

City of Kenmore



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

Planning Commission Meeting

ON-SITE

Tuesday, April 2, 2024 - 7 PM

In addition, we try to provide access to the meeting virtually:

ZOOM LINK: <https://kenmorewa-gov.zoom.us/j/82557388767>

Or Telephone: Dial US: +1 253 215 8782
Callers please dial *9 to Raise/Lower Hand
Webinar ID: 825 5738 8767

Technical Difficulties - If the virtual component of the meeting disconnects, and we cannot resolve technical difficulties to reconnect the virtual component, the in-person meeting will continue at City Hall if there is a quorum of the body to conduct business.

If you have technical difficulties accessing the meeting virtually, please contact the Deputy City Clerk at mkang@kenmorewa.gov.

Land Acknowledgement to Honor First Peoples

We acknowledge that the City of Kenmore is situated upon the ancestral lands of the Snohomish, Snoqualmie, Sauk-Suiattle, Duwamish, Stillaguamish, Tulalip, Suquamish, Muckleshoot, and other tribes who are part of the Coast Salish Peoples. We recognize and express our deepest respect for their enduring stewardship and profound relationship with this land, which they have cherished and protected since time immemorial. We honor the First Peoples, acknowledge their vibrant cultures, and commit ourselves to learning from their wisdom in our journey to promote justice, equity, and mutual understanding. We pledge to stand alongside these communities in acknowledging past injustices and working towards a future that respects and celebrates the diverse heritage of this land.

1. CALL TO ORDER

2. LAND ACKNOWLEDGEMENT

3. FLAG SALUTE

4. PUBLIC HEARING

VIRTUAL PARTICIPATION PROCESS: To provide public comments virtually, please fill out the [Virtual Public Comment Request Form](#) in advance of the meeting. The form closes at 12:00 Noon on the day of the meeting. You will be confirmed by the Clerk. If you are having difficulty, please reach out to the Clerk at stippleleen@kenmorewa.gov.

Northshore School District Comprehensive Plan Amendment and Rezone

[Staff Memo](#)

[Attachment 1 - Proposed Comprehensive Plan Land Use Map Amendment & Rezone](#)

[Attachment 2 - PowerPoint Slides](#)

5. PUBLIC COMMENTS

We welcome our community members to the Planning Commission meeting. In this forum, the Commission does not engage or dialogue with the public; the primary role is to listen. We will hear from our on-site guests first, followed by our pre-registered virtual guests. All guests must address comments to the Commission. The Clerk will acknowledge your request and call your name when it is your turn. Your time will start when we confirm that we can hear you. Please state your name and city of residence for the record and keep your comments to 3 minutes. We will not split your time with others or reset your time except by express approval of the Chair. You can submit materials to the Clerk in advance. This meeting is being recorded. Thank you for taking the time to express your comments.

VIRTUAL PARTICIPATION PROCESS: To provide public comments virtually, please fill out the [Virtual Public Comment Request Form](#) in advance of the meeting. The form closes at 12:00 Noon on the day of the meeting. You will be confirmed by the Clerk. If you are having difficulty, please reach out to the Clerk at stippleleen@kenmorewa.gov.

6. CONSENT AGENDA

Approval of Previous Meeting Minutes
[03.05 Planning Commission Meeting Minutes](#)
[03.18 Planning Commission Meeting Minutes](#)
Planning Commissioner Excusals

7. AGENDA ITEMS

Comprehensive Plan Update - Downtown Element and Community Character and Design Element
[Staff Memo](#)
[Attachment 1 - DRAFT Downtown Element](#)
[Attachment 2 - Figure D-1 Countywide Growth Center Map](#)
[Attachment 3 - DRAFT Community Character Element](#)

8. ADJOURNMENT

UPCOMING MEETINGS:
April 16, 2024, 7:00 p.m.



City Of Kenmore, Washington

Memorandum

Date: April 2, 2024

To: Planning Commission

From: Debbie Bent, Community Development Director
Todd Hall, Principal Planner

Regarding: Public Hearing – Northshore School District Comprehensive Plan
Amendment and Rezone

At your April 2 meeting, a public hearing will be held for a Comprehensive Plan Amendment and Rezone proposed by the Northshore School District (NSD). The proposal is a request for an Amendment to the City of Kenmore Comprehensive Land Use Map from Low Density Residential to Public/Private Facilities as well as a rezone to the City's Zoning Map from R4 Residential to Public/Semi-Public for a property recently acquired by NSD.

The subject property, a former private single-family residence, is located at 15226 Simonds Road NE. The 0.74-acre property is located immediately adjacent to Inglemoor High School and will ultimately be included in the overall future phased modernization project to be reviewed by the City.

The proposal is classified as a Type 5 land use decision, which requires both a public hearing and recommendation by the Planning Commission, and a final decision of approval by the City Council. This item has been identified on the Planning Commission's 2024 Work Plan Docket.

Attachment 1: Proposed Comprehensive Plan Land Use Map Amendment & Rezone
Attachment 2: PowerPoint Slides

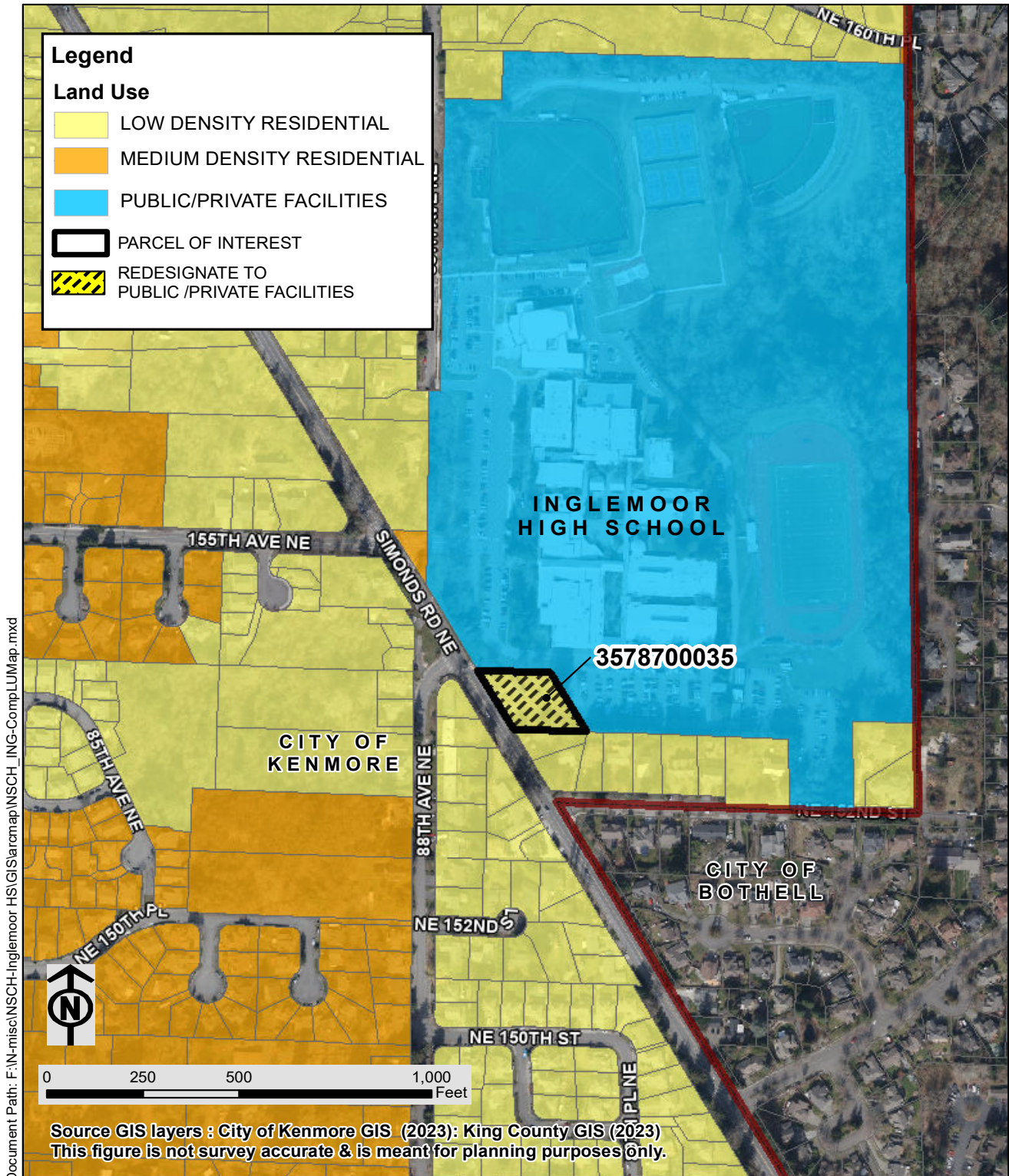
18120 68th Ave NE, Kenmore, WA 98028

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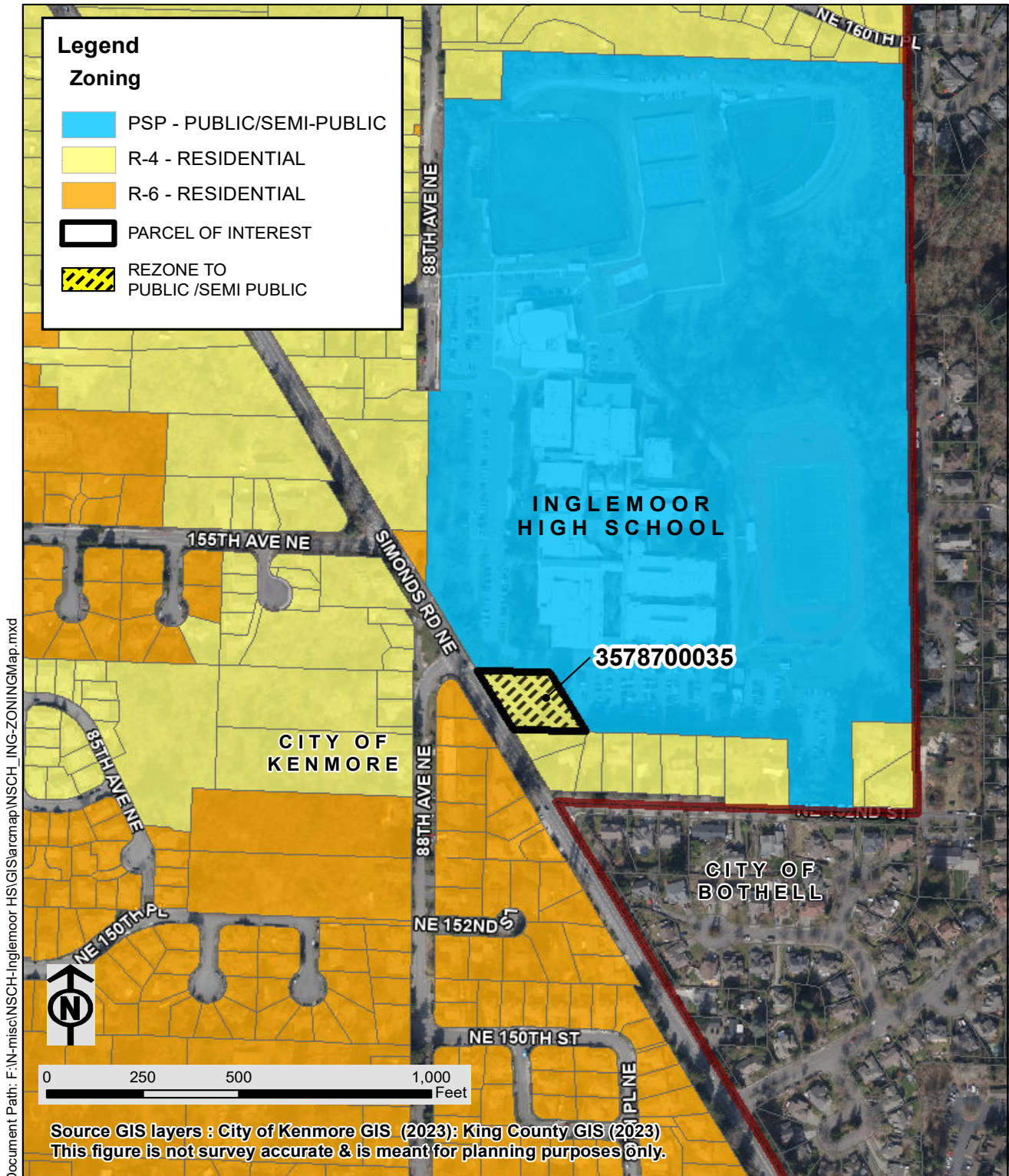
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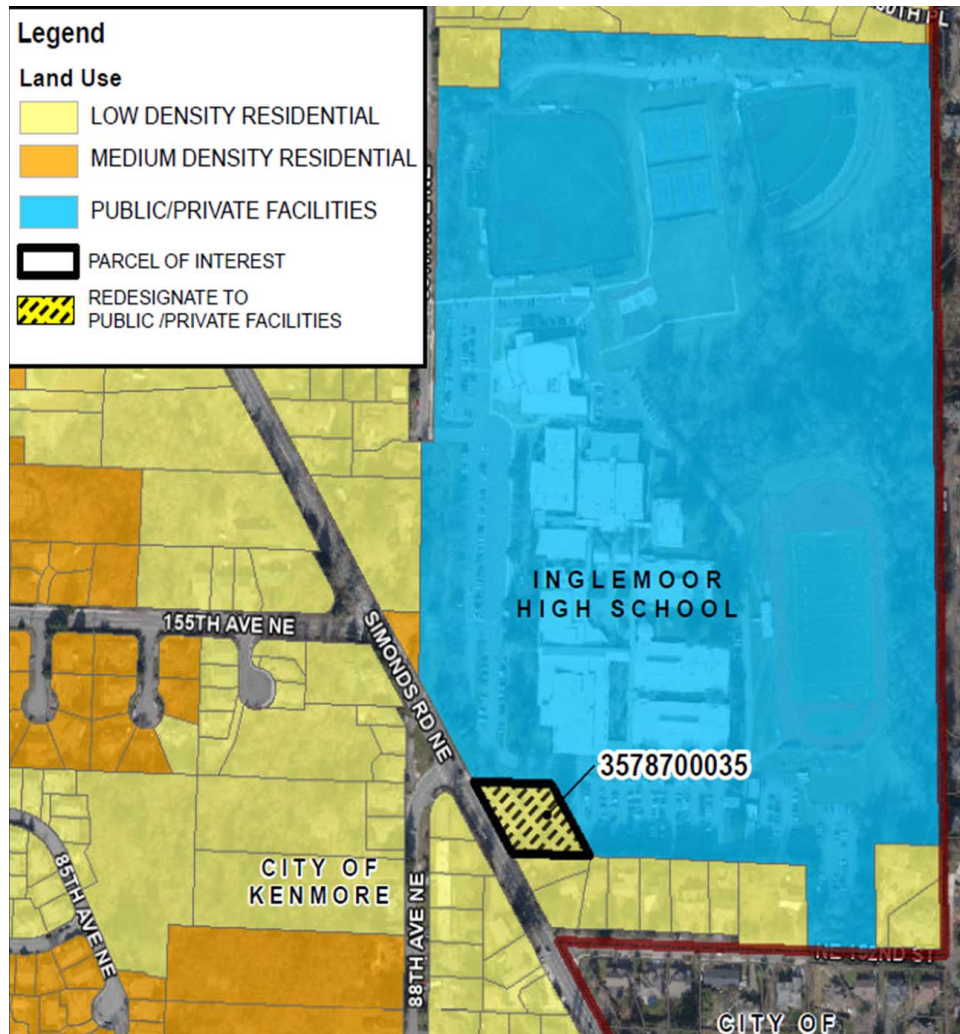
SHOCKEY
PLANNING GROUP, Inc.

Proposed Comprehensive Plan
Map Amendment

Map Date: 11/13/2023



Proposed Rezone



Public Hearing Comprehensive Plan Map Amendment & Rezone – Northshore School District



Planning Commission – April 2, 2024



Discussion

- Property Description
- Comprehensive Plan Amendment & Rezone Process
- Amendment Decision Criteria
- Planning Commission / City Council Process
- Next Steps



Property Description

- 15226 Simonds Road NE
- Former single-family residence
- Purchased by NSD in 2023
- Accommodate future additional project area for Inglemoor HS rebuild project

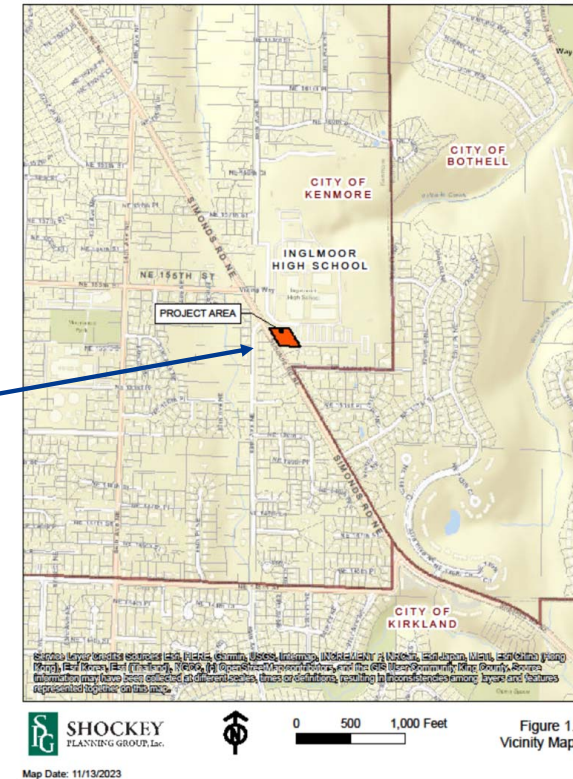
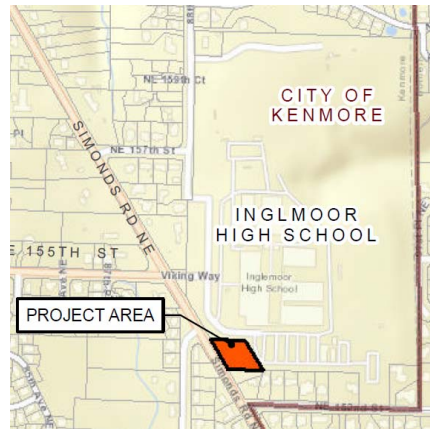


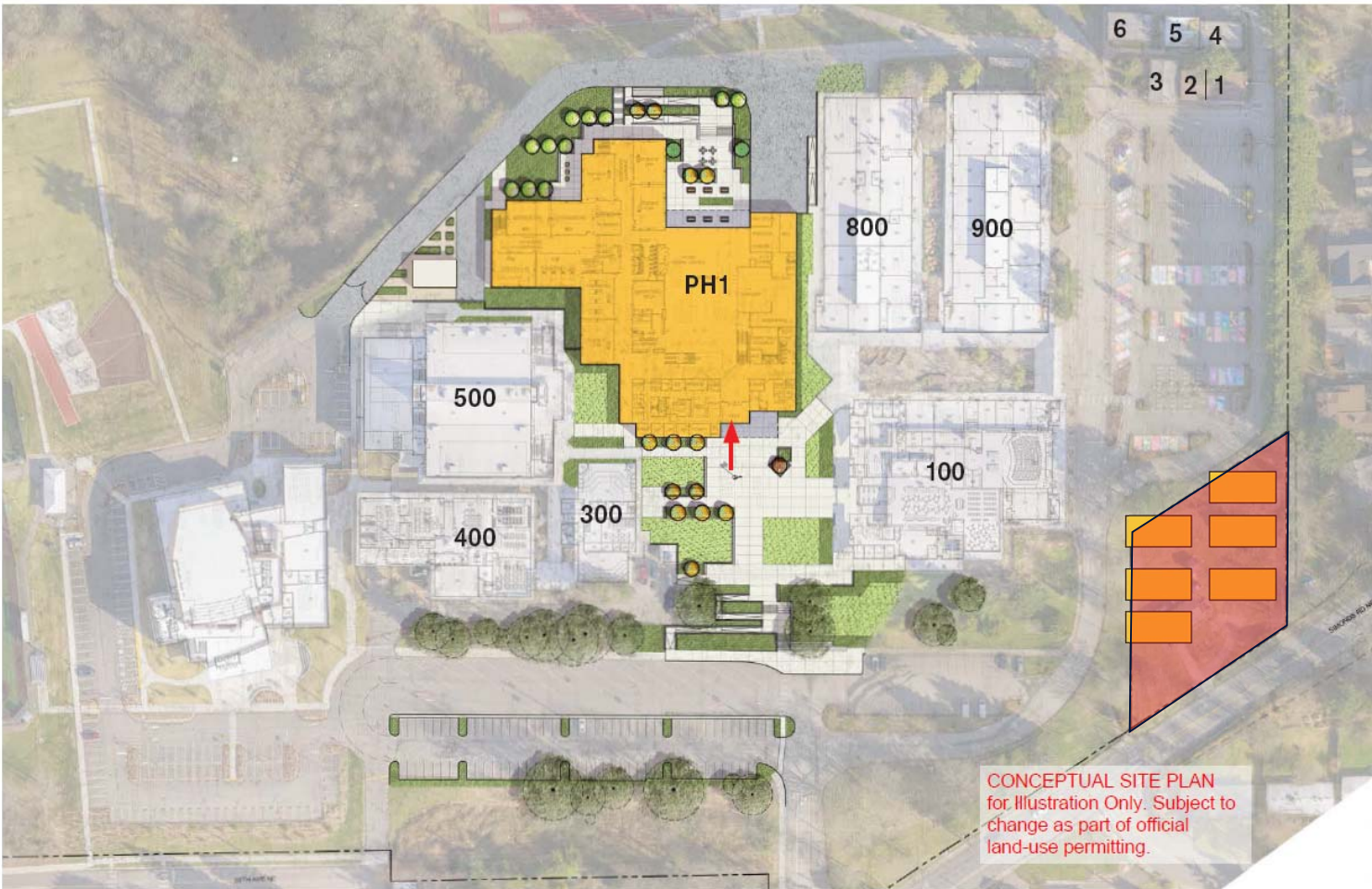
Figure 1.
Vicinity Map



4. VIRTUAL PARTICIPATION PROCESS: To provide public comments virtually, ...

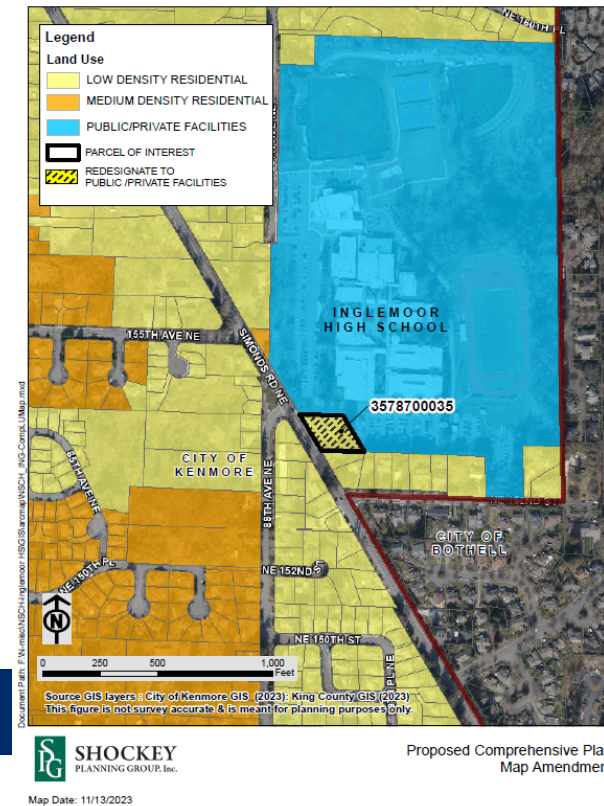


4. VIRTUAL PARTICIPATION PROCESS: To provide public comments virtually, ...



Comprehensive Plan Land Use Map Amendment

- Change Land Use Designation -
Low Density Residential to
Public Private Facilities



Comprehensive Plan Amendment & Rezone Process



Amendment Decision Criteria – KMC 19.20.090

1. Proposed amendment is consistent with the GMA and CPPs
2. Proposed amendment eliminates an inconsistency or does not create an inconsistency with the Comp Plan
3. Proposed amendment meets at least one of the following criteria
 - a. The proposed amendment is beneficial to the City as a whole and will not adversely affect public health, safety, and welfare; or
 - b. The proposed amendment addresses changes circumstances within the City as a whole; or
 - c. The proposed amendment accommodates new policy direction from the city council.



Additional Review Criteria for Site-Specific Amendments

1. The proposed amendment is consistent with the policies, objectives and goals of the Comp Plan, CPPs and GMA
2. The subject property is suitable for development in conformance with the standards under the classification being proposed
3. The proposed amendment is compatible with adjacent and nearby existing and permitted land uses
4. The proposed amendment is compatible with the surrounding development pattern
5. The proposed amendment meets the zoning map decision criteria of KMC 19.30.210 and 19.30.220*

*** #5 is not applicable because this is a Type 5 (Council) decision, not Hearing Examiner**



Planning Commission / City Council Process

Planning Commission

- Similar to other Comp Plan Amendments
- Review, discuss, hold public hearing, make recommendation to City Council

City Council

- Planning Commission Recommendation presented
- Additional public hearing, if necessary
- Ordinance to approve in Fall 2024 with remainder of 2024 Docket



Next Steps

City Council

- Planning Commission presents recommendation – May/June
- Final Decision by City Council – November/December 2024



**City of Kenmore
Planning Commission Meeting Minutes
March 5, 2024 @ 7:00 PM**

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

Dwight Thompson, Chair
Mike Vanderlinde, Vice Chair
Tracy Banaszynski
David Dorrian
Saad Qadri
Chris Olson
Derek Wyckoff

Staff

Debbie Bent, Community Development Director
Todd Hall, Principal Planner
Shannon Tipple-Leen, Planning Commission Clerk
Michelle Kang, Co-Clerk (virtual)

1. CALL TO ORDER

The meeting was called to order by Chair Thompson at 7:00 PM.

2. LAND ACKNOWLEDGEMENT

The Land Acknowledgement was read

3. FLAG SALUTE

The Flag Salute was done.

4. PUBLIC COMMENT

There was no Public Comment.

5. CONSENT AGENDA

The minutes from February 6th were unanimously approved.
There were no Commissioner excusals.

6. AGENDA

Northshore School District Comprehensive Plan Amendment and Rezone.

Todd Hall provided a presentation on the rezone as information. The purpose before the Planning Commission is to move the rezone to Public Hearing.

Commissioner Olson recused himself from discussion with a possible conflict of interest.

Questions/Comments:

What is the purpose of the rezone?

- Staff answer: Possible temporary classrooms during construction and/or parking. The project application has yet to be submitted and there are still ongoing discussions about the site's intended purpose.

Does the school district already own it?

- Staff answer: Yes, they own it. The property was purchased in 2023.

How long is the construction project?

- Answer: The Director of Capital Projects for Northshore School District, William Tribble answered. The overall construction project is a rebuild of the entire school over a ten-year period beginning in 2025. The first phase will be 3 years.

I have always wondered why it wasn't part of the campus.

I can't find any objections to this rezone. Can you describe the topography including any critical areas?

- District answer: We haven't found any critical areas. There is a slope that will require grading and a retaining wall.

Are there any comments or feedback from the neighborhood?

- Staff answer: Yesterday, March 4, a notice of application was issued. That will run its course for Public Comment. A SEPA determination was also issued.

There was concern that a SEPA review wasn't complete before this came forward.

- Staff answer: Because this is regarding a change in the designation of the property from a single-family zone to a business zone it is usually what's called a determination of non-significance. The project construction will have its own SEPA determination. The development will have its own permit and review with the City's Development Services.

April 2nd is the targeted date for the Public Hearing.

- **MOTION:** Commissioner Wyckoff moved send the rezone to Public Hearing on April 2. Commissioner Qadri seconded the motion.

VOTE: 6 For, 0 Against, 1 Abstain. Motion Carried.

6. AGENDA Cont.

Review of Council Presentation

Commissioner Dorrian discussed what he will present to Council on the Economic Development Element on March 18th for feedback.

Commissioner Olson offered to help present his comments.

It was suggested to keep comments to 3 minutes.

6. AGENDA Cont.

Commission Scope and Rules - Feedback from City Attorney

There was discussion about the rules for Planning Commissioners regarding quorum, talking off the dais and emailing.

Question regarding how a Commissioner would add an item to the agenda. It was decided that there would be a discussion at the end of each meeting to see if there was anything to add to the next meeting.

Upcoming dates:

March 18th – Joint Planning Commission and City Council Meeting.

March 19th – Cancel Planning Commission Meeting

April 2nd – Downtown Element and Public Hearing for Rezone

April 8th – Briefing City Council and Planning Commission on Middle Housing
April 15th – Town Hall with Middle Housing table
April 16th – Discussing School District Comp Plan Amendment/Rezone
Recommendations for City Council

Todd gave an update on the Urban Land Institute Technical Advisory Panel that will happen at City Hall on March 6th and 7th. Staff will provide a briefing on ULI's recommendation at a future meeting. There was general discussion on downtown and the TOD.

6. ADJOURNMENT

Chair Thompson adjourned the meeting at 8:26 PM

Planning Commission

Approved by Planning Commission on: _____

**City of Kenmore
Joint Planning Commission Meeting Minutes
March 18, 2024 @ 6:00 PM**

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

Dwight Thompson, Chair
Tracy Banaszynski
David Dorrian
Saad Qadri
Chris Olson
Derek Wyckoff

Excused - Mike Vanderlinde, Vice Chair

Staff

Debbie Bent, Community Development Director – (joining over Zoom)
Todd Hall, Principal Planner

XIV. BUSINESS AGENDA

- B. Planning Commission's Recommendations for Comprehensive Plan Amendments - Economic Development Element.

The Planning Commission gave comments beginning at 7:34PM on the update to the Comprehensive Plan's Economic Development Element.

Todd Hall presented an overview on the Kenmore Comprehensive Plan's Economic Development Element.

Chair Dwight Thompson presented the timeline for the revisions and introduced commissioners and their speaking points.

Commissioner Banaszynski spoke to the interactions of systems such as the environment, health care access, affordable housing, and sustainability as the drivers of future economic growth.

Commissioner Olson spoke to Clean Light Manufacturing.

Commissioner Wyckoff spoke on current and potential commercial use space and how the city can support existing and additionally bring in new business.

Commissioner Dorrian spoke to Kenmore's income strata, Kenmore being a bedroom community and supporting businesses and services that serve those community members.

Chair Thompson encouraged the elements be adopted concurrently so they work together for a stronger city.

Questions/comments:

Councilmember Culver: Do we collect data on businesses that do or don't have living wage jobs?

Staff response: We get data from state or local data sets. We might be able to determine that at some point.

Councilmember Culver: Is there a histogram of NAICS codes and what does Kenmore have that we do not?

You should be proud of this piece. Appreciate how hard the PC is working.

Councilmember Srebniak: Where are the six goals represented in a specific objective?

Staff response: Will need to get back to you.

Councilmember Srebniak: For each of you that spoke where do you feel the Goals & Objectives cover your topic?

-PC response:

Comm. Wyckoff – the whole doc was made proactive for all businesses instead of a specific industry with restructuring words etc.

Comm. Dorrian – there may not be a one-to-one match but there are some new things that line up

Comm. Olson – while clean light is just a piece of the puzzle, overall, it does address some of the key points of the element.

Staff response: We wanted to match it up with what PSRC said and our goals matched theirs.

Councilmember Srebniak: It would be great to measure 2 or 3 most important things and set Goals & Objectives to lean into those.

Councilmember Loutsis: Was there a discussion about general job training or just in regard to green jobs? I feel like that could be a relevant idea to help our residents. Do you feel like there would be a good economic element to add. Maybe "explore opportunities and resources for job training."

PC response: ED1-3 We could call out job training in that one.

PC response 2: Job training is a tough one. Often low-level service training is easier. The high-level training takes a long time and investment and is harder to implement. We could assist employers to put a system in place that would be the lowest cost and best outcome for workers.

Staff response: Maybe we could add some verbiage to partner with organizations who are already offering these services.

Councilmember Loutsis: Reiterate the thanks for all the work the PC does.

Mayor Herbig: Can we recognize the Burke Gilman Trail as a "Strength" and the incoming Bus Rapid Transit as "Opportunity"?

Councilmember Sasson: Call out the job training model of Black Coffee Northwest as a model for community engagement. Take how can we partner with business to the Kenmore Small group?

Councilmember Culver: Would it be appropriate to talk in the Comp Plan on the history of Lakepointe? What did we learn from the Business Incubator and does that have a place for the Comp Plan?

Staff response: Debbie Bent talked about next steps for the Economic Development Element.

Deputy Mayor O'Cain: I like the emphasis on job training and finding a space to expand skilled labor so that people can work and live in Kenmore.

Deputy Mayor O'Cain: So grateful for the Planning Commission's dedication and how quality their work is.

Councilmember Marshall: An environmental emphasis in a business-oriented plan is so important.

2. ADJOURNMENT

The discussion was completed at 8:39PM

Planning Commission
Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: April 2, 2024

To: Planning Commission

From: Debbie Bent, Community Development Director
Todd Hall, Principal Planner

Regarding: Comprehensive Plan Update: Downtown Element and Community Character and Design Element

The City of Kenmore is updating its comprehensive plan as part of the periodic review required by the WA State Growth Management Act (GMA). The Downtown Element and the Community Character and Design, both previously part of the Land Use Element as "sub-elements," are now stand-alone elements. Also, the Community Design Sub-Element was renamed to add "Character" to emphasize not only important design concepts but also emphasize the unique character of Kenmore.

After review, the Commission may consider additional review at an upcoming meeting. Staff anticipates Planning Commission hold a public hearing in May or June. If recommended by the Commission, each element would be reviewed by City Council this summer, with adoption of the ordinance required by December 31, 2024.

Attachment 1: Draft Downtown Element
Attachment 2: Figure D-1 Countywide Growth Center Map
Attachment 3: Draft Community Character Element

18120 68th Ave NE, Kenmore, WA 98028

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DOWNTOWN SUB-ELEMENT

INTRODUCTION

The Growth Management Act (GMA) does not require the creation or retention of a downtown area within communities. However, several GMA goals, as well as Countywide Planning Policies, address the containment of sprawl, and the provision of efficient services and utilities, which can be met through development of “regional growth centers” such as a downtown. Downtown areas also can function as a community-enhancing central place, particularly in a community like Kenmore dominated by regional traffic flows along SR-522 (Bothell Way).

The Vision Statement, as related to the downtown, foresees Kenmore as:

- A fun, vibrant waterfront community centered on the waterfront but including a variety of unique neighborhoods, that has its own sense of place, and an identifiable, walkable pedestrian-friendly downtown offering commercial, civic, cultural and park spaces, integrated with multifamily housing.

EXISTING CONDITIONS

Current Development Conditions and Trends

In December 2021, Downtown Kenmore was designated as a King County Candidate Countywide Growth Center by the King County Growth Management Planning Council. Once finalized in 2025-26, Downtown will be identified as one of several other regional centers that accommodate employment and housing. The larger Downtown area includes the four quadrants surrounding the intersection of 68th Ave NE and SR522. Additional information is provided below.

Kenmore’s downtown core adjacent to the intersection of 68th Ave NE and NE 181st Street is continuing to transform into a walkable and vibrant community. Completion of pedestrian and bicycle improvements on 181st Street and 68th Ave NE have enhanced connections to downtown. Completion of public facilities such as Recent construction City Hall (2010), and the Kenmore Library (2012), Jack V. Crawford Skate Court (2015), The Hangar and Town Square (2017) provide access to public services and also access to recreation/gathering opportunities. Several mixed-use developments and apartments along 68th Avenue NE (Spencer 68, LINQ, Flyway and the 25 Degrees condominium project), provide new housing opportunities in the downtown. Preservation of the existing manufacturing housing communities Downtown provides single-family affordable housing opportunities along with partnerships to develop new affordable housing on City property. New commercial development (e.g. Stoup Brewing, Zeeks Pizza, Diva Espresso) and office/service development (e.g. Evergreen Health Urgent Care, Kenmore Smiles Dentistry, Lake Washington Physical Therapy) and renovation of existing commercial buildings (Kenmore Camera, Cooley Smiles) all support a vibrant downtown., proposed construction of the Kenmore Village mixed use project, the Town Green and the Community Building, are the first steps to creating a walkable Downtown core surrounding the intersection of 68th Avenue NE and NE 181st Street. City sponsored events such as the farmers market, movies at the Town Square, and various programs and activities at the Hangar all support Downtown.

Most of Kenmore's existing commercial development is concentrated along SR-522, including the Kenmore Square (7700 block of SR522) and Kenmore Village Town Center (northwest of the intersection of 68th Ave NE/NE 181st Street) and Safeway/Rite Aid shopping centers (northeast of the intersection of 68th Ave NE and SR522) complexes. Kenmore's downtown core adjacent to the intersection of 68th Ave NE and NE 181st Street is continuing to transform into a walkable and vibrant community. Completion of pedestrian and bicycle improvements on 181st Street and 68th Ave NE have enhanced connections to downtown. Completion of public facilities such as Recent construction City Hall (2010), and the Kenmore Library (2012), Jack V. Crawford Skate Court (2015), The Hangar and Town Square (2017) provide access to public services and also access to recreation/gathering opportunities. Several mixed use developments and apartments along 68th Avenue NE (Spencer 68, LINO, Flyway and the 25 Degrees condominium project), provide new housing opportunities in the downtown. Preservation of the existing manufacturing housing communities Downtown provides single family affordable housing opportunities along with partnerships to develop new affordable housing on City property. New commercial development (e.g. Stoup Brewing, Zeeks Pizza, Diva Espresso) and office/service development (e.g. Evergreen Health Urgent Care, Kenmore Smiles Dentistry, Lake Washington Physical Therapy) and renovation of existing commercial buildings (Kenmore Camera, Cooley Smiles) all support a vibrant downtown, proposed construction of the Kenmore Village mixed use project, the Town Green and the Community Building, are the first steps to creating a walkable Downtown core surrounding the intersection of 68th Avenue NE and NE 181st Street. City sponsored events such as the farmers market, movies at the Town Square, and various programs and activities at the Hangar all support Downtown.

There is recent residential development on the periphery of the core, with redevelopment of single-family sites east of 68th Avenue NE on NE 182nd Street and redevelopment of a former park-and-ride lot into the Spencer 68 apartment project on the west side of 68th Avenue NE near NE 182nd Street.

The future Lakepointe development on Lake Washington at the southwest corner of SR-522 and 68th Avenue NE could have a dramatic impact on the City from both a physical and economic point of view. With a current permit for over 650,000 square feet of commercial/office/hotel development and 1,200 housing units in a waterfront setting, the development could represent one of only four or five waterfront mixed-use developments on Lake Washington.

In December 2021, Downtown Kenmore was designated as a King County Candidate Countywide Growth Center by the King County Growth Management Planning Council. Once finalized in 2025-26, Downtown will be identified as one of several other regional centers that accommodate employment and housing. The larger Downtown area includes the four quadrants surrounding the intersection of 68th Ave NE and SR522. Additional information is provided below.

Kenmore Urban Design Inventory and Analysis

In 2003, the Kenmore Downtown Plan was adopted. At that time, it was noted that the location, frequency and quality of buildings, parking lots, pole signs, sidewalks, crosswalks, landscaping and street trees are were elements of urban form that individually and collectively determine visual cohesiveness, comfort, and pedestrian-orientation in urban areas. While there has been a

lot of redevelopment in and around the Kenmore Village area (adjacent to NE 181st Street/68th Ave NE), many of the same design characteristics found twenty years ago are still noticeable today.

With regard to the Downtown area, issues Issues still impacting design in the Downtown area include:

- Many of the existing buildings are not built to the edge of the street, and are of discontinuous size, location, and shape. These buildings do not form a consistent or recognizable urban form or a continuity of pattern. Typically, buildings that are set back from the street or have parking lots separating them from the street, discourage pedestrian activity and are simply less pleasant for walking. Many such buildings are found within the Downtown area. However, new development must comply with adopted site and building design standards that address these issues.
- Pole signs are mostly found on the north side of SR-522 between 61st Avenue NE and 80th Avenue NE, where automobile-oriented retail uses predominate. Frequent use of pole signs can create visual clutter, particularly when competing with other street elements such as billboards, telecommunication towers, utility poles, streetlights, etc. New development would have to comply with adopted design standards and sign regulations.
- The predominance of parking lots in the Downtown area is indicative of the overall auto-oriented nature of the region. The numerous access points to and from the parking lots of establishments along SR-522 create potentially hazardous situations as vehicles enter and exit the traffic flow from SR-522. Consolidating driveway access along SR522 is a requirement when new development occurs.
- There are few sidewalks in the Downtown area. Although completion of sidewalks on SR522, 181st Street from 73rd Ave NE to 67th Ave NE and sidewalks and bike lanes on 68th Ave NE/Juanita Drive have as improved access to Downtown.
- There is little or no street trees along major arterials and along portions of SR-522, with the exception of those separating SR-522 from the Burke-Gilman trail. However, street trees along SR522, along 68th Ave NE/Juanita Drive and NE 181st Street between 73rd Ave NE and 67th Ave NE have improved the streetscape and access to Downtown.
- Parks and open space uses include Log Boom Park and the Burke-Gilman Trail. Nearby parks include Rhododendron Park, Xax'adis (Tl' awh-ah-dees) Park Squire's Landing Park, and the State Boat Launch facility. The Town Square and Hangar and Jack V Crawford Skate Park and City Hall park also provide opportunities for recreation and gathering.
- Several major natural features exist within the Downtown area, including Swamp Creek, the Sammamish River, and Lake Washington. Steep hillsides sloping to the north offer views to of the Lake.
- In Kenmore, pedestrian destinations and generators include bus stops, grocery stores and other retail establishments, The Hangar and Town Square, City Hall, the Burke-Gilman Trail, Kenmore Library, the Park and Ride lot, Log Boom Park, and Rhododendron Park. Nearby mobile home parks, apartments, and senior housing complexes also function as pedestrian

generators. The Lakepointe mixed-use development will be a major pedestrian generator in the future.

- Sidewalks have been added to SR522 and sidewalks and bike lanes have been added to 68th Ave NE/Juanita Drive improving pedestrian and bicycle access on the City's main north/south and east/west arterials. Crosswalks have been added at key intersections. Nevertheless, SR522 is still a significant barrier. The high speed and volume of traffic, the lack of sidewalks, the width of the roadway, and the lack of other pedestrian amenities in some portions make SR-522 a significant barrier to pedestrian travel in Kenmore. 68th Avenue NE also functions as a barrier, though less significantly than SR-522. These road corridors essentially "divide" central Kenmore into four quadrants. SR522 is still a significant barrier especially for pedestrian and bike travel, dividing the north and south sides of Downtown.
- Key pedestrian crossings exist at the intersections of SR-522 and 61st, 68th, 73rd and 80th Avenues NE, with crosswalks and pedestrian signalization in place. Additional pedestrian crossings along Bothell Way could help break up the considerable distance pedestrians must currently travel to cross SR-522.
- Both King County Metro and Sound Transit provide frequent bus service to/from surrounding communities from Kenmore Park & Ride and several bus stops located along the SR-522 corridor. The planned Stride SR3 Line, a bus rapid transit provided by Sound Transit, will provide additional fast, frequent, and reliable bus service that will connect Kenmore to the Link 1 Line at Shoreline South/NE 148th Street.

Figures LU-4 and LU-5 portray the above conclusions.

Market Area

The City of Kenmore has the potential to provide retail goods and services for an area beyond its own boundaries. The market area for any commercial district is determined by several factors:

- Distance to surrounding population.
- Natural boundaries and impediments to travel.
- Transportation links.
- Competing development.
- Scope of existing development in the district.

The projected market area for Kenmore lies within an approximate 3-mile radius around the City Center. The area extends west to approximately I-5; south into Lake City; north into Snohomish County; and east to I-405. The existence of regional commercial centers largely determines these boundaries. Kenmore currently loses a significant portion of retail spending by Kenmore residents to businesses outside of cityKenmore.

Kenmore also has another significant advantage over many other cities, that being its Lake Washington waterfront. With commanding views, and excellent recreational and commercial access, the waterfront is certainly one of the best assets the city has to offer. With future redevelopment, including the 5943+ acre Lakepointe site south of SR-522 and west of 68th Avenue NE, Kenmore's market area has the potential to expand its market area from being locally-focused to one that is regionally significant.

See the Economic Development Element for more specific market data.

Lakepointe or a similar development on that site has the potential to serve a much wider area. As noted above, it will be one of only a few mixed-use concentrations on Lake Washington. As such, it has the potential to provide a mix of restaurants, shops, office, and lodging, which could attract users from a much wider radius. This is significant because it increases the commercial potential of Lakepointe, as well as targeting a different type of commercial activity from the existing core businesses.

Opportunities for Development

The opportunities for development in Downtown Kenmore can be considered in terms of the relationship to Lakepointe, and the types of uses which are supportable:

Relationship to Lakepointe

As noted above, Lakepointe has the potential to offer a high amenity setting for various specialty retail and other a mix of residential, commercial uses and recreational uses serving a broad market area. Comparable developments include Downtown Kirkland and Carillon Point. Factors affecting its relationship to the Downtown Core are its lakefront site and the barriers represented by SR-522. While Lakepointe may include a grocery store and other some traditional neighborhood scale uses, the existing core north of SR-522 between 61st and 73rd Avenues should continue to capture the food and miscellaneous retail spending by residents north of SR-522. The role of the core should be enhanced with growth in both single- and multi-family housing to the north and multi-family development to the east and west.

Demand by Development Type

The types of development likely to be supported within the area are described in a summary fashion below.

- Multi-family residential. Such development is already occurring in the area and reflects the need for increasing density throughout the urbanized area. The area to the east is particularly well suited for such development, located between the commercial core and the public service concentration on 73rd Avenue NE to the east. In 2023 new Transit Oriented Development regulations were adopted supporting higher density residential development with affordable housing recognizing Kenmore's designation as a high capacity transit community and future Bus Rapid Transit along the SR522 corridor.
- Manufactured housing communities. The existing manufactured housing communities provide affordable, unsubsidized single-family homeownership for seniors and lower-income households. In 2019 the City adopted regulations to make closure less likely and/or address the impacts of closure of the manufactured housing communities, while at the same time offering landowners the ability to transfer their development rights. The regulations are in effect pending resolution of an appeal filed in 2019.
- Neighborhood commercial development including small-scale neighborhood commercial development. Additional grocery, drugstore, eating/drinking, miscellaneous retail, personal

and business services will be required as the local area and larger market area grow over time. These uses should be increasingly accessible to pedestrians as well as automobiles.

- Mixed-use development (residential with office and retail). Horizontal mixed-use, with residential next to commercial is favorable in the area, and conditions allowing for vertical mixed-use developments are likely favorable in the near future. Mixed-use development in the area of 68th Ave NE/NE 181st Street are examples.
- Corridor commercial. Such development along SR-522 will continue to be viable given the volume of traffic on SR-522. However, the overall vision is to convert the area from a commercial strip corridor to a mix of non-auto-oriented uses, taking advantage of lake views and proximity to transit. Transit Oriented Development supporting higher residential densities, inclusionary affordable housing and allowing for ground floor commercial uses are currently allowed along the SR522 corridor.
- Light manufacturing. Small-scale advanced or artisanal manufacturing could offer significant new employment opportunities. Such uses are permitted in several downtown zones.

Long Term Opportunities

The large parcels like the Plywood Supply site and Lakepointe site south of SR-522 and east of 68th Avenue NE provide an important resource for large-scale planned development in the future.

Kenmore Urban Design Inventory and Analysis

The location, frequency and quality of buildings, parking lots, pole signs, sidewalks, crosswalks, landscaping and street trees are elements of urban form that individually and collectively determine visual cohesiveness, comfort, and pedestrian orientation in urban areas. With regard to the Downtown area, issues impacting design include:

- Many of the buildings are not built to the edge of the street, and are of discontinuous size, location, and shape. These buildings do not form a consistent or recognizable urban form or a continuity of pattern. Typically buildings that are set back from the street or have parking lots separating them from the street, discourage pedestrian activity and are simply less pleasant for walking. Many such buildings are found within the Downtown area. However, new development must comply with adopted site and building design standards that address these issues.
- Pole signs are mostly found on the north side of SR-522 between 61st Avenue NE and 80th Avenue NE, where automobile-oriented retail uses predominate. Frequent use of pole signs can create visual clutter, particularly when competing with other street elements such as billboards, telecommunication towers, utility poles, streetlights, etc.
- The predominance of parking lots in the Downtown area is indicative of the overall auto-oriented nature of the region. The numerous access points to and from the parking lots of establishments along SR-522 create potentially hazardous situations as vehicles enter and exit the traffic flow from SR-522.
- There are few sidewalks in the Downtown area.

- There are little or no street trees along major arterials and along portions of SR-522, with the exception of those separating SR-522 from the Burke-Gilman trail.
- Parks and open space uses include Log Boom Park and the Burke-Gilman Trail. Nearby parks include Rhododendron Park, Squire's Landing Park, and the State Boat Launch facility.
- Several major natural features exist within the Downtown area, including Swamp Creek, the Sammamish River, and Lake Washington. Steep hillsides sloping to the north offer views to the Lake.
- In Kenmore, pedestrian destinations and generators include bus stops, grocery stores and other retail establishments, City Hall, the Burke-Gilman Trail, Kenmore Library, the Park and Ride lot, Log Boom Park, and Rhododendron Park. Nearby mobile home parks, apartments, and senior housing complexes also function as pedestrian generators. The Lakepointe mixed-use development will be a major pedestrian generator in the future.
- The high speed and volume of traffic, the lack of sidewalks, the width of the roadway, and the lack of other pedestrian amenities in some portions make SR-522 a significant barrier to pedestrian travel in Kenmore. 68th Avenue NE also functions as a barrier, though less significantly than SR-522. These road corridors essentially "divide" central Kenmore into four quadrants.
- Key pedestrian crossings exist at the intersections of SR-522 and 61st, 68th, 73rd and 80th Avenues NE, with crosswalks and pedestrian signalization in place. Additional pedestrian crossings along Bothell Way could help break up the considerable distance pedestrians must currently travel to cross SR-522.

Figures LU-4 and LU-5 portray the above conclusions.

Figure LU-4
Downtown Inventory

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Figure LU-5
East Study Area Inventory

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DOWNTOWN PLANS

The Kenmore Comprehensive Plan focuses upon the establishment of a Downtown core. During the development of Downtown Strategies, the following guiding principles support the Downtown vision: were considered:

General

- Plan for and implement an attractive, vital, pedestrian-oriented, transit friendly, city center offering commercial, civic, cultural and park spaces, integrated with higher density housing.
- Address the different characteristics of Downtown by encouraging regional serving development south of SR-522 and local serving development north of SR-522.¹
- Support redevelopment in accordance with the Vision for the Downtown through investment in public infrastructure including transportation (especially pedestrian and bicycle facilities and other forms of non-motorized transportation), utility, and civic infrastructure.
- Give priority to creating indoor and outdoor public spaces; promote community activities meeting the needs of a range of ages and interests. Outdoor spaces should include plazas, parks, and public green spaces. Encourage the efficient use of space and shared uses where appropriate.
- Give priority consideration to strong linkages between the four Downtown quadrants and the surrounding neighborhoods. Pedestrian crossings, including a grade-separated crossing above or under of SR-522, linking the north and south quadrants, should be readily accessible, functional, visually attractive, safe, and inviting links to key destinations, and should provide a Kenmore identity.
- Create a Downtown circulation system that promotes mobility for all modes of travel; emphasizing a loop road circulation system.
- Create a local pedestrian oriented “main street” on NE 181st Street where parking and motorized transportation is minimized.
- Create an interconnected system of trails, sidewalks, bikeways, and open spaces in Downtown.
- Promote the revitalization and expansion of business and retail compatible with the character of the Downtown districts. Encourage businesses that draw patrons during both the day and evening. Provide an adequate mix of on-street, surface, and structured parking, and encourage shared parking options. Where feasible, reduce parking requirements.
- Provide high density, high amenity (includes public spaces and private facilities) pedestrian oriented residential neighborhoods meeting the housing needs of a variety of income levels,

¹ Regional serving development generally refers to mixed-use compact development recognizing Kenmore’s position as a regional transportation center and featuring larger scale commercial, office, and multi-family developments, attracting people from a much larger area than just Kenmore. Local serving development generally refers mixed-use developments including high-density housing, civic and governmental, offices, small-scale commercial and retail, and locally oriented professional and personal services, primarily serving the Kenmore community.

and developed at densities high enough to support transit and commercial uses. Off-street parking should be minimized, encouraged.

- Coordinate public and private investment to achieve optimal leverage of public funds.
- Create an identity for the Downtown and SR-522 by giving priority consideration to improving the appearance of the physical environment through design guidelines, sidewalks, landscaping, street trees, public art and signage.
- The Downtown should acknowledge and create a beneficial and symbiotic relationship with SR-522.
- Integrate and manage Downtown development to support sound ecological principles by responding to natural landforms, providing storm water management, improving water quality and retaining and adding green spaces.
- Identify Downtown view corridors of significant off-site features (i.e. Lake Washington, Cascades, and surrounding hillsides), giving priority consideration to provision of public physical and visual access from the Downtown quadrants to the waterfront.
- Locate new Civic Center facilities (including the Town Green and Community Building) in the northwest quadrant to provide the greatest stimulus to redevelopment. If there is a truly unique opportunity in another quadrant of the Downtown that would meet the balance of Civic Center criteria, it should not be ruled out.
- Locate a multi-modal transportation facility Downtown or close to Downtown, linked with other public facilities and spaces, functioning as a key node within a larger regional system.
- A large, functional, open, outdoor space should be created to function as a focal point and "public square," providing opportunities for public and private gatherings.

Given these principles, the City has developed a Downtown strategy (Kenmore Downtown Plan, April 2003) with four key components and implementation of the strategy is ongoing:

DOWNTOWN STRATEGY

- Component 1: Land Use Districts
- Component 2: Circulation Plan
- Component 3: Strategic Civic Investment Area
- Component 4: Implementation Strategies

Land Use Districts

Recognizing the different character of the quadrants around the 68th Avenue NE and SR-522 intersection, the City has applied four districts in the Downtown.

- Downtown – Commercial: To promote a community-serving mixed use area, north of SR-522, the Downtown Commercial District features a mix of private and public uses designed to create a small town feel welcoming community, and pedestrian-friendly environment. Public places, sidewalks, extensive landscaping, transit-orientation, shared or structured parking, protection of environmentally sensitive areas, 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, offices, small-scale commercial and retail, 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.

- **Downtown – Residential:** The Downtown Residential District in the northeast and northwest quadrants provides higher density residential development in support of the Downtown Commercial Zone. Limited retail and office uses are also allowed as part of mixed-use developments. The District represents an opportunity to provide a range of housing types in the community with attention to appearance and scale.
- **Manufactured Housing Community:** The existing manufactured housing communities in the Downtown provide higher density single-family housing that is more affordable for seniors and lower-income residents. Some of the communities may be appropriate for long-term preservation; others may not be compatible with the future Downtown vision, particularly as high capacity transit comes to the City.
- **Regional Business with Mixed-Use Master Plan Requirements:** The Regional Business District encompasses the southwest and southeast quadrants of the 68th Avenue NE/SR-522 intersection and includes areas commonly referred to as the Lakepointe ~~(Kenmore-Pre-Mix)~~ and the Plywood Supply areas. Property conditions and overlay districts, and in some locations, design standards, not only recognize Kenmore's position as a regional transportation center for larger scale commercial, office, and multi-family developments, but also promote a mixed-use, compact development with coordinated internal circulation, shared or structured parking, compatible design and signage, and direct access to public transportation. Emphasis is placed on public access to the waterfront, protection of environmentally sensitive areas, building modulation and façade treatments that help create a human scale, and land use/design transitions and linkages to neighboring districts.

Circulation Plan

Refer to the Transportation Element for the city's pedestrian and vehicular circulation plan.

The three Downtown Special Districts would be linked together by a circulation system shown in Figures LU-6 and LU-7 (provided later in this Chapter), with the following features:

- **Loop road system around intersection of 68th Avenue and SR-522**
- **Walking paths / trail loop around Downtown**
- **Increased shoreline public access pedestrian links**
- **Pedestrian bridge(s) or underpass crossing SR-522**
- **Large blocks broken up with pedestrian walkways**
- **Existing street pattern remains with revisions of intersections at:**
 - **65th Avenue NE and NE 181st Street**
 - **68th Avenue NE and NE 181st Street**

68th Avenue NE and NE 175th Street
NE 181st Street and 73rd Avenue NE

- Sidewalks and street trees added throughout

Strategic Civic Investment Area

Revitalization of Downtown will involve a public/private partnerships. A public private partnership was instrumental in the development of the 9.6 acre Kenmore Village property. Similarly with the development of affordable housing projects on City owned properties known as the Shell and Holt properties. The City actively pursues and identifies potential partnerships to encourage private development that aligns with the Downtown Vision. The vast majority of property in Downtown is and will remain in private ownership. Private property owners will determine their property investment and development. City plans and regulations will guide and encourage development to meet the community vision. It is anticipated that private development will likely occur according to market forces in the southwest and southeast quadrants of the 68th Avenue NE and SR-522 intersection, due to the desirability of the Lake Washington and Sammamish River location, and with the spillover effects of the Lakepointe development. It is likely that incentives will be needed to stimulate development in the northwest and northeast quadrants of the intersection, due to the numerous, small, privately owned parcels.

The City recently provided a To provide a “central place” for the community and to stimulate complementary private investment, the City intends to focus its future civic investment in the northwest quadrant of 68th Avenue NE and SR-522 intersection, as shown on Figure LU-8 (provided later in this Chapter). Strategic civic investment is planned to include a with the development of The Hangar and Town Square. The Hangar acts as an indoor/outdoor community building, while Town Square is essentially an “outdoor living room” and extension of The Hangar space. Town Green and Community Building as part of the Civic Center complex that includes City Hall and the Kenmore Library, both constructed in the 2010s, as well as . Other civic investments proposed include street and infrastructure improvements such as road realignment, sidewalks, and street trees, improve the look and add vibrancy to downtown. These improvements would support existing businesses and be complemented by private investment in of commercial, office, and multi-family uses located in downtown. While the priority location for civic investment is the northwest quadrant, City policies and the implementing Downtown Plan allow for the City to balance multiple City goals and consider unique opportunities in other Downtown locations. It is anticipated that additional civic investment may occur in the northwest and northeast quadrants as private properties redevelop or change ownership from private to public.

Implementation ProgramsStrategies

Implementation programs strategies are an identification of key actions or activities that, if pursued, would further the concepts found in the Comprehensive Plan and implementing plans and regulations, and may be essential to success of the overall strategies. A key implementation guide to this Downtown Element includes the separate Downtown Plan that addresses near-term and long-term activities including, Business Retention, Economic Development, Infrastructure/Services, and Regulations/Permitting. Key regulations that have been developed in response to this Downtown Element and as part of the Downtown Plan include land use/zoning districts described generally above and design standards. Implementation Programs Strategies are identified summarized further at the conclusion of this Chapter.

DOWNTOWN KENMORE – COUNTYWIDE GROWTH CENTER

As mentioned previously, Downtown Kenmore was designated as a candidate Countywide Growth Center by the King County Growth Management Planning Council in December 2021. Countywide Growth Centers, as defined by King County, are areas for equitably concentrating jobs, housing, shopping, and recreational opportunities. They are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.

Candidate jurisdictions will identify and plan for countywide centers as part of their 2024 Comprehensive Plan updates. Once completed, King County Growth Management Planning Council will act in 2025-26 to adopt the final set countywide centers, including Downtown Kenmore, at which time the City will submit an application for full designation.

Figure D-1 shows the boundary of the Countywide Growth Center.

Center Criteria

As a candidate Countywide Growth Center, Kenmore has the option of documenting how it meets Puget Sound Regional Council (PSRC) Plan Review Manual specifications in a comprehensive plan element instead of a stand-alone subarea plan. Once the County adopts the final set of countywide centers in 2025-26, Kenmore shall develop a separate Downtown Kenmore subarea plan.

Goals, objectives, and policies that are applicable to the Downtown Kenmore Countywide Growth Center may be found in the Countywide Growth Center section below.

KEY RECOMMENDATIONS AND ADOPTION OF A NEW DOWNTOWN PLAN

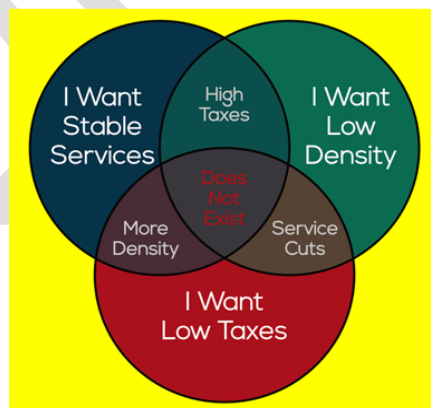
Because many of the key components of the original Downtown Plan have been implemented since the original Plan's adoption in 2003, there is a need to revisit and develop an updated Downtown Plan. In March 2024, City staff collaborated with the Urban Land Institute (ULI) to evaluate existing conditions and help City staff consider the next "lifecycle" of Kenmore downtown planning. Through a 2-day working session, ULI expert panelists interviewed key community stakeholders, evaluated current economic and demographic trends, and developed several recommendations that City leaders and the community may consider in updating the Downtown Plan.

Key Recommendations from the ULI Panelists for Consideration include:

1. Social Infrastructure – Human and neighborly connections inform opportunities and upward economic mobility, increasing community resilience.
 - a) Use Social Infrastructure to Build Resilience
 - b) Amplify, Expand, and Connect Kenmore's Assets

- c) Wayfinding and Business Support
- d) Programming and Place Management
- e) Arts Activation and Community Hub
- f) Social Infrastructure Opportunities
- 2. Physical Infrastructure – Consider several strategies to take advantage of public spaces and infrastructure.
 - a) Reforest Kenmore
 - b) Continue Public Investments to Improve Livability and Value
 - c) Green Loop
 - d) Build a 522 Bridge Connecting North & South Downtown Areas
 - e) Execute the Park and Ride TOD
 - f) Continue Reinvestment and Redevelopment of Downtown
- 3. Economic Infrastructure – Provide the framework to support quality of life, economic opportunity, and vitality of local business
 - a) Infill Development Incentives, Permits, and Regulation Certainty
 - b) Invest in Community – Programs and Placemaking – Constraint Research
 - c) Strategic Parcel Identification and Support

More detail may be found in the Downtown Kenmore ULI TAP Report.



Source: Urban Land Institute Northwest

Figure D-1 Countywide Growth Center Map

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GOALS, OBJECTIVES, AND POLICIES

Downtown Kenmore

Following are the Downtown 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., *Policy LU-2.5.1*).

GOAL DT-14. MAKE DOWNTOWN THE FOCAL POINT OF THE COMMUNITY.

OBJECTIVE DT-4.1 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities.

Policy DT-LU-4.1.1 Consistent with the districts identified in Policy LU-2.1.2, encourage a mix of uses in Downtown including several or all of the following:

- a. Government, educational, health, human service, and public safety facilities;
- b. Retail stores and services;
- c. Professional offices;
- d. Multi-family housing, manufactured housing communities and mixed-use developments;
- e. Underground, under-building, structured, and/or shared parking; and,
- f. Parks and open space.

Policy DT-LU-4.1.2 Identify Downtown Kenmore as part of a High-Capacity Transit (HCT) Community Larger City pursuant to VISION 2050 Vision 2040 and the King County Countywide Planning Policies. HCTs Larger Cities are cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. As one of 34 HCT communities, Kenmore plays an increasingly important role as a hub 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 locally defined central places providing an array of land uses with sufficient densities and intensities to encourage transit and non-motorized transportation.

Policy DT-LU-4.1.3 Work with other organizations to promote civic and community events which foster community pride and promote the Downtown. For example, a farmers market, activities at the Hangar and Town Square.

OBJECTIVE DT-4.2 Define Downtown Land Use District Character.

Policy DT-LU-4.2.1 Continue to implement and evaluate land use regulations that implement Provide for land use districts that address the different characteristics of

downtown by encouraging regional serving development south of SR-522 and local serving development north of SR-522.

Policy **DTLU-4.2.2** Focus public investment ~~and civic uses~~, as well as mixed uses, in the northwest quadrant of the 68th Avenue NE and SR-522 intersection ~~as conceptualized in Figure LU-8. If there is a truly unique opportunity in another quadrant of the Downtown that would meet multiple City goals and other City evaluation criteria, it should not be ruled out.~~

Policy DT-4.2.3 Foster public/private partnerships to stimulate development consistent with Downtown character.

Policy DT-4.2.3 Develop a Main Street, such as 181st Street, that emphasizes architectural integration, promotes walkability, and helps develop and reinforce a sense of place and identity of downtown Kenmore.

OBJECTIVE DT-4.3 Define varying development intensities and scales within the Downtown.

Policy **DTLU-4.3.1** ~~Continue to implement and evaluate~~ ~~Create and apply~~ different intensity or density standards that address the different characters of different areas of Downtown. Types of land uses allowed may be more intensive in regional-serving districts than in local-serving districts.

Policy **DTLU-4.3.2** ~~Continue to implement and evaluate~~ ~~Vary~~ design and development standards by district such as floor area ratios, building heights, ground-level and upper-story setbacks, building modulation, and façade treatments, dependent upon the regional-serving or local-serving nature of the differing areas. Development standards also should consider topography, view corridors, and compatibility with adjacent residential uses surrounding the different areas of the Downtown.

Policy DT-4.3.3 Consistent with the Climate Action Plan and Element, promote density near high frequency transit, and encourage infill and redevelopment in and near the Downtown area.

OBJECTIVE DT-4.4 Identify development and redevelopment incentives and infrastructure phasing in the Downtown.

Policy **DTLU-4.4.1** Invest in transportation, surface water, civic, and park infrastructure and facility improvements in portions of the Downtown where public investment has the most potential to stimulate private reinvestment and redevelopment.

Policy **DTLU-4.4.2** Identify Downtown as a receiving area for density transfers from properties with environmentally sensitive areas or to preserve existing affordable housing.

Policy **DTLU-4.4.3** Give Downtown locations the highest priority when siting City and government facilities which have significant employment or destination potential.

Policy **DTLU-4.4.4** 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;
- f. Reduced permit fees and/or delayed fees; and
- g. Joint public/private loan guarantee pools.

h. Financial incentives such as Multi-Family Tax Exemption, Tax Increment Financing.

Policy **DTLU-4.4.5** ~~Implement a Downtown plan to~~ Facilitate development in the Downtown that meets the community vision. Guide Downtown implementation strategies with input from key Downtown and community stakeholders.

OBJECTIVE **DT-4.5 Beautify Downtown with attractive, functional, and enduring buildings and places.**

Policy **DTLU-4.5.1** Focus design review standards and guidelines towards Downtown as well as commercial and multi-family development Citywide. Ensure that provisions allow for creativity and flexibility while meeting common design principles. *(see Policy LU-10.1.2)*

Policy **DTLU-4.5.2** Promote the concept of a “center” through the use of common design themes such as street and landscape materials, and building style and materials.

Policy **DTLU-4.5.3** Enhance the aesthetic quality and compatibility among land uses through landscaping, building orientation and setbacks, traffic control and other measures to reduce potential conflicts. Distinctive or historical local character and natural features should be reflected in development design to provide variety within Downtown.

Policy **DTLU-4.5.4** Identify and encourage the creation of parks, plazas, and public green spaces which enhance the aesthetics and character of Kenmore.

Policy **DTLU-4.5.5** Require screening of unsightly views, such as heavy machinery, storage areas, loading docks, and parking areas to minimize their visibility from adjacent properties and from arterials.

Policy **DTLU**-4.5.6 Provide locations for public gatherings in civic and commercial developments where appropriate. *(see Policy LU-12.1.2)*

Policy **DTLU**-4.5.7 Regulate signs to contribute to the color and character of Downtown, while reducing glare and other adverse visual impacts on nearby residents. Sign requirements may vary by the nature of regional-serving versus local-serving districts.

GOAL **DT-5. PROMOTE DOWNTOWN AS A VITAL, PEDESTRIAN-FRIENDLY CENTER.**

OBJECTIVE **DT-5.1 Increase pedestrian activity in the city center and encourage pedestrian-oriented uses and designs.**

Policy **DTLU**-5.1.1 Encourage transit, bicycle, and pedestrian travel through compact development patterns. Multistory construction, structured parking, and other techniques to use land efficiently should be encouraged.

Policy **DTLU**-5.1.2 Through zoning regulations, master plan and site plan reviews, or other methods, group compatible uses to reduce conflicts among uses and to increase convenience for businesses, employees, users and pedestrians.

Policy **DTLU**-5.1.3 Provide routes for pedestrian, auto, bicycle, transit and truck travel with convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings.

Policy **DTLU**-5.1.4 Off-street parking should not disrupt pedestrian access to commercial uses. Front yard parking should be discouraged and interconnection of parking lots should be required.

Policy **DTLU**-5.1.5 Identify the most desirable placement and orientation of new buildings to improve the overall pedestrian activity and improve the aesthetics of the center.

Policy **DTLU**-5.1.6 Improve and add sidewalks in the Downtown in accordance with Transportation Element goals, objectives, and policies.

OBJECTIVE 5.2 Create a Downtown circulation system that promotes mobility for all modes of travel to and within Downtown.

~~Policy **DTLU**-5.2.1 Create a loop road circulation system around Downtown providing for automobile and non-motorized travel, as shown in **Figure LU-6**.~~

Policy **DTLU**-5.2.1 Design and implement a sidewalk system in the Downtown. Ensure that crosswalks are identifiable and contribute to the design and intended character of the Downtown.

Policy **DTLU**-5.2.2 Provide trail connections to the Burke-Gilman Trail through a pedestrian bridge crossing SR-522 and at signalized intersections.

Policy **DTLU-5.2.3** ~~In cooperation with Metro, Sound Transit, and Community Transit, establish Downtown as an intra-community transit hub allowing for intra-community and regional transportation connections. Structured facilities with ground floor retail should be promoted. Continue coordination with Sound Transit in the development of future bus rapid transit (BRT) service in Kenmore, as well as a future garage at Kenmore Park & Ride.~~

Policy **DTLU-5.2.4** Implement a Transportation Improvement Program that emphasizes improvements facilitating Downtown redevelopment and traffic movement consistent with the Transportation and Capital Facility Elements.

Policy **DTLU-5.2.5** Promote pedestrian-friendly streets with street furniture and trees. Develop street trees and vegetation standards that unify the Downtown, define Downtown streets, and allow for appropriate business visibility. Incorporate street furniture and art into Downtown street standards, including benches, trash and recycling receptacles, tree grates, street lamps, and other amenities.

Policy **DTLU-5.2.6** For safety and aesthetic purposes, promote the use of landscaped buffers between curbs and sidewalks, particularly along arterials. Ensure appropriate levels of illumination. Encourage bus stops to have shelters and benches. Provide crosswalks at key locations in Downtown, as well as on SR-522 near Park and Ride lots and transit stops.

OBJECTIVE DT-5.3 Encourage mixed-use development which contains a variety of uses having activity levels at different times of day.

Policy **DTLU-5.3.1** Adopt land use and zoning regulations that encourage a mix of uses either within the same structures or within an overall site development. Incentives could include density bonuses, reduced parking rates for uses with alternate peak parking utilization, or other mechanisms.

Policy **DTLU-5.3.2** Encourage housing development within and surrounding the Downtown to encourage evening utilization of the Downtown.

Policy **DTLU-5.3.3** Encourage concentrations of housing and commercial and service activities with complementary activity levels such as office and entertainment complexes, housing and office uses, and other combinations.

OBJECTIVE DT-5.4 Provide housing and commercial development that supports transit.

Policy **DTLU-5.4.1** Establish minimum housing densities for Downtown development districts.

Policy **DTLU-5.4.2** Establish minimum floor area ratios or employment levels, and/or implement business retention and expansion activities, for Downtown development districts to support transit.

Policy **DTLU-5.4.3** Allow joint parking facilities in the vicinity of the development they serve.

OBJECTIVE DT-5.5 Provide a range variety of housing choices opportunities within and surrounding Downtown to support commercial businesses and alternative modes of transportation.

Policy DTLU-5.5.1 Designate appropriate locations for multi-family land use and zoning districts accommodating a variety of housing types such as townhomes, apartments and manufactured housing communities.

Policy DTLU-5.5.2 Encourage multi-family housing as part of mixed-use developments within Downtown.

Policy DTLU-5.5.3 Allow multi-family housing in stand-alone complexes within Downtown districts subject to locational criteria, such as sites along secondary access points or sites that would not inhibit commercial or mixed-use development in prime locations.

GOAL DT-6. LINK DOWNTOWN TO THE REST OF THE COMMUNITY.

OBJECTIVE DT-6.1 Strengthen the connections between Downtown and the neighborhoods.

Policy DTLU-6.1.1 Develop an integrated and hierarchical street tree, signage, and public art program to identify Downtown, government facilities, and parks throughout the community.

Policy DTLU-6.1.2 Ensure that appropriate development, design, and buffering techniques allow for a graduated transition between the Downtown and adjacent neighborhoods.

OBJECTIVE DT-6.2 Provide safe pedestrian, bicycle, and automobile connections across SR-522 and the Sammamish River.

Policy DTLU-6.2.1 Consider sidewalk priorities consistent with the Transportation Element, and provide a continuous sidewalk system on 68th Avenue NE and Juanita Drive.

Policy DTLU-6.2.2 Establish an identifiable and safe bicycle route across SR-522 and the Sammamish River.

Policy DTLU-6.2.3 Endeavor to reduce traffic volumes through an intra-community transit system and a loop road around Downtown.

Policy DTLU-6.2.4 Consider capacity improvements cautiously to ensure that the improvements will not attract significantly greater pass-through traffic.

OBJECTIVE DT-6.3 Connect Downtown to the Lake Washington and Sammamish River waterfronts, and to area parks and open spaces.

Policy DTLU-6.3.1 Ensure the sidewalk system is improved to allow for connections to the Burke-Gilman trail and to shoreline access areas established through the Shoreline Master Program permit process.

Policy **DTLU-6.3.2** Establish a primary and secondary path network in and around Downtown with connections to the waterfront. The primary network consists of sidewalks along streets and the Burke-Gilman Trail. The secondary network consists of off-street non-motorized paths encircling and bisecting Downtown blocks. **The primary and secondary network is shown in Figure LU-6. The circulation concept for the northwest quadrant in particular is shown in Figure LU-7.**

Countywide Growth Center

The following are goals, objectives and policies specifically related to the Downtown Kenmore Countywide Growth Center. See also Goal 3 in the Land Use Element.

GOAL DT-8. ENSURE A VARIETY OF LAND USES IN THE DOWNTOWN CENTER.

OBJECTIVE DT-8.1 Retain a variety of uses and activities in downtown that serves the needs of existing and future residents and businesses.

Policy DT-8.1.1 Promote the countywide growth center as a location for a variety of businesses, including retail, services, office, cultural, and entertainment uses, while ensuring that these uses are compatible with mixed-use development.

Policy DT-8.1.2 Coordinate land use and infrastructure/services planning such that major public and semi-public uses are located within walking distance to transit.

Policy DT-8.1.3 Ensure that transit-supportive land uses² are permitted to maximize increased transit ridership.

Policy DT-8.1.4 Explore opportunities for sustainable, equitable, and resilient transit-oriented development (TOD) that helps create a vibrant downtown. Reduce disparities and improve access to opportunity and equitable outcomes through inclusive community planning.

Policy DT-1.5 Create opportunities and incentives for equitable TOD, and through targeted public and private investments that meet the needs of current and future residents and businesses.

Policy DT-8.1.6 Explore public-private partnerships, co-location of facilities, regional facility opportunities, and other creative tools to meet the unique public needs of centers, including utilities, transportation, parks, beautification, civic, social, and other improvements and needs. When reviewing and updating land use and sub-area plans, consider potential location for these public needs.

² See PSRC's 2015 [Transit Supportive Densities and Land Uses](#) report. Among job categories, government, knowledge-based, and entertainment industries are most likely to locate in transit-oriented development and are most likely to benefit from proximity to transit. Education, civic, and cultural institutions, such as universities, libraries, community centers, and museums attract significant travel by a variety of modes, including transit.

GOAL DT-9. ACCOMMODATE FOR AND ALLOCATE GROWTH IN THE DOWNTOWN CENTER.

OBJECTIVE DT-9.1 The majority of Kenmore's future growth shall be allocated to Downtown Kenmore.

Policy DT-9.1.1 Focus housing and employment into downtown and high-capacity transit areas consistent with VISION 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.

Policy DT-9.1.2 Use State Environmental Policy Act (SEPA) planned actions and exemptions to efficiently accomplish and streamline environmental review in downtown.

GOAL DT-10. EMPHASIZE THE IMPORTANCE OF MULTI-MODAL TRANSPORTATION OPTIONS IN THE DOWNTOWN CENTER

OBJECTIVE DT-10.1 Provide a variety of mobility choices to increase access to, from, and within downtown, with emphasis on walking, bicycling, and transit.

Policy DT-10.1.1 Encourage transit-oriented development within downtown that is within a walkable and bikeable distance of high-capacity transit stops to take advantage of local and regional transit options.

Policy DT-10.1.2 Work with King County Metro and Sound Transit to provide a full range of transit services within the downtown area. Continue to provide and upgrade transit shelters and other amenities, as needed.

Policy DT-10.1.3 Downtown streetscapes should be safe for pedestrians, bicyclists to meet the needs of all community members consistent with the Diversity, Equity, Inclusion and Accessibility (DEIA) strategy.

Policy DT-10.1.4 Support transportation demand management and right-size parking strategies to help manage parking for residents, businesses, and during special events in the downtown area.

GOAL DT-11. ENSURE PARKS, RECREATION AND OTHER CULTURAL AMENITIES ARE KEY ASSETS IN THE DOWNTOWN CENTER

OBJECTIVE DT-11.1 Provide for a variety of parks, plazas, pathways, open spaces and public art in downtown.

Policy DT-11.1.1 Create opportunities for parks, plazas, pathways, and public art throughout the downtown.

Policy DT-11.1.2 Parks and open spaces within downtown should linked or adjacent to one another to provide for connectivity.

Policy DT-11.1.3 Expand hardscapes and other gathering spaces that provide for both small and large events.

IMPLEMENTATION STRATEGIES PROGRAMS

As the City embarks on the new updated Downtown Plan, it is important to identify key implementation programs. Kenmore Downtown Plan includes implementation strategies which should be considered. The following implementation Strategies programs may be considered to implement the Downtown Vision: are included in the areas of:

- Business Retention
- Economic Development
- Infrastructure/Services, and
- Regulations/Permitting
- Parks, Open Space, and Recreation
- Architectural/Placemaking
- Streets/Sidewalks/Bike Lanes
- Transfer of Development Rights (TDR) Program for Affordable Housing
- Parking Management

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DRAFT

Figure LU-6
Downtown Circulation Concept

DRAFT

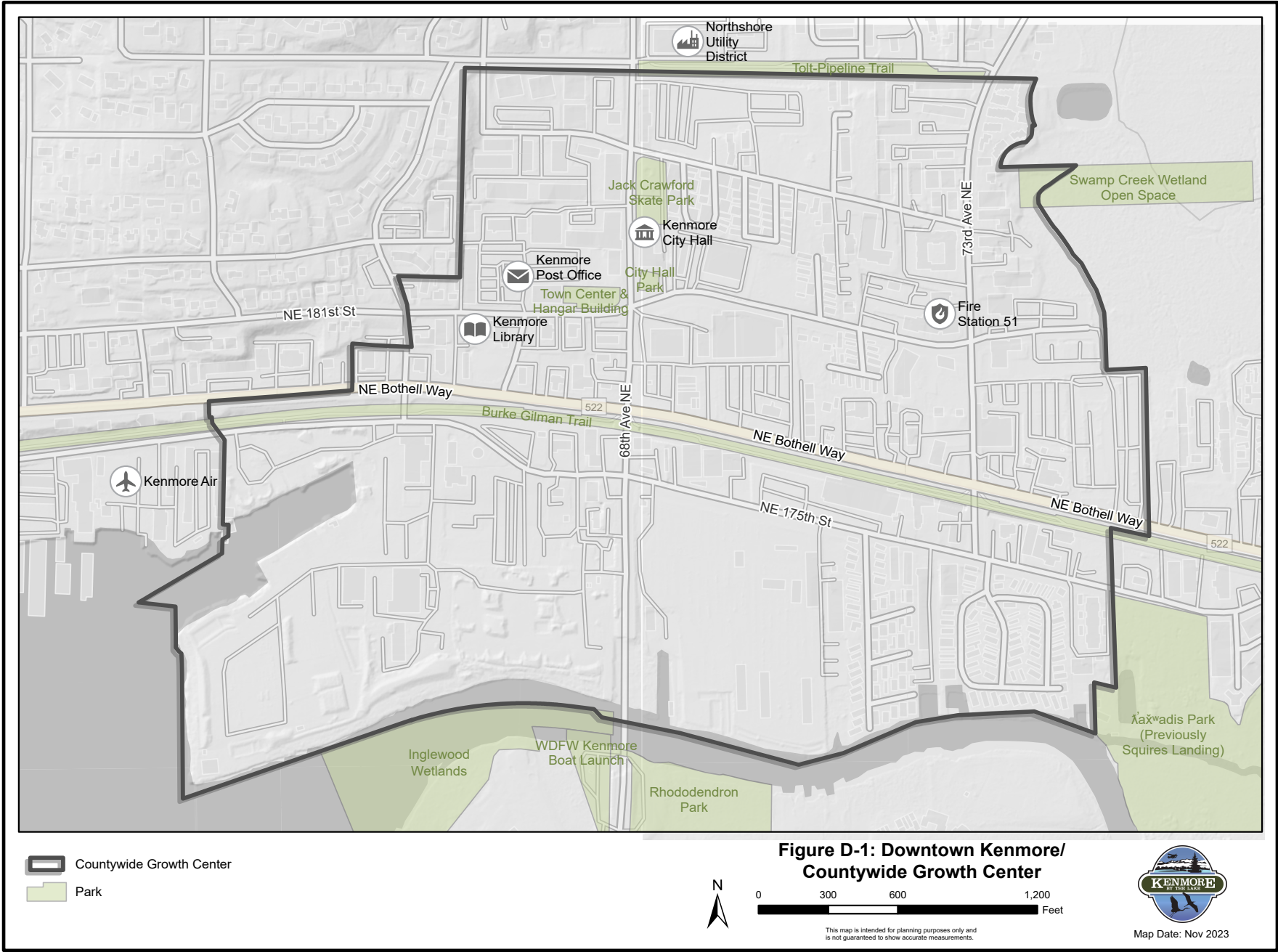
Figure LU-7

Northwest Quadrant Circulation Plan

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Figure LU-8
Strategic Civic Investment Area

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COMMUNITY CHARACTER & DESIGN SUB-ELEMENT

INTRODUCTION

Purpose

Although not required by State law, the purpose of the Community Design Sub-Element is to guide future development and redevelopment that creates the visual identity of Kenmore so that, ensuring that the city continues to develop as a vibrant waterfront community, protects the natural environmental is protected and quality, protects its enhanced, ensuring compatible impacts to residential and commercial development neighborhoods are reduced, promotes alternative modes of travel, and enhances the streetscape and landscape on all streets enhanced.

The element is meant to address community goals of improving and maintaining Kenmore's natural and built environment, creating a variety of gathering places, and promoting the diversity of arts and cultural opportunities. The element also addresses the vision of protecting the natural environment through thoughtful building design and landscaping that complements and enhances public and natural spaces.

Countywide Planning Policies

The King County Countywide Planning Policies require jurisdictions to promote a high quality of design and site planning using traditional and innovative environmentally sensitive development practices in both publicly-funded construction (such as civic buildings, parks, bridges, transit stops) and private development.

EXISTING CONDITIONS BACKGROUND

At just over 6 square miles, Kenmore is a community that has developed over time with many established residential neighborhoods and a growing multi-family core in the downtown area along SR-522 (Bothell Way). Most residential neighborhoods outside the SR-522 corridor were built after the 1970s. These neighborhoods of predominantly single-family homes are generally in good condition and are well maintained. Trees are lacking along major arterials and along many residential streets. While most streets lack sidewalks, there are several collectors and minor arterials that have new sidewalks and street trees added.

SR-522 (Bothell Way), which dominates Kenmore's Downtown corridor, is the city's primary east-west corridor highly congested with regional automobile traffic. Included along its length are auto-oriented commercial establishments including gas stations, fast food restaurants, service stations, supermarkets, and other strip retail development that have been prevalent over the last several decades. Parking lots and signs on tall poles signs dominate much of the appearance of the Downtown core area. While there are some newer developments located just to the north of SR-522, many buildings in this area along the corridor are lacking a continuity of form, and are set back from the street, and often have parking lots separating them from the street.

Completed in 2022, publicly funded infrastructure improvements along the SR-522 corridor from the eastern city boundary to approximately 61st Avenue NE include new sidewalks, landscaping, lighting, transit lanes, public art, and intersection improvements. Through strategic public investments, including City Hall, the Kenmore Library, the Northshore Fire Department Headquarters, and the Hanger and proposed Town Green Square and Community Building, as well as several privately-funded mixed-use developments, a new Downtown Kenmore core is emerging, particularly along the NE 181st corridor between 66th Avenue NE & 73rd Avenue NE, being created. The private Spencer68 and Kenmore Village commercial project, built on land purchased from the City, are also key to creating this "central place."

Most of the residential neighborhoods outside the SR-522 corridor were built after the 1970s. These neighborhoods of single-family homes are generally in good condition and are well maintained. Trees are lacking along major arterials and along many residential streets. Most streets lack sidewalks. As of 2014, the City had more than 290 mobile homes in six mobile home parks, as well as many mobile homes on single lots. Also, as of 2014, there were an estimated 2,268 multifamily units in the City, including apartments, condominiums and townhouses.

COMMUNITY CHARACTER & DESIGN POLICY

The Vision for Kenmore is multi-faceted, addressing community pride, single-family neighborhood residential character protection, creation of a vibrant central place, enduring and attractive buildings and places, community spaces, natural environment protection, an interconnected circulation system, and connection to the waterfront, among others.

The City of Kenmore embraces diversity, equity, and inclusion, is striving to raise awareness of its history, its indigenous peoples and pioneer heritage, and nurtures the ethnic and cultural traditions of the community. The City also prioritizes sustainability and climate action initiatives, which has been further emphasized through the adoption of the city's first Climate Action Plan and Climate Action Element, both adopted in 2023.

Although While these concerns, priorities and objectives can be divided into separate topics and addressed in other Elements, as they are elsewhere in this Comprehensive Plan, the Community Character & Design Sub-Element goals, objectives, and policies are intended to bring together interrelated issues that affect the community atmosphere, environment and physical presence. Kenmore is a community that honors the past while looking forward to an innovative, sustainable, and vibrant future. Kenmore recognizes its role in the greater metropolitan area, while also valuing its role as a welcoming and diverse city with strong community values and culture.

To that end, the policies provide design guidance, particularly addressing:

- Downtown Kenmore as a Countywide mixed-use activity center with high density and intensity infill development
- Kenmore as a vibrant waterfront community that is connected both visually and physically to its waterfront
- Promotion of alternate modes of travel, and streetscape/landscape improvements

- Site design reflecting natural characteristics
- Compatibility in style and scale between uses of different intensities
- Emphasis on increasing vegetation in the community
- Compatible residential development standards.

To address **the large majority of most of** the issues, particularly for larger or higher intensity developments, a key program is the design review process in Downtown Kenmore and high visibility areas. **Design Standard Areas are identified along the SR-522 corridor, as well as to the north along both 68th Avenue NE and 73rd Avenue north to approximately NE 185th Street. The purpose and intent of the design review process is to create a community that has attractive, functional, and enduring buildings and places, to create pedestrian-oriented mixed use areas, and to encourage green infrastructure.**

GOALS, OBJECTIVES, AND POLICIES

Following are the community design 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., *Policy **LUCD-4.5.6***).

GOAL 7. INCREASE THE COMMUNITY'S CONNECTION TO THE WATERFRONT.

OBJECTIVE 7.1 Maintain **and**, enhance **and protect** view corridors to Lake Washington and the Sammamish River.

Policy **LUCD-7.1.1** Identify important public view corridors to Lake Washington and the Sammamish River. **Existing views are illustrated on Figure LU-9.** Methods to retain existing views include, but are not limited to:

Figure LU-9

Existing Views – Downtown Vicinity

- Retain existing views currently in areas of public ownership, such as on City-owned lands.
- Retain view corridors in existing road rights of way, recreational areas and regional trail corridors such as Log Boom Park, Rhododendron Park, ~~Xax'adis~~ (Tl'awh-ah-dees) Park, the Burke-Gilman Trail, SR-522, and along 68th Avenue NE, by requiring adjacent new developments to provide visual access.

Policy ~~LU-CD-7.1.2~~ Evaluate alternative development regulations and tools to maintain and enhance public view corridors to Lake Washington and the Sammamish River. ~~Existing and potential views to be preserved or enhanced are illustrated in Figure LU-10.~~ Methods to maintain and enhance view corridors include, but are not limited to:

- Create potential for view corridors by requiring them in the design and permitting of private property development proposals.
- Require future Downtown master plans to ~~exploit~~ **capitalize on** potential water views through design and development regulations such as design guidelines. These design and development regulations would address massing of buildings, percent of width, building heights, setbacks, signage, and scale of the built and pedestrian environment.
- Address potential interference in visual access, such as a pedestrian bridge connection over SR-522 in Downtown, through appropriate design.

OBJECTIVE 7.2 Maintain and enhance the public's **ability to physically access and visually enjoy to** the Lake Washington and Sammamish River waterfronts.

Policy ~~LU-CD-7.2.1~~ Consistent with the Parks, Recreation and Open Space Element, establish and implement plans, development policies, regulations, and incentives to provide increased public access to the waterfront.

GOAL 8. PROVIDE FOR ENVIRONMENTAL QUALITY, OPEN SPACE, AND VEGETATION.

OBJECTIVE 8.1 Protect **and reduce impacts to** natural and environmentally **sensitive critical** areas, open space, trees, vegetation, natural terrain, and drainage.

Policy ~~LU-CD-8.1.1~~ Through development standards, protect wetlands, streams and lakes, retaining habitat value and flood control. Ensure development is designed to be responsive to the environment.

Policy LU-CD 8.1.2 Through density and development guidelines, minimize development in environmentally sensitive areas such as landslide, erosion, seismic and flood hazard areas.

Policy LU-CD 8.1.3 During development review, encourage use of natural terrain and drainage, and indigenous native plants and landscaping to minimize erosion and promote the efficient use of renewable resources, water and energy.

Policy LU-CD 8.1.4 Promote the adequate provision of peripheral and internal open space and recreation uses in new development, including trails and parks.

OBJECTIVE 8.2 Integrate landscaping into streetscapes and developments and increase the biomass in the community.

Policy LU 8.2.1 Continue to require tree retention management and protection plans for development and redevelopment proposals in Kenmore.

Policy LU-CD 8.2.2 Include requirements in development regulations to increase vegetation such as providing perimeter landscaping, parking stall/tree ratios, maximum impervious surface ratios, and other techniques. Consider incentives, such as density bonuses, to provide additional usable landscaped areas.

Policy LU-CD 8.2.3 Require developments to retain substantial exceptional trees and include substantial landscape materials to achieve noticeable biomass.

OBJECTIVE 8.3 Encourage cluster residential development along with open space for efficient service delivery and greater environmental protection.

Policy LU-CD 8.3.1 In development regulations consider allowing lot size averaging, lot clustering, flexible setback requirements, and other techniques to protect environmentally sensitive areas or to achieve greater neighborhood compatibility. Requirements should include that when these techniques are used, the development should be consistent with development surrounding the site.

GOAL 9. PROMOTE THE EFFICIENT MOVEMENT OF PEOPLE AND GOODS AND LESSEN THE RELIANCE ON THE AUTOMOBILE.

OBJECTIVE 9.1 Create a safe, comfortable, expedient, accessible and attractive circulation system considering vehicles, emergency access, pedestrians, and bicycles where possible.

Policy LU-CD 9.1.1 Adopt street design and construction standards that, in addition to facilitating vehicular access, also:

- a. Allow emergency vehicle access 24 hours a day;

Commented [TH1]: From Sam L. (Dev. Services Dir.) - Building is allowed within erosion and seismic hazard areas, subject to geotech evaluation and recommendations. The KMC minimizes development in these areas; instead, construction methods are adjusted. Other areas like wetlands, streams, landslide hazard, flood hazard, etc. we do minimize (restrict) development.

- b. Allow for the development of a comprehensive pedestrian and bicycle network;
- c. Encourage transit and non-single occupant vehicle travel; and,
- d. Address aesthetic and environmental characteristics as well as function and safety.

OBJECTIVE 9.2 Promote development which encourages non-single occupant vehicle travel and alternate modes of transportation.

- Policy LU-CD 9.2.1 Promote mixed-use development to reduce vehicle travel between land uses, particularly in the Downtown districts.
- Policy LU-CD 9.2.2 Through development review, promote the appropriate location of parking areas to facilitate non-automobile travel.
- Policy LU-CD 9.2.3 Require new development and redevelopment proposals to provide pedestrian and bicycle connections to existing trails, community facilities and services, transit, schools and the surrounding neighborhood.
- Policy LU-CD 9.2.4 Ensure zoning and subdivision regulations facilitate the creation of useable open space, community facilities and nonmotorized access. Pedestrian mobility should be prioritized and the impact of automobiles on the character of the neighborhood reduced.

OBJECTIVE 9.3 In addition to signage, create a system of visual cues on major streets, transit routes, sidewalks, and trails that help lead users to destinations.

- Policy LU-CD 9.3.1 Identify key local and regional destinations as follows:
- a. State, County, and City parks and open spaces;
 - b. Neighborhood, Community, Regional, and Downtown commercial districts;
 - c. Public and Private educational facilities;
 - d. Transit centers; and
 - e. Government facilities including City Hall, Northshore Utility District Headquarters, Fire Stations, Police Stations, Library, Community Centers, and others
- Policy LU-CD 9.3.2 Create a hierarchy of tree and vegetation standards, signs, light standards, public art, kiosks, or other features to direct users to key destinations. Apply these visual cues to the arterials, off-street trail network, and key local and regional destinations.

GOAL 10. CREATE ATTRACTIVE, FUNCTIONAL, AND ENDURING BUILDINGS AND PLACES.

OBJECTIVE 10.1 Create a sense of place and identity for Kenmore while allowing for diversity.

Policy LU-CD-10.1.1 Through development quality, signage standards, landscape treatments, and public investment visible at community gateways and in a central Downtown, create a sense of identity and place for Kenmore.

Policy LU-CD-10.1.2 Focus design review standards and guidelines towards Downtown as well as commercial and multi-family development Citywide. Ensure that provisions allow for creativity and flexibility while meeting common design principles. (see Policy LU-CD-4.5.1)

Policy LU-CD-10.1.3 Based upon input from citizens-residents and the business community, periodically update sign regulations to achieve the following:

- a. Create hierarchy of signage sizes and types addressing regionally-oriented mixed-use and commercial districts and locally-oriented mixed-use and commercial districts;
- b. Minimize sign clutter in business and mixed-use districts;
- c. Encourage signs which orient to non-motorists as well as motorists;
- d. Reduce the prevalence of billboards; and,
- e. Allow for sufficient visibility to support businesses.

Policy LU-CD-10.1.4 Require screening of unsightly views, such as heavy machinery, storage areas, loading docks, and parking areas to minimize their visibility from adjacent properties, particularly residential districts, and from arterials. (see Policy LU-CD-4.5.5)

OBJECTIVE 10.2 Use design standards that promote pedestrian-scale development with human-scale details and an orientation to the street.

Policy LU-CD-10.2.1 Encourage commercial, high density, and mixed-use developments to incorporate features that are oriented to a human-scale such as upper story setbacks, façade modulation, variety in building materials, benches, street trees, plazas, projecting signs, canopies, street lamps, hanging baskets, or other features.

Policy LU-CD-10.2.2 In commercial, multi-family, and mixed-use districts, encourage building, parking and site design treatments that accommodate pedestrians and bicyclists as well as automobiles.

Policy **LU-CD** 10.2.3 Through design guidelines or standards, encourage appropriate levels of parking in commercial and mixed-use areas, as follows:

- a. Encourage shared and structured parking in the Downtown through requirements and incentives such as density bonuses **or deferred fees**;
- b. Require minimum parking levels, and discourage excessive parking standards through shared parking, demand studies, and other incentives or requirements where appropriate to avoid underutilized expanses of parking and encourage transit and alternate modes of transportation;
- c. Allow for parking to be visible, but not dominate the street view.

OBJECTIVE 10.3 Encourage pedestrian-oriented street design.

Policy **LU-CD** 10.3.1 In coordination with the sidewalk priority system established in the Transportation Element, promote sidewalks along arterials and local streets, and sidewalk and path connections, where appropriate, to the off-street non-motorized trail network. For safety and aesthetic purposes, promote the use of landscaped buffers between curbs and sidewalks, particularly along arterials. Ensure appropriate levels of illumination. Encourage bus stops to have shelters and benches.

OBJECTIVE 10.4 Encourage design and development that promotes public safety.

Policy **LU-CD** 10.4.1 Include "Crime Prevention through Environmental Design" components in site design guidelines for new development. Where appropriate, techniques may include promoting mixed-use development, visibility of activity areas from surrounding residences and uses, increased pedestrian-level lighting, use of low fences, see-through landscaping, visible building entrances, and other techniques.

Policy **LU-CD** 10.4.2 Provide street, access, and signage standards that allow for quick emergency vehicle responses.

OBJECTIVE 10.5 Encourage sustainable design and development.

Policy **LU-CD** 10.5.1 Support green building.

OBJECTIVE 10.6 Support existing neighborhoods.

Policy **LU-CD** 10.6.1 Consider establishing a matching grant fund for improvement projects proposed by neighborhood or business groups.

Policy **LU-CD** 10.6.2 Allow for neighborhood entry markers in sign regulations.

GOAL 11. PROMOTE COMPATIBLE DEVELOPMENT IN RESIDENTIAL NEIGHBORHOODS.

OBJECTIVE 11.1 Prepare and implement development standards and regulations that acknowledge neighborhood character.

Policy **LU-CD** 11.1.1 Consider amendments to permitted uses, lot and building dimensional standards, street allowances, and other requirements to achieve compatible development in single-family, multi-family, and mixed-use districts.

Policy **LU-CD** 11.1.2 Provide a variety of options such as driveways and joint-use driveways in a manner that allows for integration of new development into existing neighborhoods. Match improvement standards to the number of lots to be served. Encourage the interconnection of the local street pattern.

OBJECTIVE 11.2 Ensure that new housing is compatible with surrounding development in scale and/or design, and provides adequate on-site parking.

Policy **LU-CD** 11.2.1 Ensure single-family dwellings are designed in accordance with zoning code requirements applied to achieve compatible housing patterns yet allow for individuality, as well as improvement over time.

Policy **LU-CD** 11.2.2 Develop and apply multi-family design guidelines and standards to achieve quality development and compatibility with surrounding uses. Variation in facades, roof lines, and other building design features should be used to give a residential scale and identity to multi-family developments at the development edge. Require multi-family residential development to provide both common and private open space.

Policy **LU-CD** 11.2.3 In design guidelines and standards, ensure the provision of common facilities in multi-family developments, such as open space, internal walkways, roads, parking, laundry rooms, solid waste and recycling areas, and mailboxes.

Policy **LU-CD** 11.2.4 Ensure multi-family parking standards address sufficient off-street parking to accommodate residents and visitors.

GOAL 12. PRESERVE AND ENHANCE KENMORE'S SMALL-TOWN FEELING, UNIQUE IDENTITY AND HIGH QUALITY OF LIFE.

OBJECTIVE 12.1 Provide a community atmosphere that is inclusive and family-friendly, and that fosters a sense of belonging and pride.

Policy **LU-CD** 12.1.1 Support and develop community events that foster pride in the community such as fairs, parades, community forums, or other events celebrating Kenmore citizens, institutions, history, or other community features.

Policy **LU-CD** 12.1.2 Provide locations for public gatherings in civic and commercial developments where appropriate. (see Policy **LU-CD** 4.5.6)

Policy **LU-CD** 12.1.3 Encourage private reinvestment in residential and commercial areas by:

- a. Developing and implementing capital facility plans for transportation, surface water and parks facilities maintenance and improvements;
- b. Supporting housing rehabilitation assistance programs offered by King County or other agencies;
- c. Supporting weatherization programs offered by King County or utilities;
- d. Investigating mechanisms that support historic residential and commercial sites or neighborhoods;
- e. Encouraging liberal refuse pick-up, including large items;
- f. Supporting the formation of business improvement districts; and
- g. Considering funding matches, loans or similar programs for owners rehabilitating commercial buildings and sites.

Policy **LU-CD** 12.1.4 Provide appropriate resources towards enforcing nuisance ordinances addressing junk cars, noxious weeds, and other blighting influences.

Policy **LU-CD** 12.1.5 Provide appropriate resources towards building and zoning code enforcement to help ensure sufficient structure and site quality and maintenance.

OBJECTIVE 12.2 Maintain **smaller-scale compatible** development in residential neighborhoods.

Policy **LU-CD** 12.2.1 Achieve compatibility in residential neighborhoods through the application of development standards addressing building size. Standards may address building height, roof pitch, lot coverage, floor area ratios, setbacks, maximum impervious surfaces, and other aspects that affect building size.

Policy **LU-CD** 12.2.2 Non-residential uses such as governmental, utility, religious, social, and other institutional uses should consider surrounding neighborhood character when siting such facilities in residential neighborhoods. Design should consider appropriate building form, location of activities on the site, transitions and buffers as appropriate to achieve compatibility.

OBJECTIVE 12.3 Seek to integrate **large-scale** development that protects environmental quality, and enhances the community's quality of life.

Policy **LU-CD-12.3.1** Encourage the consolidation of land to achieve development that is functional, attractive, and offers community amenities.

Policy **LU-CD-12.3.2** Require master plans for properties in the Public and Private Facilities land use district, and for developments exceeding a size threshold in the Downtown zones.

Policy **LU-CD-12.3.3** Ensure that **large-scale** developments protect environmentally sensitive areas and develop design solutions that recognize natural features and cultural resources (historic or archaeological) as site and community amenities.

GOAL 12.41 WELCOME TRAVELERS AND RESIDENTS TO THE COMMUNITY

OBJECTIVE 12.41.1 Promote the development of primary **entrances to the City as** gateways to the **community City** through development quality, design and landscape standards, land use regulations, and street standards.

Policy **LU-CD-12.4.1.14-1.1** Define the primary entrances to the City as follows:

- a. The vicinity of the western city limits along Bothell Way;
- b. The vicinity of the eastern city limits along Bothell Way;
- c. The vicinity of the southern city limits along Juanita Drive;
- d. The vicinity of the southeastern city limits along Simonds Road; and,
- e. The **future Downtown transit hub Kenmore Park & Ride**.

Policy **LU-CD-12.4.1.24-1.2** Address secondary entrances to the City along arterials not listed in Policy **LU-CD-12.1.1.1**, as well as **waterway** entrances from Lake Washington.

~~Figure LU10~~
Preservation of Existing and Potential Views – Downtown Vicinity

Policy **LU-CD-12.4.1.31.1.3** Define gateway entrances through coordinated streetscape improvements such as gateway markers, landscaping, or other methods.

Policy **LU-CD-12.4.1.41.1.4** Through land use and development regulations as well as strategic investment, ensure quality development and infrastructure define Kenmore.

OBJECTIVE 12.4.2.11-2 Promote quality urban design and vegetated boulevard treatments along SR-522 encourage street trees and vegetation along SR-522.

~~Policy **LU-CD-12.1.2.14.2.2** Implement the City-sponsored SR-522 Design Report prepared in conjunction with WSDOT. The plan includes sidewalk improvements, a median, and landscape standards.~~

Policy **LU-CD-12.1.2.24.2.1** Apply design and signage regulations to commercial and mixed-use developments along SR-522 addressing building size, orientation, access points, linked parking areas, and other measures to ensure noticeable, attractive visual appeal. Recognize the need for view corridors to business signs

GOAL 13.1 HONOR AND CELEBRATE THE HISTORY OF KENMORE

Policy **CD-13.1.1.1** Collaborate with Kenmore Heritage Society to foster knowledge and appreciation of the city's historical resources and heritage.

Policy **CD-13.1.1.2** Participate with local, county, state, and national historical organizations to educate Kenmore residents about the value of local cultural and historical resources through educational and informational exhibits, brochures, events, and the City's website.

Policy **CD-13.1.1.3** Continue to collaborate with community partners to provide information that interprets the history of Kenmore, including historical displays, programs, activities, special events, landmark plaques, and interpretive signage.

Policy **CD-13.1.1.4** Support the preservation of historical buildings, such as the Kenmore Community Clubhouse, former St. Edward Seminary (The Lodge at St. Edward), and the Thomsen Estate, as well as other buildings and sites with historical significance.

GOAL 14.1 CELEBRATE COMMUNITY DIVERSITY AND PROMOTE CULTURAL AWARENESS

Policy **CD-14.1.1** Connect and partner with community, business, and social service groups and organizations to celebrate the diversity and cultural heritage of Kenmore.

Policy **CD-14.1.2** Continue to facilitate city-wide, neighborhood, and community cultural events.

Policy CD-14.1.3 Support programs which engage and educate residents and community leaders about diversity and cultural awareness.

Policy CD-14.1.4 Continue ongoing implementation of the City's Diversity, Equity, Inclusion and Accessibility Strategic Plan policies to educate and foster a community of respect, equity, and mutual understanding.

GOAL 15.1 SUPPORT ACCESS TO PERFORMANCE AND VISUAL ARTS IN KENMORE

Policy CD-15.1.1 Collaborate with Arts of Kenmore to celebrate and integrate projects and programming that reflect the interests of the community.

Policy CD-15.1.2 Promote and sustain a vibrant creative community which helps celebrate cultural heritage and strengthens community identity.

IMPLEMENTATION STRATEGIES

The Community Design policies would require new 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:

- Strategies to promote housing reinvestment
- Downtown redevelopment incentives
- Matching grant funds for community projects
- Community gateway standards
- Master plan requirements for the Public and Private Facilities district.

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

- Community events sponsorships
- Capital infrastructure plans
- Nuisance/violation regulations and enforcement
- Development standards addressing neighborhood character and compatibility with surrounding development
- Sign regulations
- Sidewalk standards

- Landscape standards
- Street standards
- Tree retention requirements
- Cluster development regulations.

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

- Coordination with WSDOT regarding improvements and access along SR-522.

REFERENCES

Kenmore Heritage Society, <https://kenmoreheritagesociety.com/> (2024).

King County Growth Management Planning Council (December 2021~~12~~). Countywide Planning Policies, Seattle, WA.