In ~~2014~~2019, approximately ~~61,000~~65,000 passengers were served. July and August are the Air Harbor's busiest months.

The seaplanes are able to fly from dawn to dusk, however, the airport has a voluntary curfew in place, restricting operations in Kenmore before 7:30 a.m. on weekdays and before 8:30 a.m. on weekends.

Although all Kenmore Air seaplanes are based and maintained in Kenmore, half of them travel to Kenmore Air's Lake Union passenger terminal before traveling north to Canada and the San Juan Islands. The balance of the fleet travels directly from Kenmore to northern Canada.

Along with passenger services, the Air Harbor does seaplane restoration and maintenance on its property. Annual inspections may involve engine testing or other noise. Kenmore Air has a full parts department for de Havillands and Cessnas. They are, in fact, one of the largest seaplane parts supplier in North America. They also provide parts and technical support for Edo floats, although float manufacturing is done off-site.

During its summer peak, the Air Harbor employs approximately 250 people.

Two runways on Lake Washington are used: Waterway 16-34 is 10,000' long and 1,000' wide; Waterway 18-36 is 3,000' long and 1,000' wide. Most of the time, the seaplanes take off to the southwest. If the north wind is strong, the planes taxi farther down the lake and take off to the north near the Air Harbor.

Landing patterns at Kenmore Air Harbor are determined by wind direction, as aircraft normally land into the prevailing wind. If the wind is from the north, as it is during a typical summer day, aircraft fly northbound up the middle of the lake from the Sand Point area, then land to the north at Kenmore and taxi in to the dock. If the wind is from the south, which is more common during the winter months, aircraft fly a standard left rectangular traffic pattern and land to the south on the lake. The downwind leg of this pattern is flown over the golf course, the base leg just east of 68th Avenue NE, and the final approach leg approximately over the CalPortland property. On an annual basis, approximately 75% of all landings are northbound and 25% southbound.

4.• Housing and Land Use Element background text amendments

There is a speed limit to reduce boat speeds in the seaplane waterway area that is monitored by the King County Harbor Patrol.

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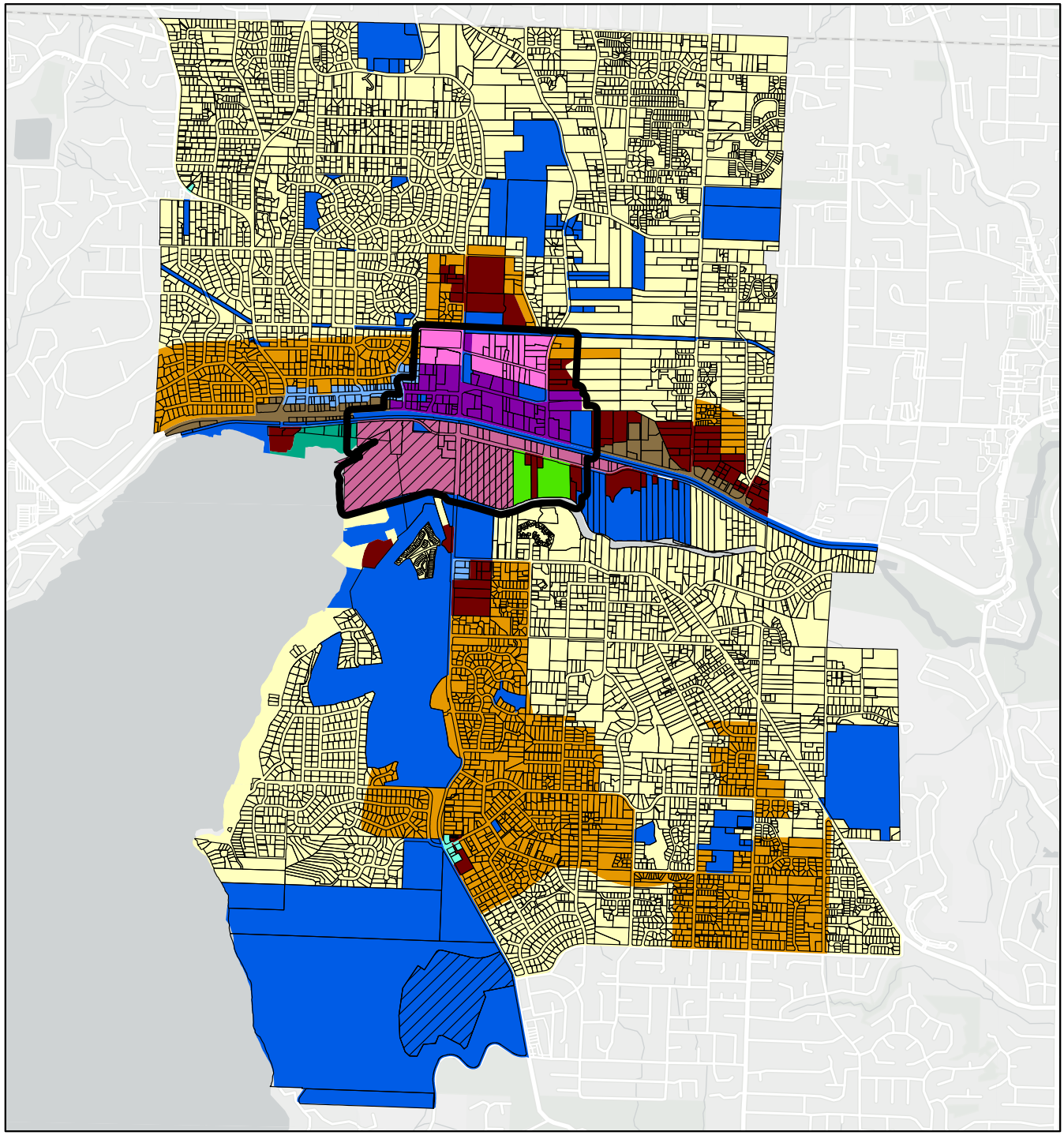
4.• Housing and Land Use Element background text amendments



Kenmore Land Use Plan

Figure LU-3

4.• Housing and Land Use Element background text amendments

Bastyr University Master Plan

This map is intended for planning purposes only and is not guaranteed to show accurate measurement.
Source: Bastyr University

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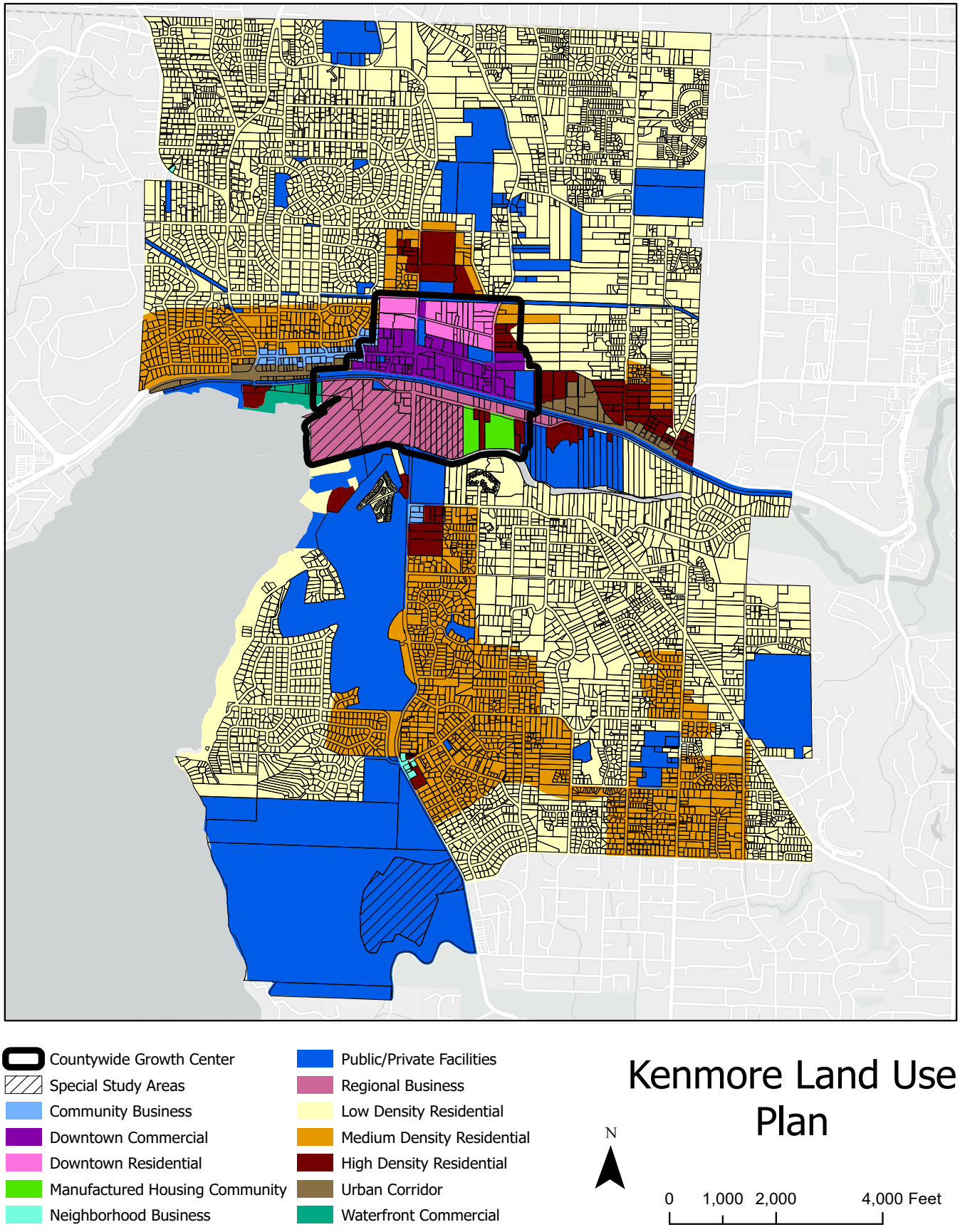
Figure LU-3A Not to Scale December 2009



4.• Housing and Land Use Element background text amendments

City Of Kenmore, Washington

Memorandum

Date: February 23, 2022

To: Planning Commission

From: Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner

Regarding: Capital Facilities Element

As part of this year's Comprehensive Plan amendments, the Capital Facilities Element is being revised (see Attachment 1). The primary amendment recognizes the Public Works Facility and its new cost estimates. However, there also are changes to Transportation and Surface Water projects prompted by the City Council's adoption of the Capital Improvement Program in 2021. Further changes to the Transportation projects are anticipated as part of this year's Transportation Element update.

The one additional new project responds to the City Council's interest in developing affordable housing in the City. The Council has authorized approximately $3 million in the City's federal American Rescue Plan Act (ARPA) funds, along with about $2 million in surplus property to jumpstart this project. Preliminarily, $3 million from the ARCH Housing Trust Fund also has been allocated.

Attachments
Attachment 1: Revised Capital Facilities Element

18120 68th Ave NE, Kenmore, WA 98028
Office: (425) 398-8900 · Fax: (425) 481-3236 · cityhall@kenmorewa.gov · www.kenmorewa.gov

CAPITAL FACILITIES ELEMENT

INTRODUCTION

Purpose

The Capital Facilities Element is intended to assist the City of Kenmore and its officials make the financial decisions to ensure that the public facilities and services City residents rely on will continue to adequately support City residents today and into the future. The Capital Facilities Element places particular focus on those facilities that the City is responsible for funding. This Element contains a six-year plan for capital improvements that support the City of Kenmore's current and future population and economy. The six-year capital improvements described here must be fully funded.

Another purpose of the Capital Facilities Element is to respond to Growth Management Act requirements to provide a process to review the potential siting of uses typically difficult to locate in most communities due to environmental, economic, or social costs. This Element provides policies that would guide local permit and public review of essential public facilities.

Growth Management Act Requirements

The Growth Management Act (GMA) establishes many of the requirements of the capital facilities element. It establishes an overall goal to "ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards." The GMA requires that the capital facilities element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year plan to indicate from what sources the identified future facilities will be financed. The GMA defines public facilities to include roadways, street lighting, traffic signals, sidewalks, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. Public services are defined to include fire protection, law enforcement, public health, education, recreation, environmental protection, and other governmental services. The Capital Facilities Element is intended to provide a general assessment of major public services which impact land use issues, rather than a detailed analysis of every service provided by government.

Another key GMA requirement is to include a process for identifying and siting essential public facilities. Essential public facilities include "those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, community facilities as defined in RCW 72.05.020, and secure community transition facilities as defined in RCW 71.09.020." No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

4.• Capital Facilities Element amendments

VISION 2050

VISION 2050 acknowledges that expanding public services to accommodate growth can create challenges in how and where to site new facilities. While capital facilities are essential to communities, commerce, and quality of life, they often affect the environment and adjacent communities. VISION 2050 adds a new emphasis on equity considerations to ensure that both the benefits and the impacts of capital facilities are shared by communities throughout the region.

Countywide Planning Policies

The King County Countywide Planning Policies (CPPs) include general policies regarding adequate infrastructure for planned development for those areas within the Urban Growth Area. Growth is to be directed to centers and urbanized areas with existing infrastructure capacity. Policies also include several policy statements regarding water and wastewater. In summary, the policies address regional coordination of water supplies, water conservation, alternate sewer treatment technologies and systems, and preference for urban water and sewer systems to serve new construction in the areas identified for growth.

The ~~King County Countywide Planning Policies~~CPPs ~~indicate~~state that public capital facilities of a regional or statewide nature should be sited ~~in a way that equitably disperses impacts and benefits and supports the Countywide Planning Policies~~using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities. As in VISION 2050, the CPPs emphasize that the impacts and benefits of public capital facilities should be equitably dispersed while still reflecting the CPPs' overall policy directions.

When siting and building essential public services and facilities, CPP policies support consideration of climate change, economic, equity, and health impacts.

Concurrency, Level of Service and Impact Fees

Concurrency refers to the timely provision of public facilities and services relative to the need for them, especially for transportation improvements. WAC 365-196-210 states, "Concurrency means that adequate public facilities are available when the impacts of development occur, or within a specified time thereafter." The City maintains a 6-year capital improvement program that identifies needed improvements and the funds to pay for them. Longer-term facilities plans are described in individual Comprehensive Plan elements or summarized in this element, along with estimates of future costs, if available.

Level of service standards provide the baseline by which the impacts of new development are measured. WAC 365-196-210 states, "Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards are synonymous with locally established minimum standards." For transportation facilities, if growth will reduce the level of service below the City's adopted standards, development permits cannot be issued until facilities are provided. The Transportation Element discusses level of service standards for multimodal transportation facilities.

The City's impact fee requirements are in place to maintain desired levels of service by providing funding from new development for needed improvements. Impact fees are available as a funding mechanism for transportation facilities, parks, fire protection facilities, and schools. The City requires impact fees for transportation facilities and parks. ~~If~~When the Northshore School District determines that impact fees for

4.• Capital Facilities Element amendments

schools are needed, they may request that the City collect school impact fees on their behalf. The need for additional fire protection facilities was not identified in the Public Services Element.

Sound Fiscal Management

Planning for major capital facilities and their costs enables the City of Kenmore to demonstrate the need for facilities and the need for revenues to pay for them. It also allows the City to estimate the future operation/maintenance costs of new facilities that will impact the annual budget. Additionally, it helps the City take advantage of sources of revenue (i.e., grants, fees, real estate excise taxes) that require a Capital Facilities Plan to qualify for the revenue. Lastly, it may help the City get better ratings on bond issues when the City borrows money for capital facilities.

Eligibility for Grants and Loans

The State Department of Community Development's Public Works Trust Fund requires that local governments have a Capital Facilities Plan in order to be eligible for grants and loans. Some other grants and loans have similar requirements (i.e., Washington State Recreation and Conservation Office grants, or the Department of Ecology's Centennial Clean Water Fund), or give preference to jurisdictions that have a Plan.

INVENTORY/FORECAST OF FUTURE NEEDS

General

The inventory and forecast of needs required in the Capital Facilities Element have been met in other Elements as follows:

- Existing and future needs for transportation facilities, **Chapter 6, Transportation Element**
- Domestic water systems, storm and sanitary sewer systems, **Chapter 8, Surface Water Element** and **Chapter 10, Utilities Element**
- Parks and recreational facilities, **Chapter 7, Parks, Recreation and Open Space Element**
- Government services including City, fire, police, human, library, and school services, **Chapter 9, Public Services Element**
- Affordable housing provision, **Chapter 5, Housing Element**

Levels of service analyses, where appropriate, also are discussed in these other Elements.

In 2018, the City of Lake Forest Park ended their contract with the City of Kenmore to provide public works services. The existing public works shop in Lake Forest Park will no longer be used by the City of Kenmore. This shop provides services needed to support the Transportation; Parks, Recreation and Open Space; Surface Water; and Public Services Elements of this Plan. Based on a level-of-service analysis of Kenmore's participation in the Lake Forest Park shop, the City estimates that a shop capable of housing twelve employees (five maintenance workers, an Administrative Assistant and six seasonal employees) will be required. This shop would maintain existing shop capacity and would continue to serve the City for the foreseeable future.

Housing Element policies support the use of surplus public property and local resources to leverage other public and private funding for the creation or preservation of affordable housing. In 2021/2022, the City

4.• Capital Facilities Element amendments

Council determined that developing a project to provide affordable housing would fulfill not only a Council priority, but also would implement the goals, objectives, and policies of the Housing Element. Preliminarily, funding from the City's American Rescue Plan Act (ARPA) allocation and the ARCH Housing Trust Fund, along with a donation of surplus City property will advance this effort. Other affordable housing projects may be identified in the future for City participation.

The focus of the Capital Facilities Element is to identify the capital facility costs and timeframes for at least 6 years to support the Comprehensive Plan.

Essential Public Facilities

Existing Essential Public Facilities

Within Kenmore today, there are several existing facilities that would qualify as "essential public facilities" including, but not limited to:

- SR-522 – Bothell Way, a state transportation facility (classified as a Highway of Statewide Significance)
- Kenmore Air Harbor, a private seaplane base, which is considered a "public use airport" by the Washington State Aviation System Plan
- Several adult family homes and group homes as described in **Chapter 5, Housing Element.**

Although not specifically listed in the definition of essential public facilities, regional wastewater facilities could be considered essential public facilities, since the definition lists examples and is not a definitive list. Examples of regional wastewater facilities include:

- King County Department of Natural Resources, Wastewater Treatment Division, regional facilities within Kenmore. These include the Kenmore Pump Station/Logboom Regulator System, Swamp Creek Trunk, and Kenmore Interceptor. The Kenmore Pump Station/Logboom Regulator System controls flows in the Kenmore Lakeline, a 48-inch diameter, five-mile long pipeline constructed in Lake Washington between Kenmore and Matthew's Beach. This system conveys sewage from King County's North Service Area to Matthews Beach Pump Station and from there to the West Point Treatment Plant. The Kenmore Interceptor is a 72-inch diameter sewer within Kenmore that enters the City from the east.

Planned Essential Public Facilities

The State of Washington Office of Financial Management (OFM) is required to maintain a list of those essential state public facilities that are required or likely to be built within the next six years. The OFM ~~2015-2021~~2021-2027 Six-Year Facilities Plan includes no planned facilities in Kenmore.

CAPITAL FACILITIES PLANNING

This section addresses short and long-term improvement plans for City facilities including parks and recreation, surface water and transportation. **Tables CF-A** through **CF-D** are the Capital Facilities Plans through 2035 for transportation and surface water and through 2040 for parks, recreation and open spaces. **Table CF-E** is the City's current Capital Improvement Program, showing the 6-year plans for capital facilities with forecasts of expenditures and revenues. Cost estimates and revenue projections are most accurate for the current biennium and least accurate for the long-term assessments. Projects and

4.• Capital Facilities Element amendments

schedules in the Capital Facilities Element of the Comprehensive Plan will be updated ~~annually~~as needed ~~as part of~~in conjunction with the City's budget process.

The Element also incorporates by reference the 6-year capital facility plans for the special districts that provide water, wastewater services, fire protection and school services: the Northshore Utility District, the Northshore Fire Department and the Northshore School District. Agencies or special districts, in accordance with the provisions of the Growth Management Act, may need to update their Comprehensive Plans and/or 6-year capital improvement plans in order to be consistent with the City's Comprehensive Plan.

4.• Capital Facilities Element amendments

TABLE CF-A
PARKS CAPITAL IMPROVEMENTS
CITY OF KENMORE
2020-2040 FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
ACQUISITION	
Short-Term	
Swamp Creek Wetland Acquisition – Phase 1	1,700,000
Mid-Term	
Bastyr Field Replacement (Feasibility Study)	150,000
Tolt Pipline – Phase 2 (73rd Ave. NE to 80th Ave. NE)	1,230,000
New Parkland Acquisition	5,560,785
WaterWalk Trail Acquisition – Phase 1 (Log Boom to Squires Landing)	741,438
Long-Term	
Moorlands Park Expansion Acquisition	741,438
Swamp Creek Wetland Acquisition – Phase 2	4,655,000
Aquatic/Community Center Partnership (¼ cost)	6,250,000
Lake Washington Waterfront Park Acquisitions	7,414,380
New Parkland Acquisition	16,682,355
Sammamish River Waterfront Park Acquisitions	8,897,256
DEVELOPMENT	
Short-Term	
Twin Springs Interim Use Plan	100,000
Moorlands Park Improvements	50,000
Rhododendron Park Boardwalk & Float Mitigation	96,000 + 8,000
Squires Landing Replacement Float Mitigation	16,000
Squires Landing Waterfront Access Project	5,750,000
Log Boom Park Waterfront Access Project	2,740,000
Rhododendron Park – Phase 2 Boatshed	487,000
Swamp Creek Wetland Trail Access Point	75,000
Linwood Park (Master Plan)	1,057,770
Mid-Term	

4.• Capital Facilities Element amendments

City Hall Park – Phase 2	620,000
Linwood Park (Implementation)	1,051,770
Rhododendron Park – Phase 3	1,040,000
Athletic Fields	3,500,000
Swamp Creek Wetland Nature Trail	1,785,000
Tolt Pipeline Trail Phase 2 (73rd Ave. NE to 80th Ave. NE)	350,000
Twin Springs Park Phase 2 Trails	1,716,000
Twin Springs Park Phase 3 (Nature Play, Shelter)	1,800,000
Wallace Swamp Creek Park (Master Plan, Implement)	1,281,500
ADA and Universal Access	*
Dog Off-Leash Area	739,000
Existing Park Capacity Improvements (Expansion or New Features)	9,750,000
Restoration of Natural Areas	*
Safe Routes to Parks	*
WaterWalk Trail Development (Feasibility and Implementation)	5,000,000
Long-Term	
Moorlands Park Expansion Development	1,650,000
Squires Landing Waterfront Access – Phase 2	4,144,800
Tolt Pipeline Trail Phase 2	3,402,000
Aquatic/Community Center Partnership Development (1/4 cost)	10,625,000
ADA and Universal Access	*
Existing Park Capacity Improvements	9,750,000
Lake Washington Waterfront Park Development	10,000,000
Natural Area Restoration	*
New Park Land Development	45,000,000
Safe Routes to Parks	*
Sammamish River Waterfront Park Development	5,000,000
WaterWalk Trail Development	5,000,000

4.• Capital Facilities Element amendments

REPAIR/REPLACEMENT (RENOVATION)	
Short-Term	
Park Facility Repair/Replacement	*
Mid- Term	
Park Facility Repair/Replacement	*
Long-Term	
Park Facility Major Repairs/Replacement	*
Total	**$186,655,722**

*Dollar amount is not included at this time as the scale and scope of the project has not been determined

4.• Capital Facilities Element amendments

TABLE CF-B
SURFACE WATER FACILITIES CAPITAL IMPROVEMENTS
CITY OF KENMORE
~~2015~~2022-2035 FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
~~Little Swamp Creek Culvert Replacement at 192ND Street~~	~~395,000~~
0056 Culvert Replacement and Repairs at 190TH Street	~~1,111,000~~2,700,000
Surface Water Component of SR 522 Corridor Improvement Project – West A	634,000
~~Tributary 0056 Evaluation~~	~~100,000~~
~~Ditch Rehabilitation~~	~~68,000~~
Tributary 0057 Evaluation	~~25,000~~50,000
~~Sammamish Tributary 02 Evaluation~~	~~25,000~~
Small Works Projects	1,~~0~~300,000
~~Strawberry Hills Surface Water Facility Retrofit~~	~~460,000~~
~~Wallace Swamp Creek Park Pond Beaver Management~~	~~96,000~~
Little Swamp Creek Relocation	~~1,274,000~~4,500,000
Northlake Heights LID Retrofit	~~1,588,000~~1,274,000
~~Juanita Drive Surface Water Facility Retrofit~~	~~698,000~~
Kenmore Lane (Plat) Facility Retrofit	1,000,000
Blueberry Creek Culvert Replacement	2,500,000
NE 202nd St. Culvert Replacement	2,500,000
NE 192nd St. West Culvert Replacement	2,500,000
TOTAL	**$~~7,474,000~~18,958,000**

4.• Capital Facilities Element amendments

TABLE CF-C
TRANSPORTATION CAPITAL IMPROVEMENTS
CITY OF KENMORE
~~2015~~2022~~-~~2035 AND BEYOND FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
West Sammamish River Bridge	~~20,000,000~~41,495,000
~~SR-522 Improvements (61st-65th)~~	~~9,800,000~~
SR-522 Improvements (Lake Forest Park-61st)	9,000,000
Sidewalk and Crossing Program	900,000
Downtown Parking Feasibility Study	75,000
61st Ave. Sidewalk Replacement (East Side)	~~2,100,000~~3,500,000
61st Ave. Sidewalk Replacement (West Side)	1,500,000
~~Neighborhood Transportation Plans~~	~~1,500,000~~
Arterial Restriping to add Bike Lanes on 73rd Ave. (south of 192nd), 80th Ave. and Simonds Road	360,000
Juanita Drive (NE 143rd St. to NE 170th St.)	~~13,000,000~~16,845,000
Feasibility Study for Grade-Separated Crossing of SR 522	~~250,000~~500,000
68th Ave. Northbound Right Turn Pocket Extension	~~2,600,000~~1,600,000
175th Lower Swamp Creek Bridge	~~810,000~~3,000,000
Yellow Standard Pedestrian Facilities	18,900,000
Yellow Standard Bicycle Facilities	18,800,000
Improved Pedestrian Crossings	650,000
Grade Separated SR522 Crossing	17,100,000
Intersection Treatments at 67th Ave./181st St. and 67th Ave./175th St.	6,000,000
Intersection Treatments at 73rd Ave./192nd St., 80th Ave./192nd St., and 84th Ave./Simonds Rd.	3,800,000
Lakepointe Drive West (SR522 to 68th Ave.), including new intersection at 68th Ave.	7,500,000
175th Signal Removal	20,000
Lake Pointe Dr. East (68th Ave. to SR 522)	7,500,000

4.• Capital Facilities Element amendments

TOTAL	$~~140,665,000~~159,045,000

4.• Capital Facilities Element amendments

TABLE CF-D

OTHER CAPITAL IMPROVEMENTS
CITY OF KENMORE
~~2015-2035~~2022-2044 AND BEYOND FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
Public Works Shop Land Acquisition and Development	$~~6,500,000~~10-20,000,000
Affordable Housing Development	$8,090,000
TOTAL	$~~6,500,000~~18,090,000-28,090,000

4.• Capital Facilities Element amendments

TABLE CF-E
CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

EXPENDITURES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
PARKS							
P 1 Twin Springs Interim Use	$227,900	$0	$0	$0	$0	$0	$227,900
P 18 Rhododendron Park Waterfront & Open Space I	18,000	8,000		0	0	0	26,000
P 18a Rhododendron Park Float Mitigation	2,000	2,000	0	0	0	0	4,000
P 26 Tlahwadees Landing Float Mitigation	4,000	4,000	0	0	0	0	8,000
P 27 Tlahwadees Landing Park Waterfront & Mitigat	179,762	8,078,190	30,000	43,000	43,000	43,000	8,416,952
P 28 Log Boom Park Waterfront Access & Mitigatio	2,490,461	725,382	60,000	42,500	42,500	42,500	3,403,343
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	3,200	3,200	3,200	0	16,000
P 31 Tlahwadees Landing Park Land Acquisition-Op	150,151	0	0	0	0	0	150,151
P 32 Moorlands Field Lighting	0	0	0	10,000	60,000	580,000	650,000
Total Parks	**$3,075,474**	**$8,820,772**	**$93,200**	**$98,700**	**$148,700**	**$665,500**	**$12,902,346**
TRANSPORTATION							
T 8 SR 522 West B 57th to 61st	$5,000	$250,000	$250,000	$900,000	$585,000	$10,000	$2,000,000
T 27 Sidewalk Program:							
Sidewalk Gaps/ADA Replacement Program	20,000	150,000	100,000	100,000	100,000	100,000	570,000
T27x NE 192nd Ave Sidewalks (73rd Ave -75th A	500	86,306	344,194	0	0	0	431,000
T 47 Arrowhead Dr	1,000	60,000	85,900	980,348	0	0	1,127,248
T 35 Pavement Preservation	150,000	990,000	150,000	990,000	150,000	990,000	3,420,000
T 37 West Samm Bridge	18,024,711	8,643,947	893,176	9,757	9,759	78,632	27,659,982
T 38 175th St/ Swamp Creek Crossing	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segr	9,897,233	358,699	0	0	0	0	10,255,932
T 42 68th Ave Pedestrian & Bicycle Safety All Segm	9,167,718	2,733,503	0	0	0	0	11,901,221
T 44 61 Ave Sidewalk Replacement Project	85,000	165,000	4,674,265	0	0	0	4,924,265
T 48 2018 Local Road Safety - Signing	292,000	0	0	0	0	0	292,000
T 49 2018 Local Road Safety - Lighting	35,000	0	0	0	0	0	35,000
T 50 SR522 Gateway Sign East	20,000	0	0	0	0	0	20,000
T51 Burk-Gilman Trail/NE 175th St. wayfinding&	10,000	296,047	0	0	0	0	306,047
Total Transportation	**$37,708,162**	**$13,758,502**	**$6,522,535**	**$3,155,105**	**$1,044,759**	**$3,378,632**	**$65,567,695**
SURFACE WATER							
SW 8 190th St. Fish Passable Culvert	$316,000	$2,074,580	$0	$0	$0	$0	$2,390,580
SW 8 Trust Fund Loan Repayment	81,650	81,650	81,650	81,650	81,650	81,650	489,900
SW 17 Little Swamp Creek Relocation	0	0	0	0	800,000	814,300	1,614,300
SW 20 Small Works Projects	75,000	75,000	75,000	75,000	75,000	75,000	450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE	0	0	0	0	500,000	0	500,000
SW 31 Drainage Impr & Street Repair at 66th Ave N	200,000	0	0	0	0	0	200,000
SW 32 61st Ave Stabilization	150,000	0	0	0	0	0	150,000
SW 34 Blueberry Creek Culverts	0	200,000	300,000	1,000,000	0	0	1,500,000
SW 34 Blueberry Creek Culverts Bank Note Repaym	0	0	0	0	120,000	120,000	240,000
T 44 61 Ave Sidewalk Replacement Project	0	0	30,000	0	0	0	30,000
T 37 West Samm Bridge (SWM Component)	649,587	0	0	0	0	0	649,587
Total Surface Water	**$1,472,237**	**$2,431,230**	**$486,650**	**$1,156,650**	**$1,576,650**	**$1,090,950**	**$8,214,367**
CITY FACILITIES							
F 1 Public Works Shop Land Acquisition & Develop	$6,000,000	$0	$4,000,000	$0	$0	$0	$10,000,000
Consultant and Acquisition Costs.	100,000	0	0	0	0	0	100,000
F 2 Debt Repayment	0	641,000	639,000	636,000	638,000	639,000	3,193,000
Total City Facilities	**$6,100,000**	**$641,000**	**$4,639,000**	**$636,000**	**$638,000**	**$639,000**	**$13,293,000**
TOTAL EXPENDITURES	**$48,355,873**	**$25,651,504**	**$11,741,385**	**$5,046,455**	**$3,408,109**	**$5,774,082**	**$99,977,408**

4.• Capital Facilities Element amendments

TABLE CF-E
CITY OF KENMORE, WASHINGTON
CAPITAL IMPROVEMENT PROGRAM
AS ADOPTED FOR THE YEARS 2021-2026

REVENUES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
Park Impact Fee Revenue	76,000	581,410	0	10,000	60,000	290,000	1,017,410
State Department of Commerce Award: Twin Spring:	151,900	0	0	0	0	0	151,900
State Appropriation Unsecured	0	927,000	0	0	0	0	927,000
RCO Park Grants	209,093	961,482	0	0	0	290,000	1,460,575
King County Park Levy	9,200	309,200	63,200	45,700	45,700	42,500	515,500
King County Conservation District, secured	0	213,000	0	0	0	0	213,000
King County Waterworks Grants	0	100,000	0	0	0	0	100,000
Walkways & Waterways Bonds: Log Boom, Squires	1,791,571	4,147,950	0	0	0	0	5,939,521
City Swamp Creek Basin Funds	150,151	550,486	30,000	43,000	43,000	43,000	859,637
Public Art Fund	55,559	24,083	0	0	0	0	79,642
Real Estate Excise Tax (Parks)	632,000	1,006,161	0	0	0	0	1,638,161
Transportation Impact Fee Revenue	3,258,848	358,699	0	0	0	0	3,617,547
Real Estate Excise Tax (Transportation)	$3,165,050	$2,140,000	$250,000	$1,090,000	$250,000	$1,090,000	7,985,050
Dept of Commerce: Juanita Drive	194,000	0	0	0	0	0	194,000
WSDOT Safe Routes to School - Sidewalks	1,500	146,306	430,094	980,348	0	0	1,558,248
WSDOT pedestrian/bike grant	65,000	461,047	1,144,265	0	0	0	1,670,312
Future Grants	0	0	3,500,000	0	0	0	3,500,000
Federal Highway Safety Impr Program - Sidewalks	326,000	0	0	0	0	0	326,000
Walkways & Waterways Bonds: Juanita and 68th Av	5,908,160	400,000	0	0	0	0	6,308,160
WSDOT Grants: Juanita Drive	1,704,000	0	0	0	0	0	1,704,000
Sound Transit Grant Juanita Drive	1,278,000	0	0	0	0	0	1,278,000
Reimbursements from Other Agencies	2,765,330	0	0	0	0	0	2,765,330
Connecting WA Funds T8	5,000	250,000	250,000	900,000	585,000	10,000	2,000,000
DOE Grant: Juanita and 68th Ave	1,012,563	0	0	0	0	0	1,012,563
Strategic Opportunity Fund	0	1,333,503	0	0	0	0	1,333,503
Other grant or funding	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
Surface Water Utility Funds	0	0	30,000	0	0	0	30,000
Transportation Impact Fee Revenue-Samm Bridge	0	45,000	352,770	9,757	9,759	78,632	495,918
Real Estate Excise Tax (Transportation) - Samm Brid	0	996,913	500,000	0	0	0	1,496,913
BRAC Grant West Samm Bridge Replacement	3,692,856	0	0	0	0	0	3,692,856
TIB Grant: West Samm Bridge Replacement	3,650,023	1,295,403	0	0	0	0	4,945,426
Connecting WA Funds West Samm Bridge Replacen	9,619,546	6,306,631	40,406	0	0	0	15,966,583
Surface Water Management Fund	649,587	0	0	0	0	0	649,587
Utility Reimbursement: West Samm Bridge Replacen	412,699	0	0	0	0	0	412,699
Surface Water Utility Funds	1,056,237	1,419,230	386,650	56,650	396,650	440,950	3,756,367
Surface Water General Utility Charges	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Public Works Trust Fund Loan: 190th Culvert	316,000	912,000	0	0	0	0	1,228,000
Bank Note for Blueberry Creek Culverts (10 Yr 2.5%)				1,000,000	0	0	1,000,000
King County Flood Control District Resources	0	0	0	0	380,000	50,000	430,000
Other grants	0	0	0	0	700,000	500,000	1,200,000
20 year Note Public Works Shop	6,000,000	4,000,000	0	0	0	0	10,000,000
Surface Water Utility Funds	50,000	288,450	287,550	286,200	287,100	287,550	1,486,850
Street Fund	0	128,200	127,800	127,200	127,600	127,800	638,600
General Fund	50,000	160,250	159,750	159,000	159,500	159,750	848,250
Transportation Benefit District	0	64,100	63,900	63,600	63,800	63,900	319,300
TOTAL REVENUES	**$48,355,873**	**$29,651,504**	**$7,741,385**	**$5,046,455**	**$3,408,109**	**$5,774,082**	**$99,977,408**

4.• Capital Facilities Element amendments

GOALS, OBJECTIVES, AND POLICIES

Following are the goals, objectives and policies addressing capital facility planning and financing. These are applicable to Kenmore as well as to other agencies planning public capital facilities and services in Kenmore.

GOAL CF-1. ESTABLISH APPROPRIATE LEVELS OF SERVICE FOR PUBLIC FACILITIES TO ADEQUATELY SERVE EXISTING AND FUTURE DEVELOPMENT.

Objective CF-1.1 Identify and define types of public facilities.

Policy CF-1.1.1 Maintain an inventory of existing public facilities owned or operated by the City, and reference those of the County, State, special districts, or other public entities within Kenmore. Include in the inventory the locations and capacities of such facilities and systems.

Objective CF-1.2 Review standards for levels of service, where appropriate, for each public facility, and determine what additional public facilities are needed in order to achieve and maintain the desired quality of life and vision for the City of Kenmore.

Policy CF-1.2.1 Level of service standards should 1) measure the quality of life based on the City's vision of its future and values, 2) be achievable for existing development and growth anticipated in the land use plan, and 3) be achievable with existing and proposed financing plans.

Policy CF-1.2.2 If appropriate, use the level of service standards to 1) determine the need for public facilities and 2) test the adequacy of such facilities to serve proposed development. In addition, use the level of service standards for city-owned public facilities to develop the City's annual budget and 6-year Capital Improvement Program.

Policy CF-1.2.3 Reassess the Capital Facility Element annually to ensure that public facilities needs, financing, and level of service are consistent with the land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan.

GOAL CF-2. PROVIDE ADEQUATE PUBLIC FACILITIES CONCURRENT WITH THE IMPACT OF NEW DEVELOPMENT.

Objective CF-2.1 Provide a variety of responses to the demands of growth on capital facilities.

Policy CF-2.1.1 Ensure City public facilities and services are provided concurrent with the impact of new development or redevelopment, including stormwater, roads, and local parks. Require that non-City public facilities are provided concurrent with the impact of new development or redevelopment including, water and sewer. Consistent with the Growth Management Act, road improvements may be provided at the time of, or within 6-years of, development. Local parkland to serve new development may be in place at the time of, or within 6-years of, development.

4.• Capital Facilities Element amendments

Policy CF-2.1.2 Make the most efficient use of existing public facilities, including techniques such as:

- Conservation
- Demand management
- Improved scheduling
- Encourage development that uses existing facilities
- Contracting for services
- Other methods of improved efficiency.

Policy CF-2.1.3 Provide additional public facility capacity when existing facilities are used to their maximum level of efficiency consistent with adopted standards for levels of service.

Policy CF-2.1.4 Encourage development where adequate public facilities and services exist or can be provided in an efficient manner.

GOAL CF-3. COORDINATE CAPITAL FACILITY PLANS WITH STATE, COUNTY, AND LOCAL AGENCIES AND DISTRICTS.

Objective CF-3.1 Coordinate the land use planning and decisions with plans for public facility capital improvements.

Policy CF-3.1.1 Coordinate with non-City providers of public facilities about maintaining adopted levels of service standards, funding, and construction of capital improvements. Work in partnership with non-City public facility providers to prepare functional plans consistent with the City of Kenmore Comprehensive Plan as provided in Objective 2.7 and associated policies in the Land Use Element.

Policy CF-3.1.2 Establish interagency planning mechanisms to assure coordinated and mutually supportive capital facility plans from non-City providers of public facilities.

a. Establish priority areas for infrastructure improvements consistent with the City's vision as provided in Policy LU-2.4.1.

b. Annually assess development trends and infrastructure provision to identify and remedy deficiencies or need to reassess the land use plan ~~as provided in Policy LU-2.4.2~~.

4.• Capital Facilities Element amendments

GOAL CF-4. MAINTAIN A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM TO IMPLEMENT THE COMPREHENSIVE PLAN.

Objective CF-4.1 Annually develop a six-year Capital Improvement Program to implement the Comprehensive Plan.

Policy CF-4.1.1 Prepare and utilize the six-year Capital Improvement Program to identify City capital projects necessary to respond to the planned growth of the community and maintain desired levels of service.

Policy CF-4.1.2 Prepare and utilize the six-year Capital Improvement Program to integrate all of the community's capital project resources such as grants, bonds, city funds, donations, impact fees and other available funding.

Policy CF-4.1.3 Maintain the Capital Improvement Program as follows:

a. Provide for annual review of the Capital Improvement Program contained in this Capital Facilities Element by the City Council and incorporate a ~~citizen~~public participation process.

b. Ensure that the Capital Improvement Program:

- Is consistent with the overall Comprehensive Plan
- Defines the projects' need and links to levels of service and facility plans
- Includes construction costs, timing, and funding sources, and considers operations and maintenance impacts where appropriate
- Establishes priorities for capital project development
- Adopts by reference annual updates of the Northshore School District Capital Facilities Plan, Lake Washington School District Capital Facilities Plan if appropriate, Northshore Utility District water and sewer plans, and Northshore Fire District 16 (Northshore Fire Department) facility plans if any.

GOAL CF-5. PREPARE AND MAINTAIN A CAPITAL IMPROVEMENT PROGRAM THAT IS FULLY FUNDED AND FINANCIALLY FEASIBLE.

Objective CF-5.1 Establish mechanisms to ensure that the required public facilities are financially feasible.

Policy CF-5.1.1 Base the financing plan for public facilities on realistic estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

4.• Capital Facilities Element amendments

Policy CF-5.1.2 Finance the six-year Capital Improvement Program within the City's financial capacity to achieve a balance between available revenue and needed public facilities. If the projected funding is inadequate to finance needed public facilities based on adopted level of service standards and forecasted growth, the City could do one or more of the following:

- Lower the level of service standard
- Change the Land Use Plan
- Increase the amount of revenue from existing sources
- Adopt new sources of revenue

Objective CF-5.2 Establish mechanisms to ensure that the required public facilities are fully funded.

Policy CF-5.2.1 Match revenue sources to capital improvements on the basis of sound fiscal policies.

Policy CF-5.2.2 Revise the financing plan in the event that revenue sources for capital improvements, which require voter approval in a local referendum, are not approved.

Policy CF-5.2.3 Ensure that the ongoing operating and maintenance costs of a public facility are financially feasible prior to constructing the facility.

GOAL CF-6. ENSURE GROWTH PAYS PROPORTIONATE COSTS OF CAPITAL FACILITIES REQUIRED TO SERVE THE GROWTH

Objective CF-6.1 Ensure existing and future development pay for the costs of needed capital improvements.

Policy CF-6.1.1 Ensure that existing development pays for capital improvements that reduce or eliminate existing deficiencies, and pays for some or all of the cost to replace obsolete or worn out facilities. Existing development may also pay a portion of the cost of capital improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments, and taxes.

Policy CF-6.1.2 Ensure that future development pays a proportionate share of the cost of new facilities that it requires. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities. Future development's payments may take the form of voluntary contributions for the benefit of any public facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of users' fees, charges for services, special assessments, and taxes.

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GOAL CF-7. LOCATE AND DESIGN CAPITAL FACILITIES TO REALIZE THE VISION STATEMENT, AND TO BE COMPATIBLE WITH SURROUNDING LAND USES AND THE ENVIRONMENT.

Objective CF-7.1 **Promote capital facilities that protect the public health, safety and welfare, and that serve as models for function, design, and environmental protection.**

Policy CF-7.1.1 Consider the quality of public facilities in planning for capital improvements.

- Ensure that public facilities' design meets appropriate policies in the Community Design Sub-Element, complies with City design standards, and is compatible with the surrounding areas.
- Maintain public spaces and enhance their appearance.

Policy CF-7.1.2 Encourage public amenities and facilities which serve as catalysts for beneficial development.

Policy CF-7.1.3 Protect public health and environmental quality through the appropriate design and installation of public facilities.

- Promote conservation of energy, water, and other natural resources in the location and design of public facilities.
- Practice efficient and environmentally responsible maintenance and operating procedures for public facilities.
- Preserve existing significant natural vegetation and features in the development of public facilities.

Policy CF-7.1.~~2~~4 Equitably disperse the impacts and benefits of public capital facilities throughout the community.

GOAL CF-8. ALLOW FOR THE APPROPRIATE SITING OF ESSENTIAL PUBLIC CAPITAL FACILITIES OF A STATE-WIDE OR COUNTY-WIDE NATURE.

OBJECTIVE CF-8.1 **Participate in a cooperative inter-jurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. The approach should address definitions, inventories, incentives, compensation, public involvement, environmental protection, climate change, economic and health impacts, and alternative sites analysis.**

Policy CF-8.1.1 Identify essential public facilities based upon the Growth Management Act, State Office of Financial Management list of essential public facilities required or likely to be built, King County Countywide Planning Policies, and any City lists which may be developed.

Policy CF-8.1.2 Classify a facility as an essential public facility if it has one or more of the following characteristics:

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a. The facility meets the Growth Management Act definition of an essential public facility;

b. The facility is on a State, County or City list of essential public facilities;

c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or

d. The facility is the sole existing facility in the County for providing that essential public service.

OBJECTIVE CF-8.2 Establish a local public review and permit process for essential public facilities.

Policy CF-8.2.1 Require a siting analysis for proposed new or expansions to existing essential public facilities consisting of the following:

a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;

b. A forecast of the future needs for the essential public facility, and definition of a logical service area;

c. An analysis of the potential social and economic costs and benefits to jurisdictions receiving or surrounding the facilities;

d. An analysis of environmental, health, social, and economic impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;

e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;

f. Consideration of any applicable prior review conducted by a public agency, local government, or ~~citizen's~~community group;

g. An analysis of the consistency with Comprehensive Plan policies and designations; and,

h. Consideration of other standards and criteria as outlined in the King County Countywide Planning Policies and other locally defined plans and ordinances.

Policy CF-8.2.2 Require a public process by which ~~citizens~~the public ~~have~~has a reasonable opportunity to participate in the site selection process, especially those from historically marginalized and disproportionately burdened communities.

Policy CF-8.2.3 Siting criteria for essential public facilities which are not difficult to site should provide for site design and buffering techniques to ensure compatibility with surrounding uses, and enable the facility to be permitted outright in appropriate zoning classifications whenever feasible.

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Policy CF-8.2.4 Work with King County and other municipalities to standardize review procedures and criteria for the siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.

OBJECTIVE CF-8.3 Cooperate regionally to ensure appropriate and equitable siting of essential public facilities.

Policy CF-8.3.1 Encourage the State and County to site essential public facilities equitably among communities. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider environmental equity and environmental, economic, technical, and service area factors. The net impact of siting new essential public facilities should be weighted against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation.

Policy CF-8.3.2 Participate in a cooperative interjurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. Joint planning agreements should be sought where appropriate.

OBJECTIVE CF-8.4 Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities.

Policy CF-8.4.1 Through joint planning or interlocal agreements, the City should seek to mitigate disproportionate financial burdens due to the siting of essential public facilities

Policy CF-8.4.2 Seek amenities or incentives for neighborhoods in which the facilities are located, and require compensation for adverse impacts.

IMPLEMENTATION STRATEGIES

The Capital Facilities Element policies would require new or increased commitments of City resources to prepare new regulations, review/amend existing regulations, or coordinate with agencies and other service providers.

New programs, rules, or regulations would be needed to address:

- ~~A concurrency review and implementation system addressing multimodal transportation facilities~~
- Evaluation reports monitoring implementation of the goals and policies of the Capital Facilities Element.

A review of existing programs, rules and regulations would be needed to ensure they meet the policies. Rules, regulations and programs that should be reviewed include:

- Impact fee approaches, given revised facilities lists
- Levels of service for non-City-owned facilities.

4.• Capital Facilities Element amendments

REFERENCES

King County Growth Management Planning Council (December ~~2012~~2021). Countywide Planning Policies. Seattle, WA.

Puget Sound Regional Council (2020). VISION 2050. Seattle, WA.

State of Washington Office of Financial Management (January 2015). ~~2015-21~~2021-2027 Six-Year Facilities Plan. Olympia, WA.

4.• Capital Facilities Element amendments