

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 15, 2022 @ 7:00 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/87058459282>

Or One tap mobile :

US: +12532158782,,87058459282# or +13462487799,,87058459282#

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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 +1 646 558 8656 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 870 5845 9282

International numbers available: <https://us02web.zoom.us/j/87058459282>

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 15, 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

[March 1, 2022 Planning Commission Meeting Minutes](#)

4. AGENDA ITEMS

- Comprehensive Plan Amendments
 - o Amended Vision Statement
 - o Housing Element amendments
 - o Land Use Element amendments

[Staff Memo](#)

[Attachment 1 - Vision Statement](#)

[Attachment 2 - Housing Element](#)

[Attachment 3 - Land Use Element](#)

[Attachment 4 - Land Use Plan Map](#)

[Attachment 5 - CGC Options](#)

5. ADJOURNMENT

6. UPCOMING MEETINGS:

April 5, 2022, 7:00 p.m.

**City of Kenmore
Planning Commission Meeting
March 1, 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
Christiana Matthews
Mariel Torres Mehdipour
Derek Wycoff

Consultants & Staff

Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner
Rita Moreno, Recreation Coordinator/ Admin. Assistant

1. CALL TO ORDER

The meeting was called to order by Chair Thompson at 7:02 p.m.

2. PUBLIC COMMENTS

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

Josh Kurcinka shared comments about the updated housing element document and the need for more affordable housing in Kenmore.

3. APPROVAL OF MINUTES

The February 15, 2022, Planning Commission Meeting Minutes – Chair Thompson asked that the TOD panelists' names and organizations be added to the body of the minutes. The minutes were adopted as amended by unanimous consent.

4. AGENDA ITEMS

- TOD Panel Debriefing

Staff gave a summary of comments made by panelists at the 3/1/22 meeting and asked for feedback from the Planning Commissioners on the comments. Comments were made on Kenmore's Market Readiness, Challenges to Kenmore TOD, and Parking as described in the staff memo. Commissioners then gave staff their suggestions. Staff also asked Commissioners to identify which policy options should be considered moving forward. Commissioners had concerns and questions on the following: waiving parking requirements, setback requirements and allowable adjustments to setbacks, objectives of the TOD and types of development, TOD AMI requirements, flexibility to transfer affordable housing offsite, MFTE and penalties for developers who reneged on agreements, building height and the high-water table, density using FAR, expedited review, design standards, and open space.

- Housing and Land Use Element Background text amendments

Commissioners reviewed the revised Housing Element background information and gave feedback to staff. Some of the feedback included comments and questions on the need to have an ongoing and viable financial structure within the city, information on the environment, the housing target and clarification of the growth target, and the future redevelopment of mobile home parks policy.

Commissioners reviewed the revised Land Use Element background and provided feedback to staff. Questions were raised on the countywide growth center boundary on the Kenmore Land Use Plan Map. Commissioners asked to review two different approaches to the Land Use Map. Staff will come back with options for Commissioners to review at the next meeting.

- Capital Facilities Element amendments

Commissioners reviewed the completed Capital Facilities Element. A motion was made by Commissioner Banaszynski and seconded by Chair Thompson to allow staff to make an addition to the paragraph discussing Vision 2050 regarding environmental concerns. A motion was made by Commissioner Wycoff and seconded by Commissioner Vanderlinde to pass the revised Capital Facilities Amendment to Public Hearing. The motion passed by unanimous consent.

Staff gave an overview of what will be happening at the next meeting. Commissioners asked if staff could send out a link to the recording of Karen

Parolek's presentation. Chair Thompson moved to excuse Commissioner Loutsis from the meeting. There were no objections.

8. ADJOURNMENT

Chair Thompson adjourned the meeting at 9:04 p.m.

Planning Commission
Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: March 7, 2022

To: Planning Commission

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

Regarding: Vision Statement, Housing Element, and Land Use Element

At your March 15 meeting, the complete Vision Statement, Housing Element, and Land Use Element will be presented for your preliminary approval (see Attachments 1-3). The approved documents will be the subject of your public hearing, tentatively scheduled for May.

The amendments generally are highlighted in yellow, but amendments you have not previously reviewed are highlighted in blue. The blue changes are those you requested on December 7 (Vision Statement), January 18 (Land Use Element), February 1 (Housing Element), and March 1 (background information). There also are blue amendments recommended by staff as we have started to prepare Zoning Code amendments for Missing Middle Housing and the TOD.

To help with review of the Countywide Growth Center boundaries on the Comprehensive Plan Land Use Map (see Attachment 4), we have provided the information you requested at your last meeting about existing development in the northeast corner of the area. Attachment 5 shows existing uses along 73rd Avenue NE—currently classified as Downtown Commercial (the Montessori school and Mary's Place shelter), High Density Multifamily (the King County Housing Authority apartments, several condominium/townhome projects, and one single-family house), and Medium Density Multifamily (a townhome project completed in 2019).

In earlier discussions, the Commission discussed eliminating all of these parcels on 73rd Avenue NE north of the Park and Ride from the Countywide Growth Center designation. Another option considered was to eliminate only the medium density multifamily area (the northernmost townhomes) from the Countywide Growth Center.

Staff continues to recommend that all of the parcels on 73rd Avenue NE be included in the Countywide Growth Center. All but one of the parcels already is developed with higher density uses and all must continue to comply with critical area rules to protect Swamp Creek and its wetlands. The newest developments have placed the wetlands and buffer on the east side of their construction into permanent critical areas tracts. This same requirement would apply to any future development or redevelopment of these properties.

These parcels are within easy walking distance of retail, services, and the Park and Ride. Like the Downtown Residential and Downtown Commercial classifications across the street,

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the development on the east side of 73rd Avenue NE, south of the Tolt easement, fits into Kenmore's "downtown."

If the Planning Commission wishes to exclude some of these parcels, staff recommends that, at a minimum, the two Downtown Commercial parcels be retained as part of the Countywide Growth Center.

Attachments

- Attachment 1: Revised Vision Statement
- Attachment 2: Revised Housing Element
- Attachment 3: Revised Land Use Element
- Attachment 4: Draft Comprehensive Plan Land Use Map
- Attachment 5: 73rd Avenue NE information

KENMORE 20-YEAR VISION

As we look into the future, we see Kenmore as a place that residents, businesses and visitors find welcoming, with courteous people, ~~and that offering~~ a high quality of life to live, raise children, shop, work, recreate, and socialize. In 2035~~44~~, we see Kenmore as a fun, vibrant waterfront community ~~centered on the waterfront but including a variety of unique neighborhoods~~ that

- a. ~~offers~~encourages a diversity of well-maintained housing types to provide a choice of attractive living accommodations ~~affordable to~~ for all residents
- b. protects natural and environmentally sensitive areas, significant open space, trees, ~~and~~ air and water quality, ~~and healthy wildlife habitat, knowing that a healthy environment is critical to human health~~
- c. ~~leads and actively participates in regional efforts to promote environmental stewardship, sustainability, restoration, and conservation while continuing to act boldly and wisely to slow climate change and address its impacts~~
- d. is ~~friendly and inclusive, and family friendly, with a small town feeling, that~~ welcoming all types of families, supporting diversity, ~~and~~ fostering a sense of belonging and pride ~~in all residents~~
- e. is connected both visually and physically to its waterfront, recognizing it as a significant local and regional asset
- f. supports recreation and health through well-maintained parks, ~~community centers~~, trails, and open spaces
- g. ~~is a walkable and bikable community that~~ provides a safe, reliable and effective system of streets, sidewalks, bike-ways, ~~and~~ trails, ~~and transit routes~~, linking significant local and regional destinations
- h. ~~embraces its role as a high-capacity transit community, supporting bus rapid transit and other transit options as part of the regional network~~
- i. ~~provides convenient access to goods and services essential to residents' daily needs~~
- j. ~~supports the character of~~seeks to enhance the quality of life in its ~~single-family~~ residential neighborhoods
- k. has its own sense of place and ~~an identifiable, walkable~~pedestrian-friendly downtown offering commercial, civic, cultural and park spaces, integrated with ~~multifamily~~ housing
- l. has an economic base that provides a range of goods and services, offers quality employment opportunities, and supports local businesses
- m. has clear design standards creating attractive, functional, and enduring buildings and places
- n. encourages volunteerism and public involvement and works as a good partner with ~~citizen~~residents and governments throughout the region
- o. supports the safety, ~~physical and mental~~ health, and welfare of all of its ~~citizens~~residents
- p. supports and encourages education and quality schools

- q. supports local arts, culture and history

To achieve this vision, responsible and financially sustainable commitments in planning and resources will be made. We share and support this vision for Kenmore.

DRAFT

HOUSING ELEMENT AMENDMENTS

Proposed amendments are shown in yellow and blue 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 needs and incomes, ~~address special needs housing, and protect the quality of the residential environment through~~ preserving, improving, and expanding housing stock. City housing policy should be financially sustainable—supportive of strong neighborhoods with efficient service provision. 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 ~~46~~ 19 percent, ~~42~~ 15 percent and ~~42~~ 15 percent, respectively, of all housing County households. The CPPs also state that each city ~~shall~~ should address the

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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 3,5003,070 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. 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.

Relationship to the Natural Environment

The Natural Environment Element notes that natural systems have played an important part in defining the character of Kenmore. Protecting Lake Washington and the City's wetlands, streams, trees, and fish and wildlife habitat is crucial to integrating new housing compatibly into the natural environment. Addressing geologic hazards and flooding protects future residents from harm.

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**.

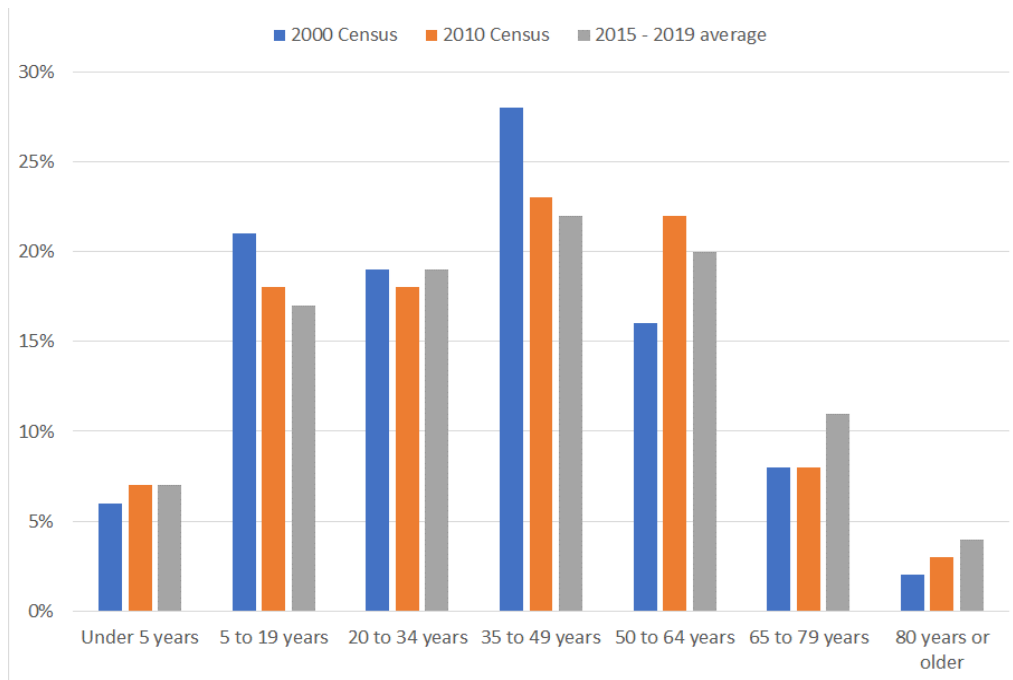
Population and Households**Population Age**

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 to 21,500 to 20,460. 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 Boomers generation (age 55 — 65) will increase that figure over the next decade.

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), the city has a greater percentage 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 __).

FIGURE H-2
KENMORE, 2015–2019

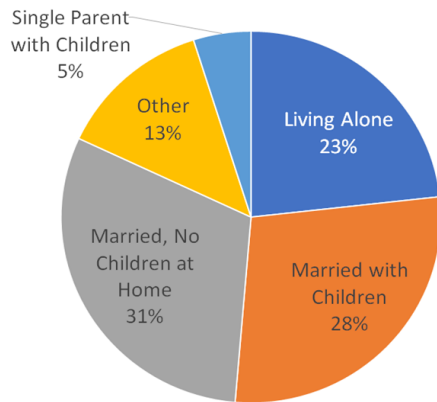
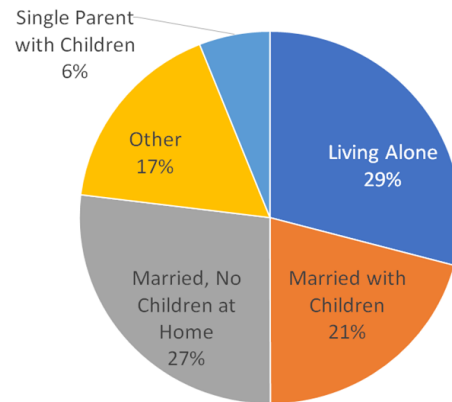


FIGURE H-3
KING COUNTY, 2015–2019



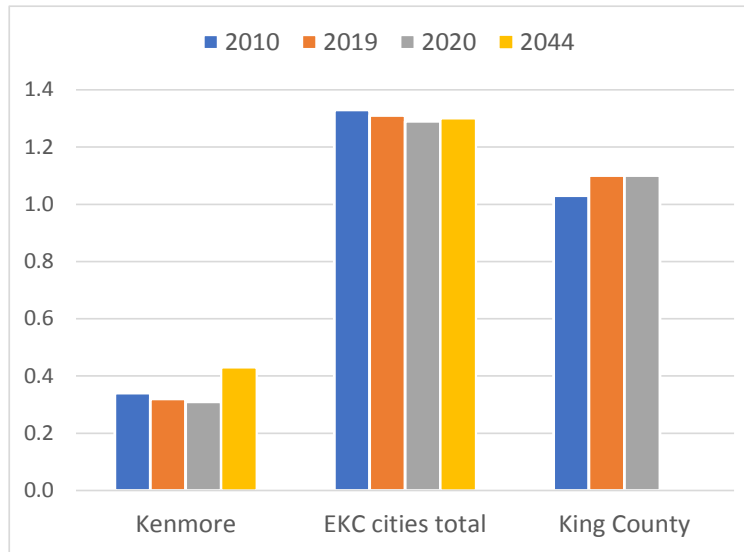
Source: 2010 Census American Community Survey (ACS) 2019 5-Year Estimates (U.S. Census Bureau)

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. (a) A 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 2034/2044 (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.

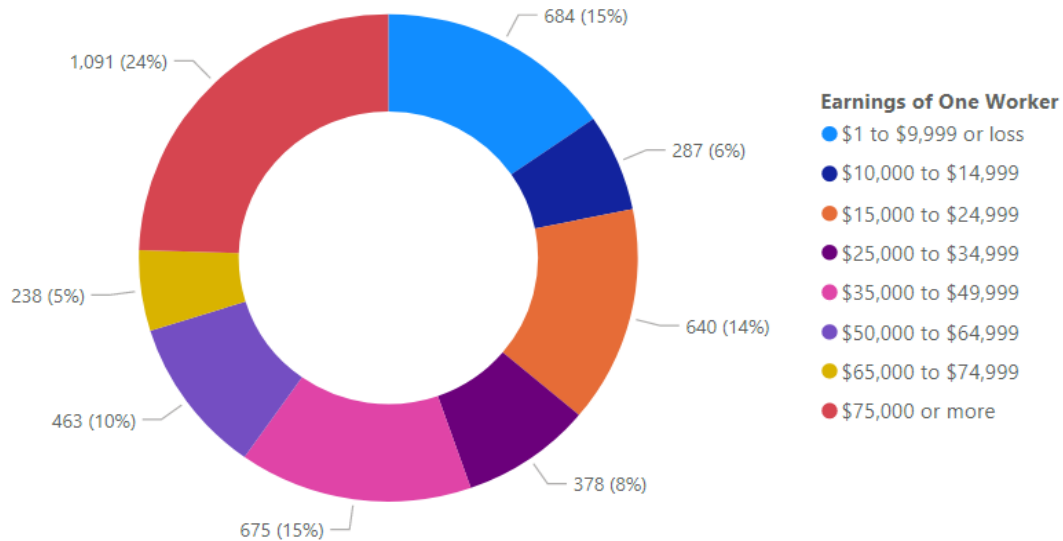
**FIGURE H-4
JOBS-HOUSING RATIO**



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).

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 2022 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

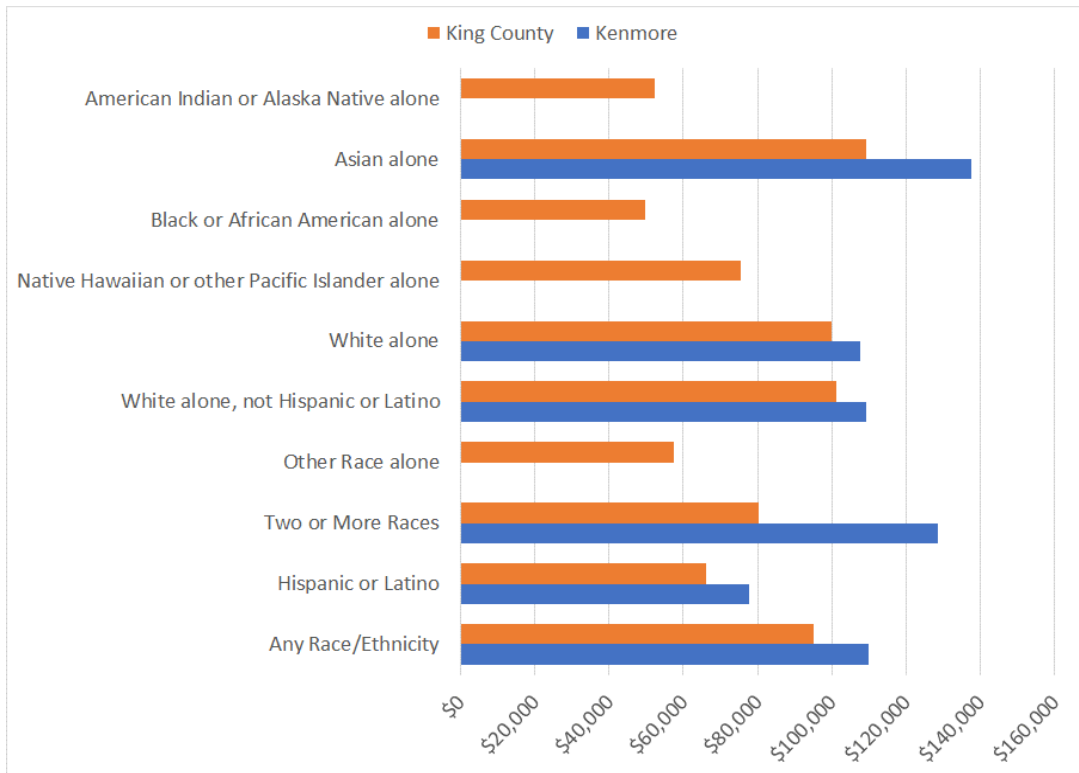
HOUSEHOLD INCOME CATEGORY	PERCENT OF TOTAL HOUSEHOLDS			
	KENMORE		KING CO.	
	2006–2010	2014–2018	2006–2010	2014–2018
< 30% of median: VeryExtremely Low-Income	11%	12%	12%	9%
30% to 50% of median: Very Low-Income	6%	10%	10%	9%
50% to 80% of median: ModerateLow-Income	13%	11%	13%	10%

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> 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).~~

FIGURE H-6
MEDIAN HOUSEHOLD INCOME



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

Northshore School District records show that 48.13.5 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 42.14 percent more housing units during the 2000ssince 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. (See Exhibits A and E-1 of the East King County Housing AnalysisAppendix.) The city's mix of housing types changed very little during that timesince 2000 (Table H-B, below).

**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%
Multi2 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%

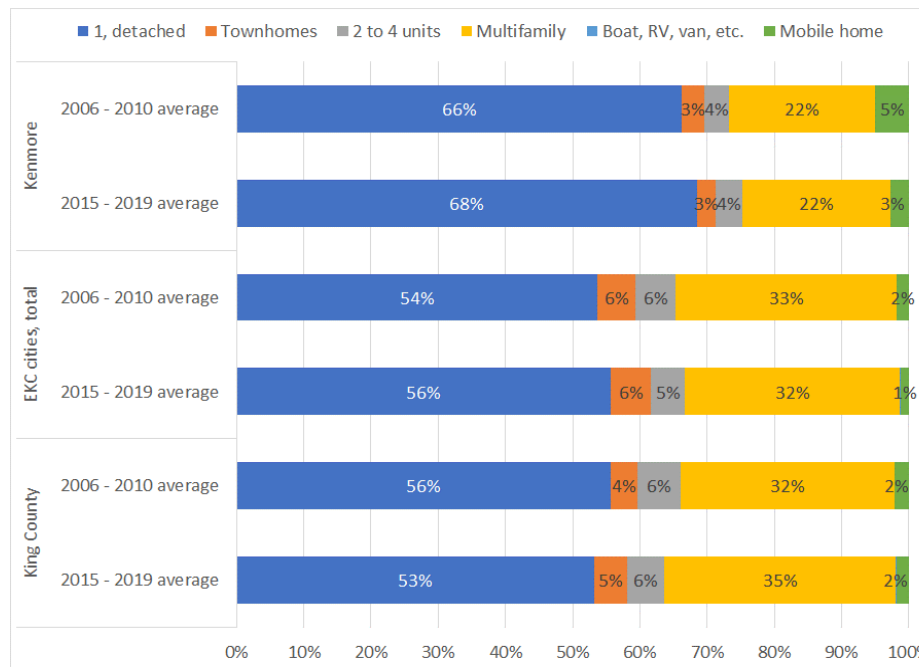
Source: U.S. Census Bureau, 2000 Census, and Washington State Office of Financial Management (OFM), 20142021.

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 AnalysisAppendix, 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.

FIGURE H-7
HOUSING UNITS BY UNITS IN STRUCTURE



Source: ~~2000 Census and 2014~~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 be 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-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 603⁴ accessory dwelling units as of 2011²⁰²¹, 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).

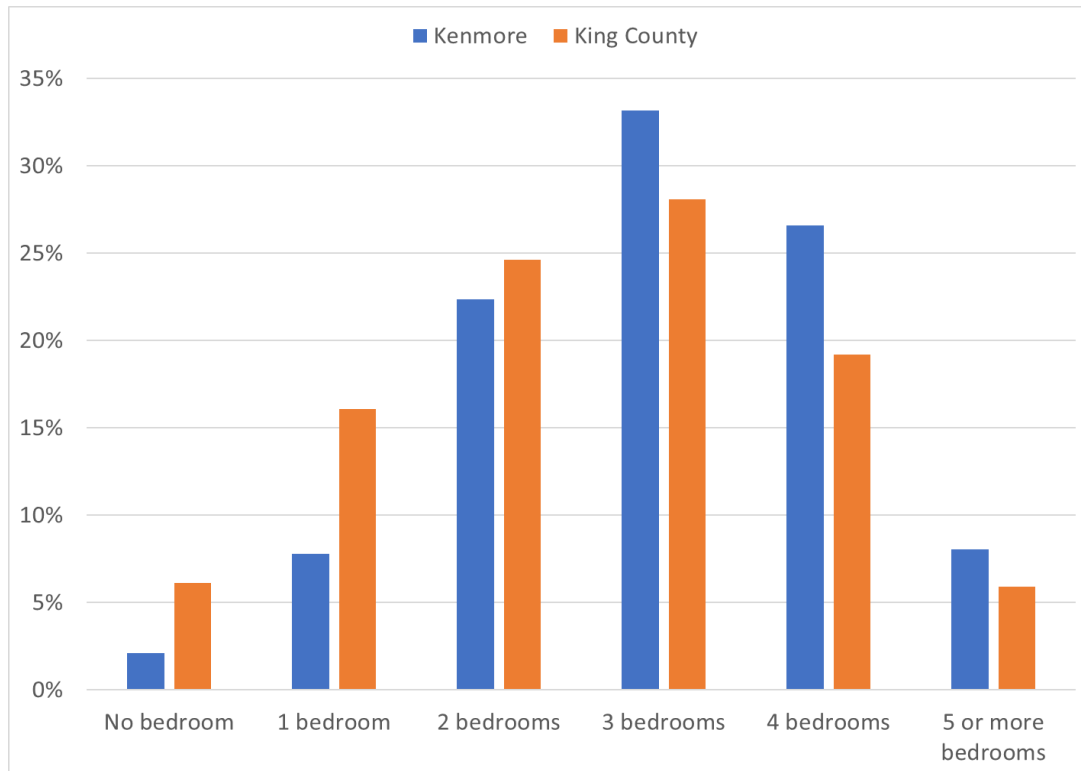
Kenmore's housing stock is similar in age to that of other ARCH communities and younger than that of King County overall. Eight (8) percent of all homes in the community were built since 2010 (similar to the rest of King County and the ARCH sphere). On the other hand, 25 percent of Kenmore's homes are 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).

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 to 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.

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%
Vacant, for seasonal	1.0%	1.8%

ATTACHMENT 2

	PERCENT OF ALL RENTAL HOUSING UNITS	
	2006 – 2010 average	2015 – 2019 average
recreational, or occasional use*		
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 7580 years (Housing AnalysisAppendix ___, Exhibit ___). Supplemental Security Income supports people with disabilities in over 200 (3 about two percent) of Kenmore households (Housing AnalysisAppendix ___, Exhibit ___).

Kenmore has ~~two~~one licensed assisted living ~~facilities~~facility (boarding homes) with 406100 beds and 2426 licensed adult family homes with 117150 beds (Housing AnalysisAppendix ___, 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 5035% since 20002010, a somewhat lower rate than the growth across east King County (44 percent) (Housing AnalysisAppendix ___, 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 11299 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.

	Apartments	Spencer 68 Apartments benefits from an exemption from property taxation on their buildings (not the land) for 12
50% AMI	5	

ATTACHMENT 2

85% AMI	51
Market Rate	166

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 20122 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 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 __, 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-4). 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)
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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-GH. Mixed-use areas provide a very large percentage 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-GH
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%		
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 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, 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, the city rezoned the old 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. Spencer 68 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 received 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 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:
 - 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
- Bans discrimination due to immigration status
- Bans 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 3060 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.

GOALS, OBJECTIVES, AND POLICIES

RESIDENTIAL NEIGHBORHOODS SUB-ELEMENT

GOAL H-1. PROMOTE AND MAINTAIN STRONG, DIVERSE, EQUITABLE, AND INCLUSIVE RESIDENTIAL NEIGHBORHOODS.

OBJECTIVE H-1.1 Encourage repair and maintenance of existing housing.

- Policy H-1.1.1 Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.
- Policy H-1.1.2 Provide regular and appropriate levels of investment in transportation, pedestrian safety, surface water, and parks maintenance and improvements within residential neighborhoods, consistent with the City's capital improvement priorities. Encourage special districts to provide services and maintain infrastructure within residential neighborhoods consistent with adopted service and capital improvement plans.
- Policy H-1.1.3 In cooperation with King County, Puget Sound Energy, or other agencies, promote the use of weatherization programs in existing housing.

OBJECTIVE H-1.2 Support housing stability through tenant protections for renters.

- Policy H-1.2.1 Implement tenant protections that increase housing stability such as notice of rent increase and just cause eviction for tenants on termed leases.

OBJECTIVE H-1.3 **Prioritize and plan for the retention of existing residents when considering zoning changes or capital projects. In particular consider impacts on marginalized people, with a particular focus on Black, Indigenous, and People of Color communities.**

Policy H-1.3.1 Support policies, practices, and programming that promote and retain diversity, and ensure equity and inclusion in Kenmore.

OBJECTIVE H-1.24 **Promote safe, physically accessible, well maintained, and well-designed residential environments with associated open spaces.**

Policy H-1.24.1 Encourage housing design and development that promotes public safety including “Crime Prevention through Environmental Design” components as described in the Land Use Community Design Sub-Element.

Policy H-1.24.2 Ensure development regulations address accessible housing and transportation services. Residential structures as well as physical improvements, such as parking, streets, and sidewalks, should allow for mobility and accessibility by all residents, including the elderly and persons with disabilities, consistent with the Transportation Element. Promote awareness of Universal Design improvements that increase housing accessibility.

Policy H-1.4.3 Support well-maintained neighborhoods through an active code enforcement program that does not disparately impact lower income residents.

Policy H-1.24.34 Prepare and implement development and design standards that acknowledge neighborhood character and address compatibility with surrounding development further the community vision consistent with Land Use and Community Design Element goals and policies.

Policy H-1.24.45 Encourage energy and water efficiency in existing and new housing developments, as addressed in the Utilities Element.

Policy H-1.24.56 Ensure adequate setbacks, landscaping, and buffering are required between housing developments of significantly differing densities and between housing and commercial areas.

Policy H-1.24.67 Ensure critical area regulations provide sufficient buffer widths consistent with the quality and class of the protect environmentally sensitive areas and that the regulations are fully implemented. Restrict intrusion into sensitive areas by nearby residents and visitors.

Policy H-1.24.78 Encourage cluster residential development along with open space, consistent with the Land Use Element to protect and preserve environmentally-sensitive areas.

Policy H-1.24.9 Plan for residential neighborhoods that promote the health and well-being of all residents by supporting active living and by reducing exposure to harmful environmentsconditions.

GOAL H-2. PROVIDE HOUSING OPPORTUNITIES IN KENMORE FOR PEOPLE WITH SPECIAL NEEDS.

OBJECTIVE H-2.1 Provide opportunities for the development of short-term and permanent housing for people with special needs.

- Policy H-2.1.1 Allow opportunities for assisted housing, for people with special needs, by:
- Permitting group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision in accordance with state and federal laws; and,
 - Encouraging developers and owners of assisted housing units to undertake activities to establish and maintain positive relationships with neighbors. **Encourage neighbors to similarly maintain those relationships.**
- Policy H-2.1.2 Ensure that group home providers have received appropriate licenses from federal or state agencies where appropriate.
- Policy H-2.1.3 Support housing options and services that enable seniors to stay in their homes or neighborhoods.

OBJECTIVE H-2.2 Support and promote community facilities and programs that are important to the safety, health, and social needs of ~~families~~ residents, children and persons with special needs.

- Policy H-2.2.1 Increase coordination among providers of social, health, counseling, and other services to **individuals**, families, children, and persons with special needs including senior citizens, persons with physical or mental disabilities, persons with terminal illness, or other special needs.
- Policy H-2.2.2 Work with transit and transportation providers to increase access between special needs housing and community facilities and programs in Kenmore or the Northshore area.
- Policy H-2.2.3 Support the location of social, recreational, health, safety, and other services in Kenmore to serve people with special needs.
- Policy H-2.2.4 Support efforts by providers of social, health, counseling, and other services to assist newly-arrived immigrant populations.**
- Policy H-2.2.45 Support a range of housing options and services to help homeless persons and families ~~move to long-term financial independence~~ **stay sheltered**.
- Policy H-2.2.56 Work with other jurisdictions, **the Regional Homelessness Authority**, and health and social service organizations to develop a coordinated, regional approach to homelessness.

RESIDENTIAL GROWTH

OBJECTIVE GOAL H-1.33. PLAN APPROPRIATE LAND USE DESIGNATIONS AND ZONING CATEGORIES TO ACCOMMODATE PROJECTED HOUSEHOLD GROWTH.

Policy H-1.3.1

OBJECTIVE H-3.1 Plan for an adequate supply of land to accommodate projected household growth, including but not limited to, affordable housing, multifamily housing, and special needs housing.

Policy H-4.3.31.2.1 Ensure zoning regulations accommodate a range of housing styles and types in appropriate locations, such as single-family detached dwellings, small houses on small lot size-limited houses on smaller lots, duplexes, triplexes, cottage housing, townhouses, apartments, accessory dwellings, manufactured homes, and other types. Consider neighborhood character compatibility as well as housing needs and surrounding environmental conditions when applying zones, land use, and development standards.

Policy H-4.3.31.2 Continue to take an incremental approach to expanding medium density housing opportunities in the City.

OBJECTIVE H-4.3.2 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities consistent with its designation as a Countywide Growth Center.

Policy H-4.43.2.1 Develop mixed-use, higher density districts in Downtown Kenmore, meeting community goals to develop community identity, provide vital business and service opportunities, concentration of higher density housing close to high-capacity transit, and provide multi-modal transportation services and connections to those services.

Policy H-4.43.2.2 When higher densities are applied to residential and mixed use development in the Downtown, include requirements for the provision of affordable housing.

Policy H-4.43.2.3 Offer density bonuses and density transfers, where appropriate, to achieve a compact, vital Downtown, as well as meet environmental and affordable housing goals.

Policy H-4.2.83.2.4 Encourage property consolidation in the Downtown, through density bonuses or other incentives, to create mixed-use and multi-family developments that offer a range of site and community benefits such as private and public open spaces and plazas, structured parking, and other amenities.

Policy H-3.2.5 Address issues of diversity, equity and inclusion for historically-marginalized groups when developing Kenmore's Countywide Growth Center approaches.

Policy H-3.2.6 East of Downtown, in the area of transit-supportive development near the Park and Ride, require long-term low-cost housing as a condition of development.

HOUSING AFFORDABILITY SUB-ELEMENT

GOAL H-34. MAKE ADEQUATE PROVISIONS FOR A PROPORTIONATE AMOUNT OF THE EXISTING AND PROJECTED COUNTYWIDE NEED FOR HOUSING AT ALL INCOME LEVELS.

OBJECTIVE H-34.1 Encourage retention of the existing housing stock in Kenmore as a source of affordable housing.

ATTACHMENT 2

- Policy H-34.1.1 Promote the use of housing rehabilitation assistance (from King County, for example) to lower-income homeowners and to landlords who rent to lower-income people.
- Policy H-34.1.2 Support the acquisition, rehabilitation, and preservation of existing affordable housing by agencies and organizations as an alternative to new construction.
- Policy H-4.1.3 Allow legally created duplexes, triplexes, and other medium-density housing types in the low and medium density residential classifications to continue without “nonconformance” limitations related to density, setbacks, height, or lot size.
- Policy H-34.1.24 Consider measures to preserve and maintain existing manufactured housing communities.
- Policy H-34.1.35 When displacement is unavoidable, encourage determine who is most likely to be harmed and ensure that the brunt of the impact is not carried by the same communities in Kenmore. Support relocation assistance and development of replacement housing to be developed, where feasible, to help very low- and low-income households. For mobile home parks in particular, consider a funding pool to assist low- and moderate-income residents in deteriorating and obsolete mobile homes to find alternative housing in the community, or help to establish preferences in nearby housing for persons giving up their homes.
- OBJECTIVE H-34.2 Adopt programs and regulations that support housing affordable to extremely low-, very low-, low-, and moderate-income households, comparable to the countywide need.¹**
- Policy H-34.2.1 Support efforts of private developers, both for-profit and not-for-profit, to preserve or develop affordable housing, including housing with on-site services, for extremely low-, very low-, low- and moderate-income families. Consider the following roles for the City’s active participation:
- Whenever possible, integrate affordable housing plans into proposals for development of publicly owned properties.
 - Play a partnership role with nonprofit housing project sponsors by supporting applications for CDBG, HOME, and other Federal, State, or local funding sources for the projects.
 - Enter into a long-term partnership with one or more nonprofit housing developers to identify sites and decide on the timing of applications identify opportunities for public funding.
 - Actively support affordable housing projects by expediting the permitting process, reducing development fees, or similar measures.
 - Consider regulatory changes such as reducing parking requirements, updating building codes to promote innovative, low-cost development.

¹ See Countywide Planning Policies

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	and expanding the Multifamily Tax Exemption (MFTE) program to support more affordable housing development.
Policy H-34.2.2	Participate in A Regional Coalition for Housing (ARCH) to help develop and preserve affordable housing in the community and region. Maintain data demonstrating the impact in the City of Kenmore and communicate the results to the community for continued understanding and support.
Policy H-34.2.3	Identify and catalogue real property owned by the City that is no longer required for its purposes and is suitable for the development of affordable housing for extremely-low- to moderate-income households. Engage with community partners on how best to use these resources.
Policy H-34.2.54	Use local resources, as available, to leverage other public and private funding for the creation or preservation of affordable housing.
Policy H-34.2.45	Use density bonuses, inclusionary programs, and other methods with mixed-use and multi-family developments to provide housing affordable to extremely low-andto moderate-income households.
Policy H-4.2.6	As part of any rezone that increases residential capacity, consider requiring that a portion of the new units be affordable to extremely low-, very low- or low-income households.
Policy H-4.2.7	Before implementing a new policy or regulation, consider how it will impact the cost to build a home.
Policy H-4.2.8	Focus on projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities.
Policy H-4.2.9	Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops
Policy H-34.2.910	Collaborate with other organizations or entities to evaluate tiny home villages as a way to address transitional homeless housing or provide an additional housing type.
Policy H-34.2.611	Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.
Policy H-34.2.712	Collaborate with other local governments directly and through membership associations (e.g., Puget Sound Regional Council) on regional housing strategies, especially related to providing extremely low- and very low-income housing.
Policy H-34.2.813	Support legislation and funding at the local, county, state, and federal levels that would promote the city's housing goals and policies.
OBJECTIVE H-34.3	Provide zoning and development standards that integrate affordable housing compatibly into the community.
Policy H-3.3.1	Allow designated manufactured homes built to state standards on single-family lots.

Policy H-34.3.21 Allow and accommodate accessory dwelling units in ~~single-family~~ low and medium density residential districts.

Policy H-34.3.32 Pursue land use policies and regulations that:

- Result in lower development costs without loss of adequate public review, environmental quality, or public safety; and,
- Do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.

Policy H-3.3.4 ~~Promote fair housing for all persons and ensure that no city policies, programs, regulations or decisions result in housing discrimination.~~ (MOVED)

HOUSING EQUITY

GOAL H-5. ACKNOWLEDGE THE HISTORICAL INEQUITIES THAT LIMITED THE ABILITY OF ALL RESIDENTS TO LIVE IN THE NEIGHBORHOOD OF THEIR CHOICE AND WORK TO REDUCE DISPARITIES IN ACCESS TO NEIGHBORHOODS WITH GOOD SCHOOLS, PARKS, AND OTHER AMENITIES.

OBJECTIVE H-5.1 Promote fair housing for all persons regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.

Policy H-5.1.1 Ensure that no city policies, programs, regulations, or decisions result in housing discrimination.

Policy H-5.1.2 Work with the legislature, King County, or other agencies to authorize homeowners to easily remove discriminatory restrictive covenants from deeds and other property documents.

Policy H-5.1.3 Support use of housing choice vouchers in Kenmore.

Policy H-5.1.4 Consider environmental health in neighborhoods where affordable housing exists or is anticipated, and plan for environmentally healthy neighborhoods for all residents.

IMPLEMENTATION STRATEGIES

To organize and carry out these goals, objectives and policies, as well as to prepare the City for the next Comprehensive Plan update, the City will undertake the following:

- Work with neighborhoods and historically underrepresented groups when new policies, plans or programs are proposed to ensure that their unique issues are considered.
- Continue to consider opportunities to expand locations for medium density residential housing types, such as duplexes, triplexes, cottage housing, and size-restricted houses on smaller lots.

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- Adopt development standards for reduced minimum lot sizes with maximum house size restrictions on small lots and consider cottage housing in some low (R-6) and medium density classifications. When considering maximum house sizes for smaller houses on smaller lots, remain mindful of the needs of multigenerational and large families. Also take into account open space needs and environmental protection, as well as accessory dwelling unit standards.
- Revise the Strategy Plan as needed to achieve more of the Housing Element's goals, objectives, and policies.
- ~~Continue to review the action steps and priorities from the Housing Strategy Plan.~~
- Implement the Housing Strategy Plan in coordination with ARCH.
- Maintain communications with, or participation in, regional agencies and projects.
- Monitor housing needs and supply over time, especially data that indicate progress toward meeting a proportionate share of the countywide needs for affordable housing and improved access to opportunity for Black, Indigenous, and People of Color communities. Reassess and adjust policies and regulations as necessary to achieve City goals.
- Evaluate and report results of the Strategy Plan and how the goals, objectives, and policies of this Housing Element have been achieved.

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.

"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.

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“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.

LAND USE ELEMENT AMENDMENTS

Proposed amendments are shown in yellow and blue highlighting

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.

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 the Multi-County Planning Policies required by the Growth Management Act are part of VISION 2050 and provides 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 eCenters, 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.”

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, the 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 ishas 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.

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

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- 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
- Charles Thomsen House

Name	Address	Local Landmark?
Kenmore Community Clubhouse	7304 NE 175 th 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 170 th 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 Clubhouse

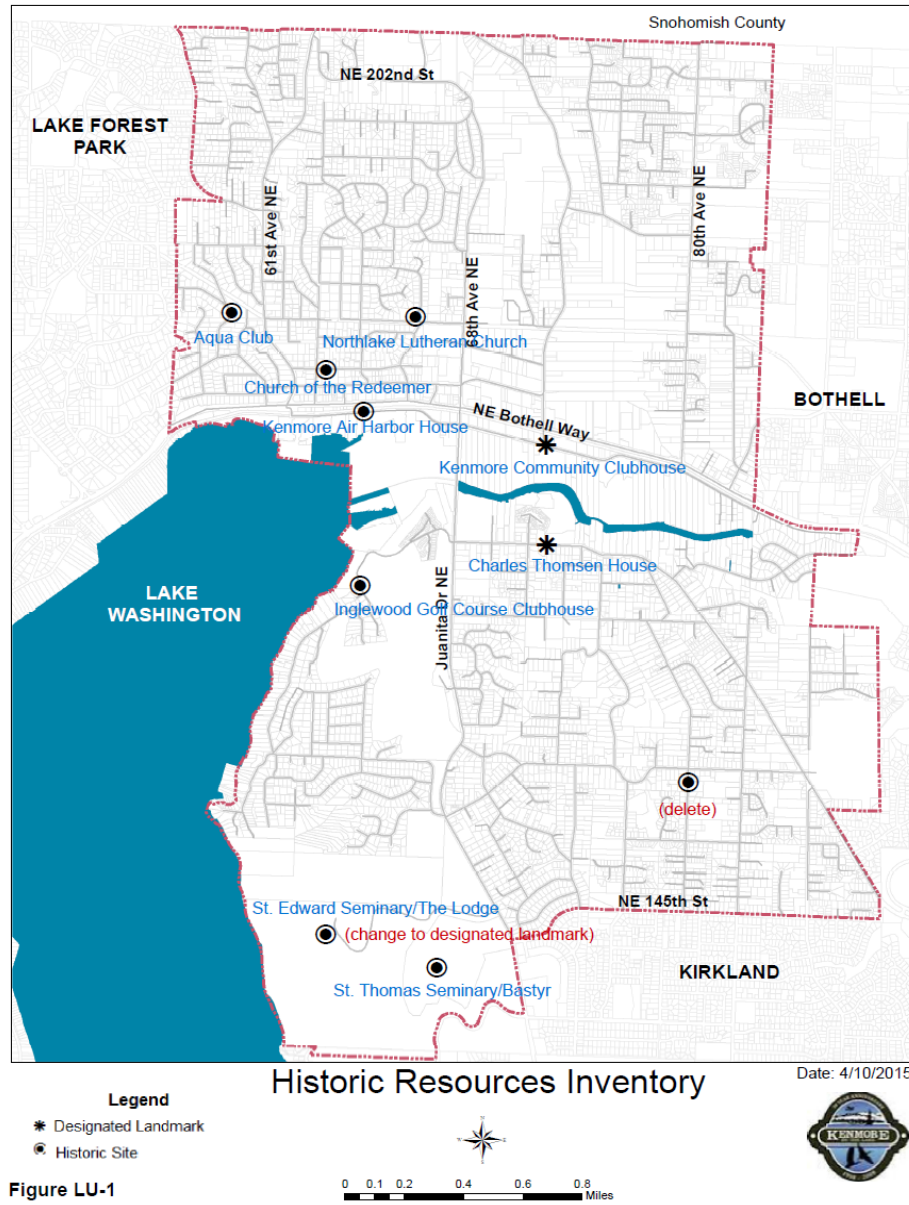
The Kenmore Community Clubhouse was constructed in 1929-1930 for the Kenmore Community Club and was designated as a local landmark in 2015. The Landmarks Commission's landmark designation report states that the Clubhouse is a rare surviving building that exemplifies the importance of clubs and civic 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.

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, 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 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.



Land Use Patterns

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

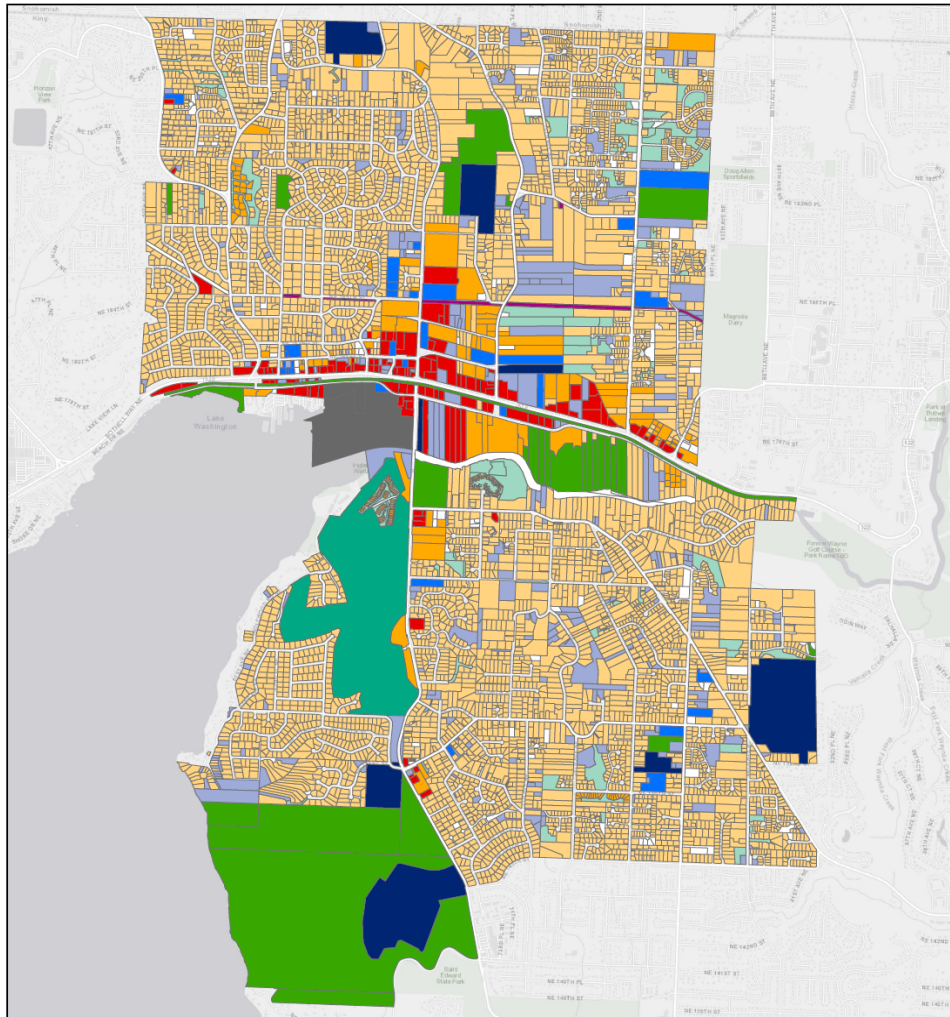
Existing Land Uses

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
20152022 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



Existing Land Use (acres, percent)	
Single Family (1908.7, 56%)	Schools (156.4, 4.6%)
Multiple Family (155.8, 4.6%)	Utility (8.6, 0.3%)
Commercial (94.2, 2.8%)	Parks (423, 12.4%)
Industrial (49.3, 1.4%)	Golf Course (144.3, 4.2%)
Public Services (51.8, 1.5%)	Tracts & Open Space (111.8, 3.3%)
	Vacant (230.1, 6.8%)
	Unknown (78.1, 2.3%)

Kenmore Existing Land Use



0 1,000 2,000 4,000 Feet

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 20152019, 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 20142019, approximately 61,00065,000 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.

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

FUTURE LAND USE

When comparing **Figure LU-2**, Existing Land Use, and **Figure LU-3**, the Kenmore Land Use Plan (provided later in this Chapter), the future development pattern would show:

- **Protection/maintenance of single-family residential areas** Neighborhoods offering a variety of residential housing types and densities ranging from low-density single-family areas to multi-family development in Downtown. This is a key concept of the Vision Statement is to protect single-family areas and concentrate most multi-family in Downtown support a diversity of housing types to provide accommodations affordable to all residents.
- **Concentration of commercial and business uses locations where they are currently located or in areas targeted for conversion where compatibility can be ensured.** New commercial development would primarily occur in the form of redevelopment in Downtown and adjoining areas to minimize intrusion into single-family areas predominantly residential neighborhoods and to effectively concentrate these uses where alternative transportation modes are or will be available. However, new opportunities for small-scale retail enterprises or services meeting the daily needs of residents may be located in neighborhoods if compatibility concerns are addressed. The Community Business district provides additional opportunities for mixed use development to support Downtown and the local community.
- **Phasing out of heavy manufacturing and industrial uses in favor of mixed uses (commercial and residential) and clean light manufacturing.** Existing heavy manufacturing and industrial uses would be phased out over time through market and regulatory forces, and mixed uses and clean light manufacturing would replace them. New heavy manufacturing and industrial uses are prohibited.
- **Creation Continued development of a central place vibrant downtown in Kenmore.** Creating a Kenmore is both a High Capacity Transit Community and a Candidate Countywide Growth Center. Downtown is central to this Vision Statement, provisions including providing a central place for the focal point for community growth and development, promotion of including centrally located multi-family and both mixed-use and standalone commercial development with access to alternative modes of transportation high capacity transit, civic buildings such as City Hall, the Post Office, the Library, the Hangar and Town Square, and other provisions amenities. The northwest quadrant of the 68th Avenue and SR-522 intersection is identified as an area for a concentration of smaller-scale civic and mixed uses, while the southeast quadrant of the same intersection The southeast and southwest quadrants of Downtown would be developed with larger-scale private mixed-use master planned developments that restore and protect the Sammamish River and Lake Washington and provide public access to the waterfront. Lakepointe would develop as planned in the southwest quadrant of the intersection.
- **Transit-oriented development in the area centered on the Metro/Sound Transit Park and Ride.** This concentration of pedestrian-oriented mixed use residential development is at intensities that

support and are supported by multi-modal transportation options, including bus rapid transit. Transit-oriented development reinforces Kenmore's designation as a High Capacity Transit Community.

- **Retention of institutional uses including government, schools, and public park properties.** The purpose of this classification is to identify and retain key public and private institutional uses in the City, to promote master planning of facilities, and to prevent conversion of significant properties to other residential or commercial uses without benefit of the rezone process.

Development Capacity

Development capacity considers vacant, underdeveloped and redevelopable property. A relatively small portion (aboutless than 5 percent) of the City's land is vacant. Although some land is vacant due to property owner preferences, some is likely vacant due to environmental constraints such as wetlands, flood hazards, or steep slopes.

Partially vacant land, where perhaps one home is located on a large parcel that, according to zoning, could be further subdivided, is considered to be underdeveloped. Much of the City's platting activity is now occurring on such larger, partially developed residential lots.

As evidenced by the Kenmore Village project, redevelopment of developed properties also can occur in the future. However, it is usually difficult to achieve redevelopment of properties, particularly in a downtown context. Often parcels are small and under multiple ownerships. In order to create a viable project in the market, consolidation of properties is needed.

To determine future development capacity, vacant and partially developed lands were reviewed as part of the 2021 King County Buildable Lands Urban Growth Capacity Report project. The methodology for the jobs and housing capacity estimates is provided in the report King County Buildable Lands Report 2014.

Assuming development in accordance with the Kenmore Land Use Plan and using 2012 as the base year, the City could accommodate an additional 4,503 housing units and an additional 3,945 jobs.

The City's 2012-2031/2019-2044 housing unit growth target established by the King County Countywide Planning Policies is 2,9803,070 housing units. The adopted Land Use Plan would provide enough zoned capacity, and a more than sufficient market cushion, to exceed the 2031/2044 housing unit target. Calculated residential capacity in 2021 was 4,135 dwelling units—a 1,065 unit surplus.

Jobs capacity also is greater than the City's 3,8973,200 jobs target, although not by much. The 2021 calculated jobs capacity was 3,881 jobs.

PLAN AMENDMENTS

The Growth Management Act recognizes that Comprehensive Plans are dynamic rather than static, and should be evaluated regularly to ensure that they respond to changing needs of the community and respond to new Federal or State law. In accordance with the Growth Management Act, and Policy LU-2.1.5 of this Element, the City will allow for an amendment process to consider changes to the essential components of the Comprehensive Plan, including Goals, Objectives, and Policies.

The City is required to institute a public participation program identifying procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the City Council no more

frequently than once every year, except that amendments may be considered more frequently under the following circumstances:

- The initial adoption of a subarea plan that does not modify the comprehensive plan policies and designations applicable to the subarea
- The adoption or amendment of a Shoreline Master Program under the procedures set forth in chapter 90.58 RCW
- The amendment of the Capital Facilities Element that occurs concurrently with the adoption or amendment of the City budget
- Amendments or revisions to the City’s comprehensive plan when an emergency exists or to resolve, if appropriate, an appeal of the Comprehensive Plan filed with the Growth Management Hearings Board or with the court.

Aside from the exceptions above, all proposals are to be considered by the City Council concurrently so the cumulative effect of the various proposals can be ascertained.

GOALS, OBJECTIVES, AND POLICIES

Following are the general land use goals, objectives and policies. ~~In some cases, policies are cross-referenced in more than one Element or Sub-Element and this is noted by a policy reference in italics (e.g., H-26.1.2).~~

GOAL 1. *ENHANCE KENMORE’S QUALITY OF LIFE AS A PLACE FOR PEOPLE OF ALL AGES TO LIVE, RAISE CHILDREN, RECREATE, WORK, SHOP, AND SOCIALIZE.*

OBJECTIVE 1.1 *Provide a community atmosphere that is friendly and inclusive ~~and family-friendly~~, with a small town feeling that supporting diversity and fostering a sense of belonging and pride in all residents.*

Policy LU-1.1.1 *Recognize and support people of color, indigenous and immigrant populations, and other individuals or groups who have historically been underrepresented in community goal-setting and implementation.*

Policy LU-1.1.2 *Encourage the involvement of historically-marginalized groups when discussing policies that will impact their neighborhoods and communities. Provide outreach in multiple formats and languages.*

Policy LU-1.1.3 *Consider the impact of City policies, programs and projects on groups whose voices may not regularly be heard.*

Policy LU-1.1.4 *Evaluate planning approaches for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts.*

Policy LU-1.1.5 *Make Kenmore a community where all people love where they live.*

OBJECTIVE 1.2 Promote the mental and physical health of all community members.

Policy LU-1.2.1 Create healthy, viable, and safe neighborhoods where all people can live, work and play, regardless of color, age, income, or ability.

Policy LU-1.2.2 Through land use policies and development regulations that are consistent with state and federal laws, limit land uses and activities that may result in harmful secondary effects to the community, such as crime, vandalism, or neighborhood deterioration. Consider spacing requirements, buffers, landscaping, access, signage controls, business license and operating requirements, as well as other mechanisms to control secondary impacts.

Policy LU-1.2.3 Ensure fairness and equity in distributing community amenities such as parks and community facilities to provide all residents with opportunities to enjoy the benefits of a rich social and physical environment.

Policy LU-1.2.4 Strive to make City capital projects and community events accessible to those with physical impairments.

Policy LU-1.1.1 Encourage development within Kenmore that creates and supports a healthy and diverse community. Kenmore should contain affordable housing and employment opportunities and should protect the natural environment and significant cultural resources.

Policy LU-1.3.2.5 Use incentives, regulations and programs to support land use patterns and development standards that encourage physical activity through walking and bicycling.

Policy LU-1.4.2.6 Consider small-scale, neighborhood commercial uses within walking or bicycling distance of homes to increase residents' opportunities to meet their daily needs without having to drive. Encourage businesses to locate in Kenmore so that residents have more opportunities to walk or bicycle to work.

Policy LU-1.2.7 Continue to support projects that improve the quality of both the built and natural environments to support a thriving community and reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities. Clean air, water and soil, and a healthy ecosystem are critical for human health.

OBJECTIVE 1.23 Endeavor to provide a complete community, compatible in character and design, containing housing, shops, work places, schools, parks, civic facilities, and community services.

Policy LU-1.23.1 Ensure that Kenmore's plans consider all the issues, resources and needs that make a community whole, including land use, civic, cultural, recreation, transit, health, human services, natural environment, and the provision of infrastructure and other services.

Policy LU-1.23.2 Provide adequate land capacity for residential growth, and for a full range of commercial uses in Kenmore. This land capacity should include both redevelopment opportunities as well as opportunities for development on vacant lands.

Policy LU-1.23.3 Integrate non-residential uses such as governmental, utility, religious, social, and other institutional uses, where appropriate, into residential neighborhoods to create quality communities which have a full range of public facilities and services. These uses should be sited, designed, and scaled to be compatible with existing residential character.

OBJECTIVE 1.144 Encourage the availability of healthy, affordable, culturally acceptable food for all community residents.

Policy LU-1.14.1 Through land use regulations and economic development, encourage locally-based food production, distribution and choice.

Policy LU-1.14.2 Where appropriate, encourage the development of community gardens and farmers' markets as a means to encourage community-building, support local agriculture and promote economic development.

OBJECTIVE 1.35 Maintain and enhance the character of existing single-family all residential neighborhoods by allowing compatible housing, improving infrastructure and walkability, and establishing appropriate site development standards.

Policy LU-1.35.1 Ensure that zoning regulations emphasize single-family dwellings as the principal use in the City's established single-family neighborhoods provide for a range of housing types and densities, such as lower density single-family neighborhoods, medium density neighborhoods that combine single-family housing with duplexes, triplexes and cottage housing, and neighborhoods with larger-scale multifamily developments.

Policy LU-1.35.2 Provide development standards that create a consistent and compatible pattern of development within residential neighborhoods. Development standards should address housing densities, lot dimensions, building setbacks and height, impervious surface limitations, management of surface water with an emphasis on low impact development, tree retention, access, parking, and other standards. Regulations addressing building size and design also may be appropriate in some locations.

Policy LU-1.35.3 Provide regular and appropriate levels of investment in transportation, surface water and parks maintenance and improvements within residential neighborhoods, consistent with the City's capital improvement priorities. Encourage special districts to provide services and maintain infrastructure within residential neighborhoods consistent with adopted service and capital improvement plans. (see Policy H-26.1.2)

OBJECTIVE 1.46 Create a climate that fosters business creation and retention that positively contributes to the City's quality of life.

Policy LU-1.46.1 Provide adequate land for commercial development of a character which enhances the community's goals, augments the tax base, and does not adversely affect the natural environment.

Policy LU-1.6.2 Support the large number of home-based businesses in Kenmore and recognize their importance as a way to keep jobs closer to home.

Policy LU-1.46.23 Ensure zoning regulations accommodate a range of allowable business and commercial uses in appropriate locations at the neighborhood, community, and regional levels.

OBJECTIVE 1.57 Identify and prioritize properties for public acquisition and use.

Policy LU-1.57.1 During the 20-year planning period, identify community needs and site the following facilities or uses in accordance with the ~~Downtown Sub-Capital Facilities~~ Element, ~~the Housing Element~~, and the Parks, Recreation and Open Space Element:

- ~~Town Green and Community Building~~Public Works facility
- Affordable housing
- Parkland, particularly on the waterfront or in under-served areas
- Open space to preserve ~~Environmentally sensitive areas, including those areas that protect and enhance the City's wetlands and receiving water bodies,~~ where regulatory measures alone are insufficient.

Policy LU-1.57.2 Encourage public and private community service providers, including the City of Kenmore, to share or reuse facilities when appropriate, to reduce costs, conserve land and provide convenience and amenity for the public. Joint siting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools, institutional properties, and other social and recreational facilities.

Policy LU-1.57.3 Promote site development which provides utilities and infrastructure that are maintainable, aesthetically pleasing, and have several functions, such as surface water facilities designed as accessible open spaces for a development.

GOAL 1.1. DEVELOP AND MAINTAIN A SUSTAINABILITY ACTION PLAN, OUTLINING STEPS THE COMMUNITY (INCLUDING CITIZENS, BUSINESSES, CITY ADMINISTRATION AND THE CITY COUNCIL) CAN TAKE TO SUPPORT SUSTAINABLE ECONOMIC PROSPERITY, SOCIAL EQUITY AND ENVIRONMENTAL HEALTH IN KENMORE.

OBJECTIVE 1.1.1 Encourage the availability of healthy, affordable, culturally acceptable food for all community residents.

Policy LU-1.1.1.1 Through land use regulations and economic development, encourage locally-based food production, distribution and choice.

Policy LU-1.1.1.2 Where appropriate, encourage the development of community gardens and farmers' markets as a means to encourage community building, support local agriculture and promote economic development.

GOAL 2. PROVIDE FOR ORDERLY DEVELOPMENT.

OBJECTIVE 2.1 Implement the Comprehensive Plan Land Use Map.

Policy LU-2.1.1 Designate the proposed general distribution, general location and extent of the uses of land, where appropriate, for housing, commerce, offices, recreation, open spaces, public utilities, public facilities, and other land uses. The official Comprehensive Plan Land Use Map is included as **Figure LU-3**.

Policy LU-2.1.2 Implement a range of residential, commercial, and public land use classifications:

- a. Table of Districts and Densities Land Use Classifications and Implementing Districts. Utilize the following table to establish land use districts and basic and maximum densities allowed in the City.

LAND USE/ ZONE DISTRICT CLASSIFICATION	BASE DENSITY/ MAXIMUM DENSITY WITH BONUS¹ IMPLEMENTING ZONING DISTRICT
Residential 1 Dwelling Unit Per Acre (R-1) <u>Low Density Residential</u>	1 (4) ² <u>R-1, R-4, R-6</u>
Residential 4 Dwelling Units Per Acre (R-4)	4 (6)
Residential 6 Dwelling Units Per Acre (R-6)	6 (9)
Residential 8 Dwelling Units Per Acre (R-8)	8 (12)
Residential 12 Dwelling Units Per Acre (R-12) <u>Medium Density Residential</u>	12 (18) <u>R-6, R-12</u>
Residential 18 Dwelling Units Per Acre (R-18) <u>High Density Residential</u>	18 (27) <u>R-18, R-24, R-48</u>

¹ Maximum density may be exceeded when a significant public benefit is provided. Examples include transit-oriented development, MHC preservation, or an approved development agreement.

² In the R-1 zone, the base density of 1 unit per acre may be transferred onsite to less constrained property. The bonus indicated in parentheses may only be transferred off site to a density receiving area such as the Downtown. Bonus criteria are subject to requirements of the Kenmore Municipal Code.

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LAND USE/ ZONE DISTRICT CLASSIFICATION	BASE DENSITY/ MAXIMUM DENSITY WITH BONUS ¹ IMPLEMENTING ZONING DISTRICT
Residential 24 Dwelling Units Per Acre (R-24)	24 (36)
Manufactured Housing Community-(MHC)	12 to 20MHC
Downtown Residential	48 to 72 (72)DR
Neighborhood Business-(NB)	8 (24) NB
Community Business-(CB)	24 (36)CB
Waterfront Commercial-(WC)	48 (72)WC
Urban Corridor-(UC)	48 (72)UC
Regional Business-(RB)	48 (72)RB
Downtown Commercial	48 to 72 (72)DC
Public and Private Facilities-(PPF)	n/aPSP
Special Study Area	Special Districtn/a

- b. DistrictLand Use Classification Descriptions. Utilize the following purpose statements to distinguish the land use districtsclassifications.

- Residential: The purposes of the Residential Districtsland use classifications are to implement Comprehensive Plan policies for housing quality, diversity, and affordability, and to efficiently use land, public services (including high-capacity transit), and energy while ensuring environmental protection. In the R-1 district, the primary uses are single detached dwellings clustered as appropriate in relation to environmental constraints. In the R-4 through R-8 districts, Residential District purposes are accomplished by providing for predominantly single detached dwelling units on lot sizes that vary according to district. In the R-12 through R-24 districts, Residential District purposes are accomplished by allowing for a mix of predominantly apartment and townhouse dwelling units with a variety of densities according to district. In the Residential Districts, accessory uses and complementary nonresidential uses that are compatible with residential communities may be allowed.
- Low Density Residential: In this classification, land uses are predominantly single detached dwelling units on lot sizes that vary according to district but with an overall base density of one to six dwelling units per acre. In the R-1 and R-4 districts, uses are clustered as appropriate in relation to environmental constraints.

- **Medium Density Residential:** In this classification, a diversity of compatible housing types is expected at base densities generally between six and 18 dwelling units per acre. Higher densities may be permitted to allow particular “Missing Middle” housing types. Housing may include single detached dwelling units, duplexes, triplexes, cottage housing, and small-scale apartment buildings, depending on district.
 - **High Density Residential:** In this classification, land uses are predominantly larger apartment or condominium buildings with a variety of densities according to district. Base densities generally exceed 18 dwelling units per acre. In the area near the Metro/Sound Transit Park and Ride, development intensities support and are supported by multi-modal transportation options, including high capacity transit. The provision of affordable housing is a key feature of this transit-oriented development.
 - **Manufactured Housing Community:** The Manufactured Housing Community **Districtclassification** is intended to ensure consistency with RCW 36.70A.070(2)(c) which requires that sufficient land be available for all types of housing including manufactured housing. The Manufactured Housing Community **Districtclassification** promotes residential development that is higher density than single-family, but single-family in character. This land use **designationclassification** is assigned to existing manufactured housing communities.
 - **Downtown Residential:** The Downtown Residential **Districtclassification** provides higher density residential development in support of the Downtown Commercial **Districtclassification**. Limited retail and office uses are also allowed as part of mixed-use developments. The **Districtclassification** represents an opportunity to provide a range of housing types in the community with attention to appearance and scale. The Downtown Residential land use plan classification is implemented by the Downtown Residential zone.
- Some limited existing uses requiring vehicle storage that continue to contribute to the economic vitality of downtown are permitted to continue their business on existing properties, but are encouraged to transition the use of their properties to those more in keeping with the first paragraph of this intent statement.
- **Neighborhood Business:** The purposes of the Neighborhood Business **Districtclassification** are to provide convenient daily retail and personal services for a limited service area, to minimize the impacts of commercial activities on nearby properties, and to provide for limited residential development.
 - **Community Business:** The purpose of the Community Business **Districtclassification** is to provide pedestrian-friendly, mixed-use

development that both supports larger mixed-use and commercial areas with its residential development, and provides small-scale retail, educational, and personal service uses, and offices, for the local community. Allowable uses include office uses and mixed-use (housing and retail/service) developments. Commercial uses with extensive outdoor storage and industrial uses would be discouraged in the Community Business Districtclassification.

- Waterfront Commercial: The purpose of the Waterfront Commercial Districtclassification is to focus on existing water-dependent uses, but also to allow eating and drinking places, temporary lodging and other uses to support marina and airport development. Compatible light manufacturing would be appropriate. Office and mixed use multifamily development are desirable for the future.
- Urban Corridor: The Urban Corridor Districtclassification is located along SR-522. The overall vision is to convert the area on the south side of the highway from a commercial strip corridor to an area of primarily office and multifamily development, taking advantage of lake views and proximity to transit.

On the north side of the highway, west of downtown, the area would continue to be a mix of restaurant, retail and service uses, with additional opportunities for office and mixed use multifamily development.

East of downtown, portions of the district (nearest the transit center) would be an enterprise zone, allowing for a wide range of commercial uses, including bulk retail, as well as high-density—standalone multifamily development with affordable housing requirements. Farther to the east, near the city limits, office and multifamily uses are envisioned.

New auto-oriented businesses would be prohibited throughout the district.

- Regional Business: The purposes of the Regional Business Districtclassification include to provide for the broadest mix of retail, office, wholesale, and service uses, with compatible storage and light manufacturing uses, serving regional market areas and offering significant employment opportunities. These purposes are accomplished by supporting existing businesses, while encouraging compact and mixed-use development that is supportive of transit and pedestrian travel for the future. Industrial and heavy manufacturing uses are no longer appropriate in this districtclassification.
- Downtown Commercial: The Downtown Commercial Districtclassification features a mix of private and public uses designed to create a small-town feel, and pedestrian-friendly

environment downtown consistent with Kenmore's designation in the Regional Growth Strategy as a High Capacity Transit Community and as a Candidate King County Countywide Growth Center. Public places, sidewalks, extensive landscaping, transit-orientation, shared or structured parking, protection of environmentally sensitive areas, affordable housing, and high quality design and signage are key features. Permitted uses emphasize mixed or multiple use developments, and include high-density housing, civic and governmental uses, offices, small-scale commercial and retail businesses, and locally oriented professional and personal services.

Uses not compatible with the Downtown Commercial intent such as those which require vehicle or materials storage, service bays, wide curb cuts, expanses of exterior product display or storage, or produce little customer or visitor activity are discouraged. Park and Ride/Transit Centers are promoted along SR-522, particularly in the Northwest Quadrant of the 68th Avenue NE/SR-522 intersection.

Some limited existing uses that require vehicle storage and continue to contribute to the economic vitality of downtown Kenmore are permitted as existing uses on existing properties, though the use is encouraged to transition use of the property to those more in keeping with the first paragraph of this purpose statement. The Downtown Commercial land use plan classification is implemented by the Downtown Commercial zone.

- Public and Private Facilities: The purpose of the Public and Private Facilities District classification is to identify and retain public and private lands primarily utilized for parks, recreation, schools, medical facilities (e.g. hospitals, clinics, medical districts etc.), non-profit service uses and organizations, utilities, government buildings, and other administrative or institutional uses. In some locations, housing may also be an appropriate use. Master plans would be encouraged to determine the type and extent of these primary uses as well as compatible accessory uses. Development regulations include a process to reclassify smaller properties to the zone most prevalent immediately surrounding the site subject to the provision of information by the institution about the need to convert to a different use.
- Special Study Area – Bastyr University: The City has designated the St. Thomas Seminary property, owned by Bastyr University as a Special Study Area recognizing the Bastyr University Master Plan approved in December 2009 that will guide the development of the property. The land use designation for the Campus is Public and Private Facilities and development activities on the Campus will be limited to activities and levels of use as specified in the approved Master Plan and implementing zone of Public and Semi-Public.

The Bastyr University Campus Master Plan is adopted for the approximately 50-acre property in the City and is illustrated in **Figure LU-3A**. The Bastyr University Master Plan and the applied zoning provide for a coordinated multi-use higher education center meeting the vision of the University and the City to support diverse and continuing education opportunities, strengthen the City's economic base, and protect natural features. **Figure LU-3A** is considered a conceptual graphic, and minor modifications (KMC 19.23.050.A) to site development consistent with City master plan and zoning regulations are considered consistent with the Comprehensive Plan. The City's long term interest in the property is to have continued use of the site by Bastyr University or a similar institution with public access/use maintained through the use of a purchase of development rights, out-right purchase of portions of the property, off-site density transfers or joint use agreements.

- **Special Study Area – Plywood Supply:** The City has designated the Plywood Supply property south of NE 175th Street as a Special Study Area while the City works with property owners to complete a master plan that will guide the development of the property. In order to allow the master planning process to proceed, the property will retain its underlying RB designation for comprehensive planning purposes while development of that master plan is proceeding.

Special Study Areas – Lakepointe and Glacier Northwest. Although these are two independent special study areas, given their close proximity and shared waterfront location they should be planned and developed in a consistent and compatible manner.

- **Lakepointe Mixed Use Master Plan:** The City has designated Lakepointe as a Special Study Area recognizing its significant size and waterfront location on both the Sammamish River and Lake Washington. A site development permit and Master Plan are approved for the Lakepointe site. A cohesive development plan should be prepared for the site to guide development of the property specifying permitted uses and development consistent with the following goals: Property-Specific (P-suffix) Development Standards, Northshore Comprehensive Plan Policies K-11 and K-12, adopted in Exhibit "C" to Ordinance 98-0027 that was reaffirmed in Ordinance 03-0177, continue to be in effect for this property.

1. Develop a mixed-use pedestrian-oriented urban village, providing some affordable housing;
2. Apply design standards consistent with expectations for Kenmore's downtown;
3. Minimize surface parking;
4. Provide substantial public access to, and use of, the Lake Washington and Sammamish River waterfronts, including a community open space for use by the general public;
5. Provide easily accessible public viewpoints, and protect view corridors to Lake Washington;

6. Provide pedestrian and bicycle linkages to the downtown core, nearby parks and the Burke-Gilman Trail;
 7. Recognize and support the site's unique role in the regional transportation network, including connections to bus rapid transit along SR-522, the Kenmore Air Harbor, and a potential Lake Washington passenger ferry;
 8. Provide a strong transportation demand management program that facilitates transit use;
 9. Create an environmentally-sensitive and sustainable development, including reduced car infrastructure, low impact development, protection of water quality and critical areas, mitigation for impacts to the shoreline edge through shoreline restoration and riparian vegetation enhancement, and enhancement of fish and wildlife habitat.
- Special Study Area—Glacier Northwest: The City has designated the Glacier Northwest property as a Special Study Area recognizing its size and waterfront location on Lake Washington. A cohesive development plan should be prepared for the site to guide redevelopment of the property consistent with the following goals:
 1. Develop a mixed-use pedestrian-oriented area, providing some affordable housing;
 2. Apply design standards consistent with expectations for Kenmore's downtown;
 3. Minimize surface parking;
 4. Provide public access to, and use of, the Lake Washington waterfront, including a community open space for use by the general public;
 5. Provide easily accessible public viewpoints, and protect view corridors to Lake Washington;
 6. Provide pedestrian and bicycle linkages to the downtown core, nearby parks and the Burke-Gilman Trail;
 7. Recognize and support the site's unique role in the regional transportation network, including connections to bus rapid transit along SR-522, the Kenmore Air Harbor, and a potential Lake Washington passenger ferry;
 8. Provide a strong transportation demand management program that facilitates transit use; and
 9. Create an environmentally-sensitive and sustainable development, including reduced car infrastructure, low impact development, protection of water quality and critical areas, mitigation for impacts to the shoreline edge, and enhancement of fish and wildlife habitat.

Policy LU-2.1.3 ~~Multi-family~~High density residential classifications should be applied as follows:

- a. Primarily located in or near the Downtown area and in the area of transit-oriented development near the Metro/Sound Transit Park and Ride in mixed-use developments and in neighboring areas already containing multi-family uses;

- b. In or next to Regional, Community, or Neighborhood Business Centers; and,
- c. ~~Where~~ Existing or planned transportation capacity should be adequate to accommodate projected travel demand.

Policy LU-2.1.4 Commercial classifications should be:

- a. Located along Principal or Minor arterials or on collector streets that intersect with arterials within 1/2 mile. Existing or planned transportation capacity should be adequate to accommodate projected travel demand;
- b. Located to provide convenient shopping or other services for nearby neighborhoods;
- c. Encouraged near trails to provide opportunities for small-scale pedestrian-oriented development serving passers-by.
- d. Strategically located to maximize the potential success of the hierarchy of commercial classifications. The priority area for commercial development should be the Downtown;
- e. Sized appropriately to accommodate sufficient land to accommodate community business and services needs;
- f. Located in areas with current or planned pedestrian access; and
- g. Commercial designations should be expanded only when it can be demonstrated that conditions have changed since the original commercial classification boundaries were determined, and there is a demonstrated community need.

Policy LU-2.1.5 Consider proposed Comprehensive Plan Amendments each calendar year concurrently so that the cumulative effect of the proposals can be determined. The City may consider some amendments outside of the normal review cycle such as amendments to the Capital Facilities Element, Shoreline Master Program, adoption of a subarea plan, emergency amendments, or others as authorized in the Growth Management Act. All proposed Comprehensive Plan Amendments should include the following elements:

- a. A detailed statement of what is proposed to be changed and why;
- b. A statement of anticipated impacts of the change, including geographic area affected and issues presented;
- c. A demonstration of why existing Comprehensive Plan guidance should not continue in effect or why existing criteria no longer apply;

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- d. A statement of how the amendment complies with the Growth Management Act's goals and specific requirements;
 - e. A statement of how the amendment complies with the Kenmore Vision Statement;
 - f. A statement of how functional plans and capital improvement programs support the change; and
 - g. Public review of the recommended change, necessary implementation (including area zoning if appropriate) and alternatives.
- Policy LU-2.1.6 Ensure proposed Comprehensive Plan policy amendments ~~are accompanied by any result in~~ changes to development regulations, modifications to capital improvement programs, ~~and revised~~ subarea, neighborhood, and functional plans ~~required for implementation so that regulations will be consistent as necessary to ensure consistency with between~~ the Plan ~~and the implementing regulatory and budgetary frameworks.~~
- OBJECTIVE 2.2 Prepare clear development regulations consistent with the Comprehensive Plan.**
- Policy LU-2.2.1 Prepare zoning maps, classifications, and development standards that are consistent with the Comprehensive Plan and functional plans.
- Policy LU-2.2.2 To provide flexibility as times and development conditions change, address possible amendments to the P-suffix and special district overlay requirements through the development agreement process. If development standards are modified or eliminated, offsetting public benefits must be provided.
- Policy LU-2.2.3 Kenmore's regulation of land use should:
- a. Protect public health, safety, and general welfare;
 - b. ~~Protect environmentally-sensitive areas, including wetlands, groundwater, streams, Lake Washington, the Sammamish River and Puget Sound.~~
 - c. ~~Support tree preservation, whenever possible.~~
 - bd. Implement and be consistent with the Comprehensive Plan and other adopted land use goals, policies, and plans;
 - ee. Be expeditious, predictable, clear, straightforward, and internally consistent;
 - df. Treat all members of the public equally and base regulatory decisions wholly on the applicable criteria and code requirements; ~~and,~~

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- g.** Provide clear direction for resolution of regulatory conflict;
- eh.** Be enforceable, efficiently administered, and provide appropriate incentives and penalties;
- fi.** Be consistently and effectively enforced;
- gi.** Create public and private benefits worth their cost;
- hk.** Be coordinated with timely provision of necessary public facilities and services;
- il.** Be coordinated with special purpose districts and other public agencies to promote compatible development standards in Kenmore;
- jm.** Be responsive, understandable, and accessible to the public;
- kn.** Provide effective public notice and reasonable opportunities for the public (especially those directly affected) to be heard and to influence decisions;
- lo.** Avoid intruding on activities involving constitutionally protected freedoms of speech, petition, expression, assembly, association and economic competition, except when essential to protect public health, safety and welfare (and then the restriction should be no broader than necessary); **and**
- np.** Provide for relief from regulations when they would deprive a property of reasonable use, and when such relief would neither endanger public health and safety nor conflict with adopted use policies.

OBJECTIVE 2.3 **Establish a system of densities and development standards that allows for efficient infrastructure and service delivery while protecting environmental resources, and acknowledging neighborhood character ensuring compatibility between different building types.**

Policy LU-2.3.1 Through future planning efforts over the next twenty years, seek to achieve **an average zoning density of at least seven homes per acre in the City through** a mix of **residential** densities and housing types, appropriately located. Higher density classifications should be applied primarily in and around the Downtown **and in the transit-oriented development area near the Metro/Sound Transit Park and Ride. Medium density classifications should be applied within a walkable and/or bikeable distance to transit and services.** Lower density classifications, generally no less than four dwelling units per acre, should be applied to established single-family neighborhoods **without easy access to transit and services.** A lower density zone may be used to recognize significant environmentally sensitive areas.

- Policy LU-2.3.2 When considering density increases or reduced lot sizes, use tools such as building size and form regulations and design standards to address issues of neighborhood compatibility.
- Policy LU-2.3.23 Apply minimum density requirements to residential and mixed-use zones of twelve or more homes per acre when consistent with the vision for a given zone.
- Policy LU-2.3.4 In the Downtown Commercial classification, adopt a minimum floor area ratio (FAR) to promote multi-story development.
- Policy LU-2.3.35 Review Uniform Building codes and make amendments to remove barriers to achieving desired densities, such as increased stories of wood frame construction.
- Policy LU-2.3.46 Use regulations, incentives, open space acquisition, or, where these measures are not adequate, use low density zoning to protect floodplains, riparian corridors, high value wetlands, and unstable slopes from degradation, and to encourage linking these environmental features into a network of open space, fish and wildlife habitat. In sensitive areas, some density may be transferred onsite to less constrained areas, or density may be transferred off-site to specified receiving areas, such as the Downtown.
- Policy LU-2.3.57 In some areas, useThrough density incentives, to encourage development of innovative low-costaffordable housing, or significant open space, public parks and public trails. Where provided, encourage public parks and public trails to be part of a network consistent with the Parks, Recreation, and Open Space Element goals, objectives, and policies. Additionally, in the Downtown, density incentives or other incentives should be provided for shared and structured parking, or consolidation of lots. Consider performance-based measures to achieve this policy. Ensure benefits, for example, significant open space, are in proximity to the development site.
- Policy LU-2.3.8 In parts of Downtown near transit, in the high-density residential classification near the Metro/Sound Transit Park and Ride, and in the Urban Corridor classification east of 73rd Avenue NE, require inclusion of affordable housing in new residential or mixed use development.

OBJECTIVE 2.4 Coordinate land use, road, and utility planning.

- Policy LU-2.4.1 Establish priority areas for public facility and service improvements, especially for transportation. These priority areas should be located where public facility and service improvements would most effectively advance the City of Kenmore's growth and development as a Candidate Countywide Growth Center, or the City's goals for economic development, Downtown revitalizationneighborhood improvement, environmental protection, energy efficiency, or affordable housing objectives. Priority areas will shift over time as improvements are installed and adopted service level standards are attained.
- Policy LU-2.4.2 Implement an annual monitoring program to assess land use development trends, and service and infrastructure provision. If service deficiencies, such as city,

county and state roads, public water supply and wastewater treatment, or communication infrastructure are identified, the City of Kenmore and the affected service providers should adopt Capital Improvement Programs to remedy identified deficiencies in a timely fashion, or the City of Kenmore should reassess the land use plan. In particular, the City should continue to promote reliability improvements for electric services in Kenmore.

Policy LU-2.4.3 Work with communication providers to ensure that broadband service at suitable speeds is available throughout the city.

Policy LU-2.4.34 Ensure that infrastructure and facilities are sized appropriately to community needs and are located with attention to the desired neighborhood character.

Policy LU-2.4.45 Consider the effects of improved or new infrastructure such as roads and utilities as potential barriers between neighborhoods or as stimulators of development.

Policy LU-2.4.56 Through zoning and subdivision regulations, require that residential developments, including mobile home parks, whether new developments or substantial redevelopments, provide the following improvements:

- a. Paved streets (and alleys if appropriate), curbs and sidewalks, and internal walkways when appropriate;
- b. Adequate parking consistent with local transit service levels;
- c. Street lighting and street trees;
- d. Underground utilities;
- e. Stormwater control;
- f. Public water supply;
- g. Public sewers.

Policy LU-2.4.67 Provide water, sewer, surface water, transportation, and recreational facilities at the time of development.

OBJECTIVE 2.5 **Encourage development on properties with existing or planned public services and utilities.**

Policy LU-2.5.1 Encourage innovative, quality development and redevelopment through a variety of regulatory, incentive, and program strategies. Possible approaches include:

- a. Special development standards for infill or redevelopment sites;
- b. Assembly and resale of sites to providers of affordable housing or mixed-use developments;
- c. Impact mitigation fee structures that favor infill or redevelopment;

- d. Expedited permit processes;
- e. Greater regulatory flexibility; and
- f. Reduced permit fees and/or delayed fees.

OBJECTIVE 2.6 Require adequate transitions between land uses of differing intensities and between development and environmentally sensitive areas.

- Policy LU-2.6.1 Review and amend zoning and subdivision regulations to ensure adequate setbacks, landscaping, and buffering are required where land use conflicts may occur.
- Policy LU-2.6.2 Ensure critical area regulations provide sufficient buffer widths consistent with the quality and class of the environmentally sensitive area.
- Policy LU-2.6.3 Locate zoning districts and prepare development regulations that result in gradual transitions between different building intensities.

OBJECTIVE 2.7 Participate in joint planning of services and utilities with special districts, private service providers, neighboring municipalities, King County and Snohomish County, and the State of Washington.

- Policy LU-2.7.1 Plan in partnership with special districts, private service providers, neighboring municipalities, King and Snohomish Counties, and the State of Washington. The City should strive to balance the differing needs identified by planning partners at various geographic levels, and ensure that planning partners honor Kenmore's needs.
- Policy LU-2.7.2 Prepare functional plans to identify City facility and service needs and define ways to fund these needs consistent with the land use plans and service and finance strategy. Independent special districts and other public agencies should also prepare functional plans which should be considered by Kenmore. The capital facility plans and capital improvement programs prepared by all other agencies which provide services to Kenmore should be consistent with the Kenmore Comprehensive Plan.

GOAL 3. SUPPORT DEVELOPMENT OF KENMORE'S DOWNTOWN AS A KING COUNTY COUNTYWIDE GROWTH CENTER.

OBJECTIVE 3.1 Take action to support Downtown Kenmore's candidacy as a King County Countywide Growth Center--a place to equitably concentrate jobs, housing, shopping, and recreational opportunities.

- Policy LU-3.1.1 Ensure that the combination of jobs and population in the Downtown meets County standards (eventual goal of 30 activity units per acre).
- Policy LU-3.1.2 Continue plans for a mix of uses, providing housing and employment at densities that support high-capacity transit.

- Policy LU-3.1.3 Apply a minimum floor area ratio for new commercial buildings in the Downtown Commercial classification.
- Policy LU-3.1.4 Continue to demonstrate that Downtown is a priority for growth and investment.
- Policy LU-3.1.5 Continue to use design standards to ensure a pedestrian-friendly and attractive Downtown.
- Policy LU-3.1.6 Plan for a variety of housing types including affordable housing.
- Policy LU-3.1.7 Try to retain existing residents and businesses in the community as growth is planned
- Policy LU-3.1.8 Continue to support existing recreational opportunities Downtown such as the Town Square and skate park, as well as future opportunities in the Special Study Areas at Lakepointe and Plywood Supply.
- Policy LU-3.1.9 Support multi-modal transportation, including bicycling, walking, transit, and a passenger ferry.

GOAL 34. IDENTIFY, PRESERVE, AND ENHANCE THE CULTURAL RESOURCES OF KENMORE.

OBJECTIVE 34.1 Promote and support visual, literary, and cultural arts and activities in the community.

- Policy LU-34.1.1 Encourage King County to continue to provide arts and culturally-based services to the City of Kenmore through its existing programs, and to provide technical assistance for locally-generated programs.
- Policy LU-34.1.2 Encourage shared, multipurpose use of regional and community facilities for cultural activities to maximize their efficient use and to expand public access to cultural opportunities.
- Policy LU-34.1.3 Develop a public art program that provides art in public facilities, projects and places to enhance community character and quality of life. Priority locations should include Downtown, government facilities, and municipal parks. Maintenance and conservation should be considerations in the development and management of public art.

OBJECTIVE 34.2 Promote the preservation of significant historic and archaeological sites and structures.

- Policy LU-34.2.1 Establish a partnership between Kenmore, King County, the Kenmore Heritage Society and citizen volunteers in order to comprehensively inventory historic and archaeological resources pursue historic inventories and studies to promote landmark designation. Use the inventory to guide decision-making in resource planning, environmental review, and resource management.

- Policy LU-34.2.2 Encourage land uses and development that retain and enhance significant historic and archaeological resources and sustain historic community character.
- Policy LU-34.2.3 Coordinate with Native American Tribes, the King County Historic Preservation Officer, and the State Office of Archaeology and Historic Preservation, as appropriate, to review public and private projects to protect and enhance historic and archaeological resources.
- Policy LU-34.2.4 Seek funding from King County, the State of Washington, or other agencies to acquire and preserve significant historic resources for use by City and other public agencies.

OBJECTIVE 34.3 Encourage local activities which promote the community's history.

- Policy LU-34.3.1 Support the efforts of the Kenmore Heritage Society to document Kenmore's history, and provide educational materials and resources to all ages.
- Policy LU-34.3.2 Work in partnership with the Kenmore Heritage Society, other agencies and special districts to identify places or facilities where a museum or display of historic artifacts and information can be accomplished.
- Policy LU-34.3.3 When dedicating new civic facilities, consider naming them in honor of historical events or persons of significance to the community.

Policy LU-4.3.4 Acknowledge that growth and development in Kenmore occurs on the ancestral lands of the Coast Salish peoples.

IMPLEMENTATION STRATEGIES

The Land Use policies would require new, continuing or increased commitments of City resources to prepare new regulations, review/amend existing regulations, create educational or incentive programs, or coordinate with adjacent jurisdictions.

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

- An annual monitoring program for assessing development trends, services and infrastructure
- Historic resource preservation funding
- Public arts programs
- Partnerships with historic groups and agencies.
- Standards and locational requirements for small-scale commercial enterprises and services closer to home for neighborhood residents in low and medium density residential classifications.
- Minimum floor area ratio (FAR) for commercial development in the Downtown Commercial classification.

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

ATTACHMENT 3

- Appropriate permitted uses in single-family low and medium density residential zones outside of environmentally sensitive areas
- Permitted uses in commercial zones
- Downtown densities in conformance with Countywide Growth Center criteria
- Development standards addressing neighborhood character and compatibility with surrounding development
- Zoning categories—consistency with Comprehensive Plan
- Density bonuses, density transfers, and minimum density regulations
- Uniform Building Code review
- Infill development standards or incentives
- Permit procedures and fees.

Additional or continuing efforts would need to be made to coordinate with adjacent jurisdictions or participate in regional programs, including:

- The King County Urban Growth Capacity Study
- Coordination with special districts and County regarding services
- Support of County historic resources programs
- Coordination with County/State agencies regarding historic/cultural resources during development review.

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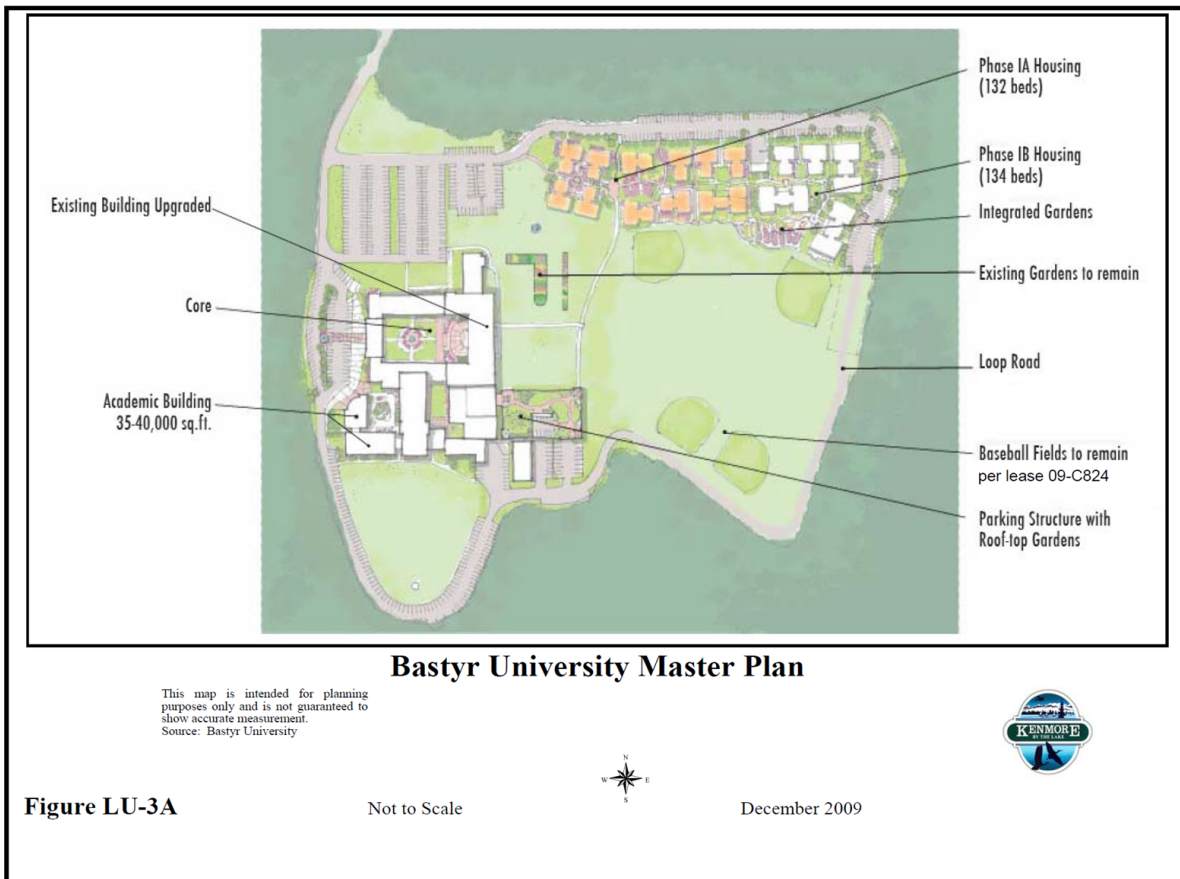
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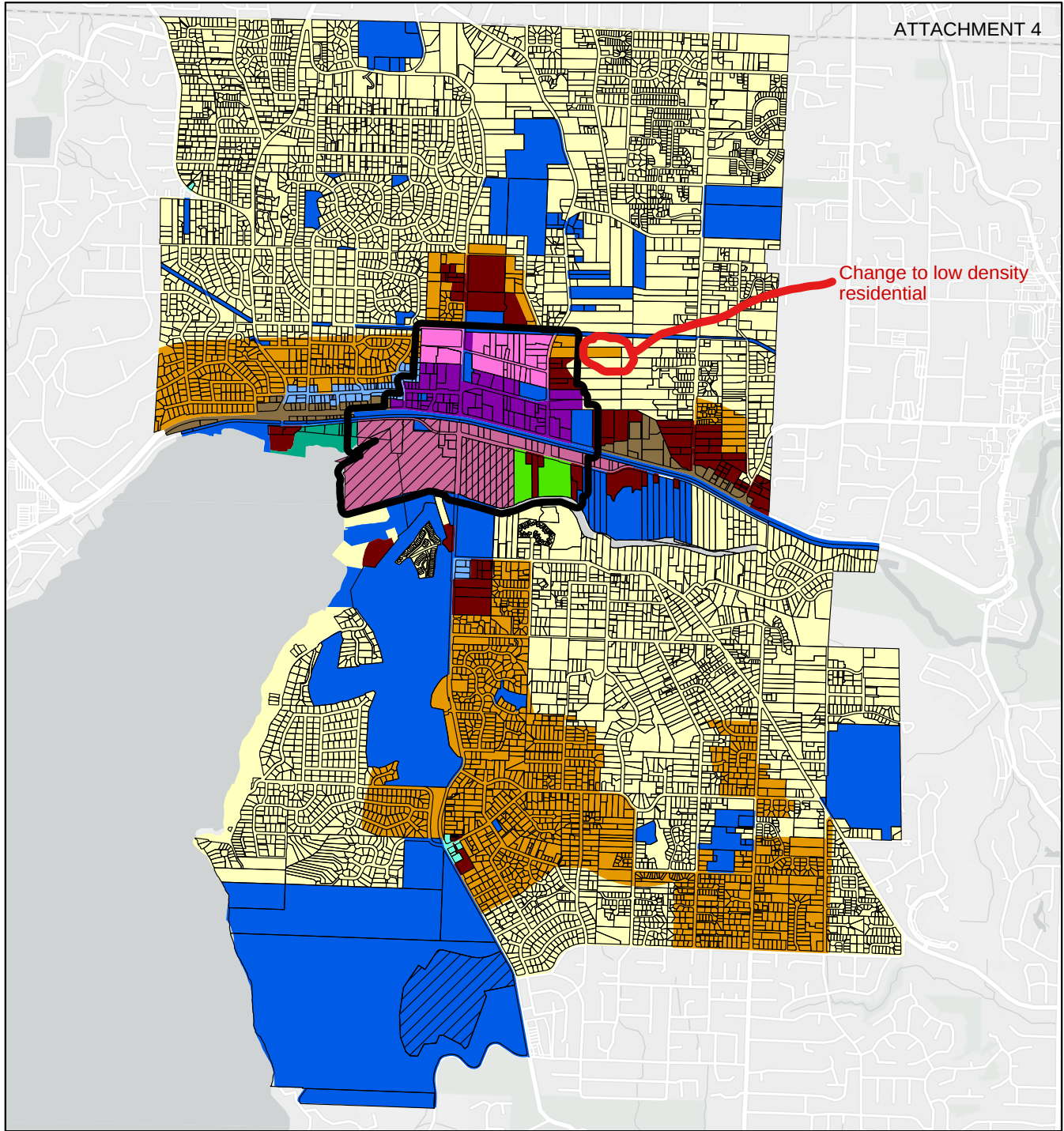
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Figure LU-3

Kenmore Land Use Plan – TO BE ADDED

Bastyr University Master Plan





- | | |
|--------------------------------|----------------------------|
| Countywide Growth Center | Public/Private Facilities |
| Special Study Areas | Regional Business |
| Community Business | Low Density Residential |
| Downtown Commercial | Medium Density Residential |
| Downtown Residential | High Density Residential |
| Manufactured Housing Community | Urban Corridor |
| Neighborhood Business | Waterfront Commercial |

Kenmore Land Use Plan



0 1,000 2,000 4,000 Feet

King County iMap

Attachment 5



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Date: 3/2/2022

Notes:



King County