

City of Kenmore



City of Kenmore - 18120 68th Avenue NE - Kenmore, WA 98028

Phone: 425-398-8900 - E-mail: cityhall@kenmorewa.gov

City of Kenmore Planning Commission Meeting Agenda

May 17, 2022 @ 7 p.m. via Zoom

Log-in Information for the Commission Meeting:

Please click the link below to join the webinar or copy and put this link in your address bar in your web browser:

<https://us02web.zoom.us/j/84545619850>

Or One tap mobile :

US: +12532158782,,84545619850# or +13462487799,,84545619850#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 253 215 8782 or +1 346 248 7799 or +1 669 900 9128 or +1 646 558 8656 or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 845 4561 9850

International numbers available: <https://us02web.zoom.us/j/84545619850>

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

1. CALL TO ORDER

2. INTRODUCTION OF SPANISH-LANGUAGE INTERPRETERS

3. PUBLIC COMMENTS

This is an opportunity to express your views on issues that are important to you and to the community other than those that are the subject of the Public Hearing. Please email comments to Rita Moreno at rmoreno@kenmorewa.gov by 5:00 p.m. on Tuesday, May 17, 2022. All comments received will be forwarded to the Planning Commission for consideration. You also may use the "raise hand" feature in Zoom during the Citizen Comment portion of the meeting or call in at the number listed above. A 3-minute comment limit applies.

4. APPROVAL OF MINUTES

[April 19, 2022 Planning Commission Meeting Minutes](#)

5. PUBLIC HEARING

Comprehensive Plan and Development Regulation Amendments

[051722 Staff Memo 1](#)

[Attachment 1 - Revised Vision Statement](#)

[Attachment 2 - Revised Land Use Element](#)

[Attachment 3 - Revised Housing Element](#)

[Attachment 4 - Revised Capital Facilities Element](#)

[Attachment 5 - Revised Zoning Map](#)

[Attachment 6 - Missing Middle Housing Code Amendments](#)

[Attachment 7 - Kenmore English Summary of Amendments](#)

[Attachment 8 - Summary of Missing Middle housing amendments](#)

[Robert & Virginia Noss](#)

[Dick Roberts](#)

[Marcelle Faddoul](#)

[Chris Brown](#)

6. AGENDA ITEMS

- “Missing Middle” Code Amendments, continued (if time allows)

[051722 Staff Memo 2](#)

7. ADJOURNMENT

8. UPCOMING MEETINGS:

June 7, 2022, 7:00 p.m.

**City of Kenmore
Planning Commission Meeting
April 19, 2022 @ 7:00 p.m.**

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

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

Consultants & Staff

Lauri Anderson, Principal Planner
Rita Moreno, Recreation Coordinator/ Admin. Assistant

1. CALL TO ORDER

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

2. PUBLIC COMMENTS

Elizabeth Mooney – PERK will be passing out flyers on clean air at Town Square. She would like meetings back in person and possibly at local businesses.

3. APPROVAL OF MINUTES

- The March 15, 2022, Planning Commission Meeting Minutes were approved by unanimous consent.
- April 5, 2022. Planning Commission Meeting Minutes were approved by unanimous consent.

4. AGENDA ITEMS

- “Missing Middle” Zoning Code Amendments, continued

Staff gave an overview of the minor changes made to the draft “Missing Middle” housing regulations. Commissioners agreed to the new definitions for duplexes and triplexes. Commissioners had questions and discussion on:

- Landscaping Standards – Maintenance requirements and enforcement, native vs nonnative plants. Would like to see language prohibiting invasive species and noxious weeds. Commissioners asked staff to include a comment in the draft regulations about this issue.
- on 18.24.040- Clarification on chart with minimum density numbers.
- Section 18.15.040 – Commissioners requested clarification of the location (within ¼ mile of the transit corridors) in subsection A.2.
- Wings allowance – Commissioners discussed the allowance and decided to not include the wings allowance as it does not align with the present goals of the Commission--specifically, that duplex and triplex design should be consistent with surrounding residences. Commissioners chose not to add this as an implementation measure.

Staff reported on the presentation that was presented to the DEI taskforce at their April 7, 2022, meeting. The taskforce agreed on the incremental measures the Planning Commission was taking and had 3 things to share with the Planning Commission.

- They wished that there were more housing types than just duplexes and triplexes being considered—for example, small houses on small lots, cottage housing.
- They wished that the area where these uses were allowed was larger and farther away from transportation corridors.
- They wished that these changes to allow more “Missing Middle” housing could occur more rapidly.

The following concerns and questions were raised by the group:

- Docket issues, workload issues
- Can we maintain the tool of single-family zoning and have it not be racially excluding?
- How best can we use the incremental approach?
- How can we make sure we are not unintentionally repeating mistakes that are going to further marginalize individuals and communities from calling Kenmore home?
- What is the solution for lower-income affordable housing? How do we tackle that since it's not on Planning Commission's agenda?
- What tools does Kenmore have to address lower-income affordable housing?
- Concerns on secluding pockets of “Missing Middle” away from infrastructure

- Balancing the access to infrastructure and access to city services with integration to single-family neighborhoods.

- Revised Zoning Map

Staff presented the 3 changes to the zoning map: the Public Works facility zoning change, park designations, and R12 medium density zoning to R1 low density zoning to reflect tracts over environmentally sensitive areas. Commissioners had no questions on changes.

Staff also discussed the May 17 public hearing. Public outreach efforts for the meeting included a city-wide postcard, Quarterly article, and, hopefully, a prehearing meeting for Spanish speakers facilitated by PRR.

A motion was made by Commissioner Vanderlinde and seconded by Chair Thompson to cancel the May 3, Planning Commission meeting. The motion passed by unanimous consent.

8. ADJOURNMENT

Chair Thompson adjourned the meeting at 9:05 p.m.

Planning Commission

Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: May 10, 2022

To: Planning Commission

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

Regarding: Public Hearing on Comprehensive Plan and Development Regulation Amendments

May 17 is the public hearing on preliminary amendments to the Comprehensive Plan and development regulations. Changes address:

- Comprehensive Plan Vision Statement (see Attachment 1)
- Comprehensive Plan Land Use Element (see Attachment 2)
- Comprehensive Plan Housing Element (see Attachment 3)
- Comprehensive Plan Capital Facilities Element (see Attachment 4)
- Zoning Map (see Attachment 5)
- "Missing Middle" Housing code amendments (see Attachment 6)

A summary of the Comprehensive Plan amendments is provided as Attachment 7. A summary of the "Missing Middle" Housing code changes is provided as Attachment 8.

Changes to the Zoning Map are minor and would accomplish the following:

- Rezone the properties at 6450, 6506 and 6520 NE 202nd Street from R-6 Residential to Public/Semi-Public to allow future construction of a Public Works facility,
- Reflect new Park designations, and
- Rezone two tracts on the east side of 73rd Avenue NE that are reserved for permanent environmental protection from R-12, Residential to R-1, Residential.

Two Spanish-language interpreters will be available at the meeting and will be introduced as a first item on the agenda. They will provide interpretation for Spanish-speaking commenters.

If time allows after the public hearing, staff will provide the information you requested on native plants and noxious weeds as part of your consideration of how the landscape strip in the "Missing Middle" code amendments should be treated.

Attachments

Attachment 1: Revised Vision Statement
Attachment 2: Revised Land Use Element
Attachment 3: Revised Housing Element
Attachment 4: Revised Capital Facilities Element

18120 68th Ave NE, Kenmore, WA 98028

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- Attachment 5: Revised Zoning Map
- Attachment 6: "Missing Middle" Housing code amendments
- Attachment 7: Summary of Comprehensive Plan amendments
- Attachment 8: Summary of "Missing Middle" Housing code amendments

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KENMORE 20-YEAR VISION

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

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

ATTACHMENT 1

- o. supports the safety, **physical and mental** health, and welfare of all of its **citizensresidents**
- p. supports and encourages education and quality schools
- q. supports local arts, culture and history

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

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LAND USE ELEMENT AMENDMENTS

INTRODUCTION

Purpose

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

Land Use

- Downtown
- Community Design
- Natural Environment
- Shorelines
- Economic Development.

Growth Management Act

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

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

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

Vision 2040 VISION 2050

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

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

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

Vision 2040 contains The Multi-County Planning Policies required by the Growth Management Act are part of VISION 2050 and provides a common regionwide framework for countywide and local planning in the central Puget Sound region. Policies address regional collaboration, the regional growth strategy, the environment, climate change, development patterns, housing, economy, transportation, and public services. The policies reflect the commitment in the Vision 2040 VISION 2050 vision statement to provide, “protect the environment, support and create vibrant, livable, and healthy communities, offer economic opportunities for all, provide for safe and efficient mobility, and use the region's resources wisely and efficiently an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.”

Countywide Planning Policies

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

The policies establish a “centers” strategy. Growth is to be focused within cities with a countywide designated Urban or Manufacturing/Industrial Regional Growth Centers such as Seattle's Northgate and Kirkland's Totem Lake areas. Local Countywide Growth eCenters, including Kenmore, accommodate housing, employment and services in a compact form and at sufficient densities to support existing or

planned high capacity transit service and to make efficient use of urban land. As in ~~Vision 2040~~ VISION 2050, Kenmore is identified as a “Larger City High Capacity Transit Community.”

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

EXISTING CONDITIONS

History of Kenmore

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

Native Americans

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

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

Kenmore Founders ~~White settlers~~

Abundant timber lured settlers to the Kenmore area in the 1860s. ~~At that time, the~~ The forest-covered hills were ~~owned~~ controlled by investors in Washington timber lands. Philo Remington, gun inventor, purchased vast land holdings including some in Kenmore. His son-in-law Watson C. Squire moved west, settling in the Seattle area, and purchased most of Remington’s land holdings in Kenmore in 1880. Squire owned most of what is the northwest quadrant of Kenmore, from 62nd Avenue NE to 68th Avenue NE and from the waterfront to the top of the hill at NE 190th Street. He platted this land in 1892. Squire later became Territorial Governor in 1884, and then the first U.S. Senator from the State of Washington in 1889.

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

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

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

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

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

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

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

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

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

Historic Structures and Places

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

- ~~Kenmore Bridge over the Sammamish River~~
- ~~Kenmore Community Clubhouse~~
- ~~Aqua Club~~
- ~~Inglewood Golf Course Clubhouse~~

- ~~St. Edward Seminary~~
- ~~St. Thomas Seminary (Bastyr University)~~
- ~~Kenmore Air Harbor House~~
- ~~Arnston Hartlove Grocery~~
- ~~Northlake Lutheran Church~~
- ~~Church of the Redeemer~~
- ~~Charles Thomsen House~~

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

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

Charles Thomsen House

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

features. The Charles Thomsen House may be eligible for the State of Washington Heritage Register or the National Register.

Kenmore Community Clubhouse

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

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

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

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

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



Land Use Patterns

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

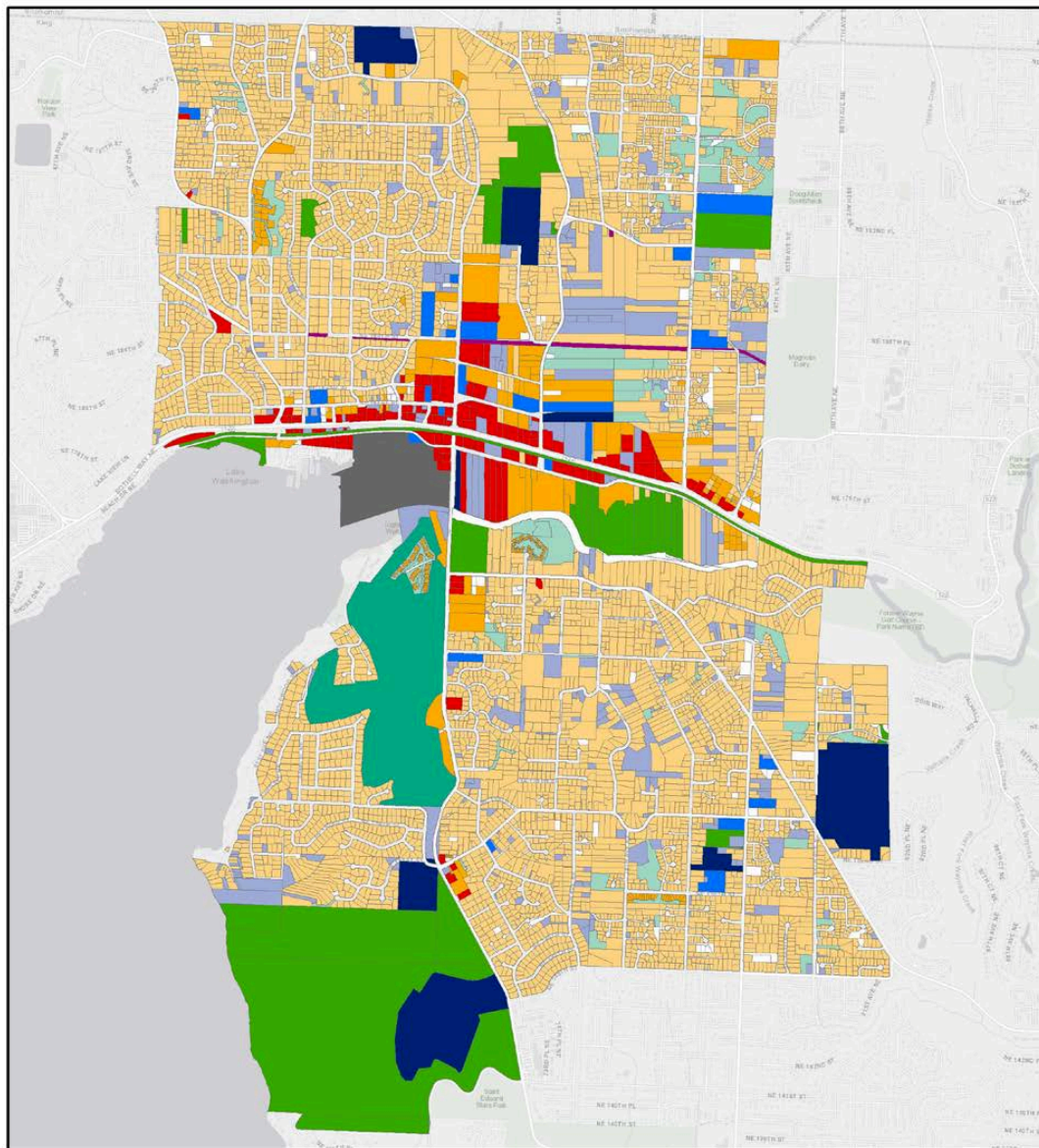
Existing Land Uses

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

TABLE LU-A
20152022 LAND USE BY PARCELS - CITY OF KENMORE

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

Source: King County Department of Assessments



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

Kenmore Existing Land Use

Figure LU-2



0 1,000 2,000 4,000 Feet

4A-9

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

Kenmore Air Harbor

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

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

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

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

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

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

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

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

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

approximately over the CalPortland property. On an annual basis, approximately 75% of all landings are northbound and 25% southbound.

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

FUTURE LAND USE

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

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

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

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

Development Capacity

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

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

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

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

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

The City's 2012-2031/2019-2044 housing unit growth target established by the King County Countywide Planning Policies is 2,989,070 housing units. The adopted Land Use Plan would provide enough zoned capacity, and a more than sufficient market cushion, to exceed the 2031/2044 housing unit target. Calculated residential capacity in 2021 was 4,135 dwelling units—a 1,065 unit surplus.

Jobs capacity also is greater than the City's 3,897,200 jobs target, although not by much. The 2021 calculated jobs capacity was 3,881 jobs.

PLAN AMENDMENTS

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

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

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

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

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

GOALS, OBJECTIVES, AND POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy LU-1.2.5 Use incentives, regulations and programs to support land use patterns and development standards that encourage physical activity through walking and bicycling.

~~**Policy LU-1.1.4:2.6** Consider small-scale, neighborhood commercial uses within walking or bicycling distance of homes to increase residents' opportunities to meet their daily needs without having to drive. Encourage businesses to locate in Kenmore so that residents have more opportunities to walk or bicycle to work.~~

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

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

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

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

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

OBJECTIVE 1.14 **Encourage the availability of healthy, affordable, culturally acceptable food for all community residents.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GOAL 2. PROVIDE FOR ORDERLY DEVELOPMENT.

OBJECTIVE 2.1 Implement the Comprehensive Plan Land Use Map.

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

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

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

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

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

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

LAND USE/ ZONE-DISTRICT <u>CLASSIFICATION</u>	<u>BASE DENSITY/ MAXIMUM DENSITY WITH BONUS[†]</u> <u>IMPLEMENTING ZONING DISTRICT</u>
Residential 24 Dwelling Units Per Acre (R-24)	<u>24 (36)</u>
Manufactured Housing Community (MHC)	<u>12 to 29 MHC</u>
Downtown Residential	<u>48 to 72 (72) DR</u>
Neighborhood Business (NB)	<u>8 (24)</u> <u>NB</u>
Community Business (CB)	<u>24 (36) CB</u>
Waterfront Commercial (WC)	<u>48 (72) WC</u>
Urban Corridor (UC)	<u>48 (72) UC</u>
Regional Business (RB)	<u>48 (72) RB</u>
Downtown Commercial	<u>48 to 72 (72) DC</u>
Public and Private Facilities (PPF)	<u>n/a PSP</u>
Special Study Area	<u>Special District n/a</u>

b. District Land Use Classification Descriptions. Utilize the following purpose statements to distinguish the land use districts classifications.

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

- Low Density Residential: In this classification, land uses are predominantly single detached dwelling units on lot sizes that vary according to district but with an overall base density of one to six

dwelling units per acre. In the R-1 and R-4 districts, uses are clustered as appropriate in relation to environmental constraints.

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

Some limited existing uses requiring vehicle storage that continue to contribute to the economic vitality of downtown are permitted to continue their business on existing properties, but are encouraged to transition the use of their properties to those more in keeping with the first paragraph of this intent statement.
- Neighborhood Business: The purposes of the Neighborhood Business Districtclassification are to provide convenient daily retail and personal services for a limited service area, to minimize the impacts of commercial activities on nearby properties, and to provide for limited residential development.

- Community Business: The purpose of the Community Business Districtclassification is to provide pedestrian-friendly, mixed-use development that both supports larger mixed-use and commercial areas with its residential development, and provides small-scale retail, educational, and personal service uses, and offices, for the local community. Allowable uses include office uses and mixed-use (housing and retail/service) developments. Commercial uses with extensive outdoor storage and industrial uses would be discouraged in the Community Business Districtclassification.
- Waterfront Commercial: The purpose of the Waterfront Commercial Districtclassification is to focus on existing water-dependent uses, but also to allow eating and drinking places, temporary lodging and other uses to support marina and airport development. Compatible light manufacturing would be appropriate. Office and mixed use multifamily development are desirable for the future.
- Urban Corridor: The Urban Corridor Districtclassification is located along SR-522. The overall vision is to convert the area on the south side of the highway from a commercial strip corridor to an area of primarily office and multifamily development, taking advantage of lake views and proximity to transit.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy LU-2.1.4 Commercial classifications should be:

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

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

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

- d. A statement of how the amendment complies with the Growth Management Act's goals and specific requirements;
- e. A statement of how the amendment complies with the Kenmore Vision Statement;
- f. A statement of how functional plans and capital improvement programs support the change; and
- g. Public review of the recommended change, necessary implementation (including area zoning if appropriate) and alternatives.

Policy LU-2.1.6 Ensure proposed Comprehensive Plan policy amendments ~~are accompanied by any result in~~ changes to development regulations, modifications to capital improvement programs, ~~and revised~~ subarea, neighborhood, and functional plans ~~required for implementation so that regulations will be consistent as necessary to ensure consistency with between~~ the Plan ~~and the implementing regulatory and budgetary frameworks~~.

OBJECTIVE 2.2 Prepare clear development regulations consistent with the Comprehensive Plan.

Policy LU-2.2.1 Prepare zoning maps, classifications, and development standards that are consistent with the Comprehensive Plan and functional plans.

Policy LU-2.2.2 To provide flexibility as times and development conditions change, address possible amendments to the P-suffix and special district overlay requirements through the development agreement process. If development standards are modified or eliminated, offsetting public benefits must be provided.

Policy LU-2.2.3 Kenmore's regulation of land use should:

- a. Protect public health, safety, and general welfare;
- b. Protect environmentally-sensitive areas, including wetlands, groundwater, streams, Lake Washington, the Sammamish River and Puget Sound.
- c. Support tree preservation, whenever possible.
- ~~bd.~~ Implement and be consistent with the Comprehensive Plan and other adopted land use goals, policies, and plans;
- ~~ee.~~ Be expeditious, predictable, clear, straightforward, and internally consistent;
- ~~df.~~ Treat all members of the public equally and base regulatory decisions wholly on the applicable criteria and code requirements; ~~and,~~

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

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

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

Policy LU-2.3.2 When considering density increases or reduced lot sizes, use tools such as building size and form regulations and design standards to address issues of neighborhood compatibility.

Policy LU-2.3.23 Apply minimum density requirements to residential and mixed-use zones of twelve or more homes per acre when consistent with the vision for a given zone.

Policy LU-2.3.4 In the Downtown Commercial classification, adopt a minimum floor area ratio (FAR) to promote multi-story development.

Policy LU-2.3.35 Review Uniform Building codes and make amendments to remove barriers to achieving desired densities, such as increased stories of wood frame construction.

Policy LU-2.3.46 Use regulations, incentives, open space acquisition, or, where these measures are not adequate, use low density zoning to protect floodplains, riparian corridors, high value wetlands, and unstable slopes from degradation, and to encourage linking these environmental features into a network of open space, fish and wildlife habitat. In sensitive areas, some density may be transferred onsite to less constrained areas, or density may be transferred off-site to specified receiving areas, such as the Downtown.

Policy LU-2.3.57 **In some areas, use** Through density incentives, **to encourage development of innovative low-cost affordable** housing, or significant open space, public parks and public trails. Where provided, encourage public parks and public trails to be part of a network consistent with the Parks, Recreation, and Open Space Element goals, objectives, and policies. Additionally, in the Downtown, density incentives or other incentives should be provided for shared and structured parking, or consolidation of lots. Consider performance-based measures to achieve this policy. Ensure benefits, for example, significant open space, are in proximity to the development site.

Policy LU-2.3.8 In parts of Downtown near transit, in the high-density residential classification near the Metro/Sound Transit Park and Ride, and in the Urban Corridor classification east of 73rd Avenue NE, require inclusion of affordable housing in new residential or mixed use development.

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

Policy LU-2.4.1 Establish priority areas for public facility and service improvements, especially for transportation. These priority areas should be located where public facility and service improvements would most effectively advance the City of Kenmore's growth and development as a Candidate Countywide Growth Center, or the City's goals for economic development, Downtown revitalization, neighborhood improvement, environmental protection, energy efficiency, or affordable housing objectives. Priority areas will shift over time as improvements are installed and adopted service level standards are attained.

Policy LU-2.4.2 Implement an annual monitoring program to assess land use development trends, and service and infrastructure provision. If service deficiencies, such as city, county and state roads, public water supply and wastewater treatment, or communication infrastructure are identified, the City of Kenmore and the affected service providers should adopt Capital Improvement Programs to remedy identified deficiencies in a timely fashion, or the City of Kenmore should reassess

the land use plan. In particular, the City should continue to promote reliability improvements for electric services in Kenmore.

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

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

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

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

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

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

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

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

- a. Special development standards for infill or redevelopment sites;
- b. Assembly and resale of sites to providers of affordable housing or mixed-use developments;
- c. Impact mitigation fee structures that favor infill or redevelopment;
- d. Expedited permit processes;
- e. Greater regulatory flexibility; and

- f. Reduced permit fees and/or delayed fees.

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

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

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

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

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

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

- Policy LU-3.1.1 Ensure that the combination of jobs and population in the Downtown meets County standards (eventual goal of 30 activity units per acre).
- Policy LU-3.1.2 Continue plans for a mix of uses, providing housing and employment at densities that support high-capacity transit.
- Policy LU-3.1.3 Apply a minimum floor area ratio for new commercial buildings in the Downtown Commercial classification.

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

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

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

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

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

- Policy LU-34.2.1 Establish a partnership between Kenmore, King County, the Kenmore Heritage Society and citizen volunteers in order to comprehensively inventory historic and archaeological resources, pursue historic inventories and studies to promote landmark designation. Use the inventory to guide decision-making in resource planning, environmental review, and resource management.
- Policy LU-34.2.2 Encourage land uses and development that retain and enhance significant historic and archaeological resources and sustain historic community character.

Policy LU-34.2.3 Coordinate with Native American Tribes, the King County Historic Preservation Officer, and the State Office of Archaeology and Historic Preservation, as appropriate, to review public and private projects to protect and enhance historic and archaeological resources.

Policy LU-34.2.4 Seek funding from King County, the State of Washington, or other agencies to acquire and preserve significant historic resources for use by City and other public agencies.

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

Policy LU-34.3.1 Support the efforts of the Kenmore Heritage Society to document Kenmore's history, and provide educational materials and resources to all ages.

Policy LU-34.3.2 Work in partnership with the Kenmore Heritage Society, other agencies and special districts to identify places or facilities where a museum or display of historic artifacts and information can be accomplished.

Policy LU-34.3.3 When dedicating new civic facilities, consider naming them in honor of historical events or persons of significance to the community.

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

IMPLEMENTATION STRATEGIES

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

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

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

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

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

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

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

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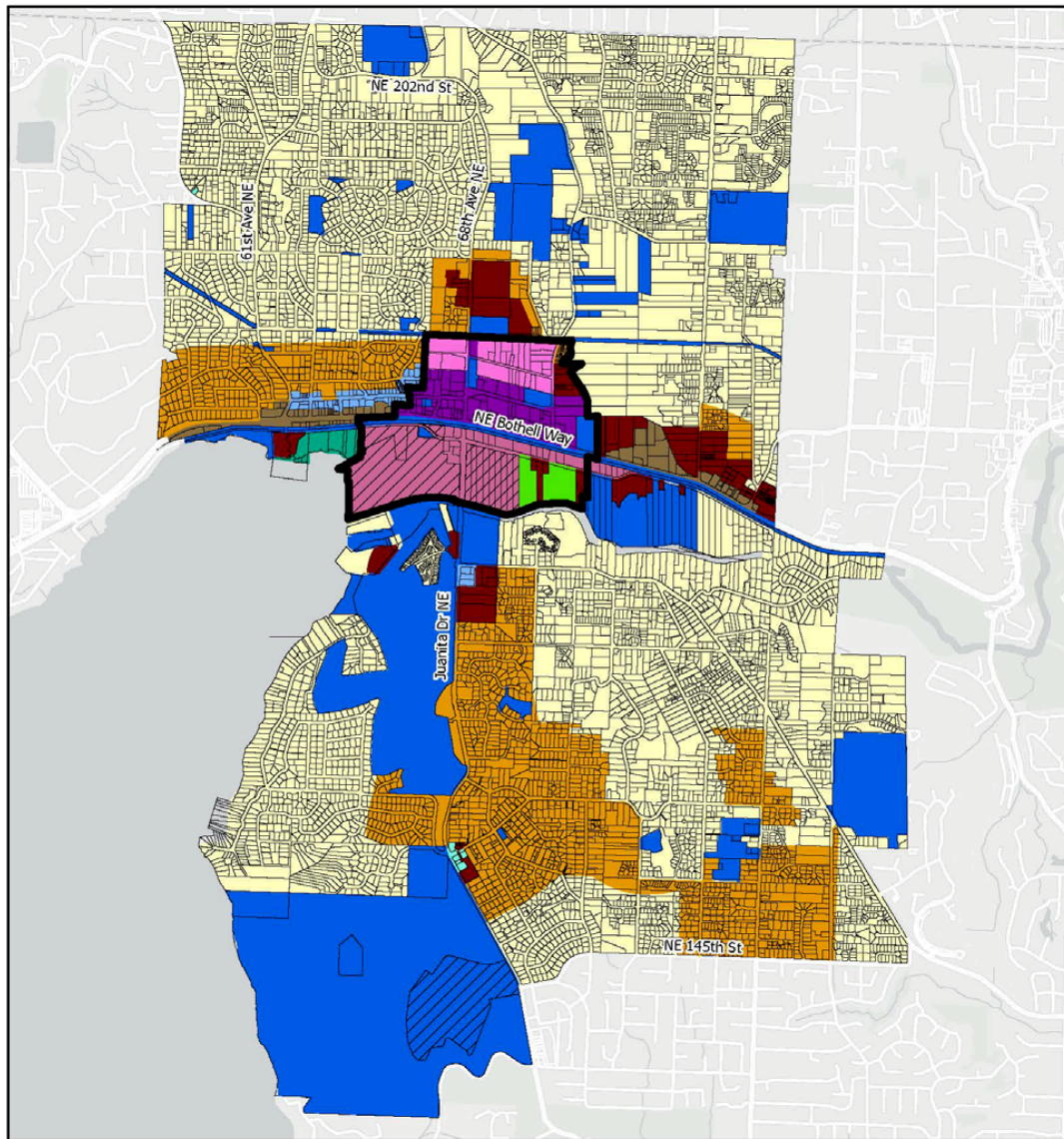
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|--------------------------------|----------------------------|
| Countywide Growth Center | Public/Private Facilities |
| Special Study Areas | Regional Business |
| Community Business | Low Density Residential |
| Downtown Commercial | Medium Density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

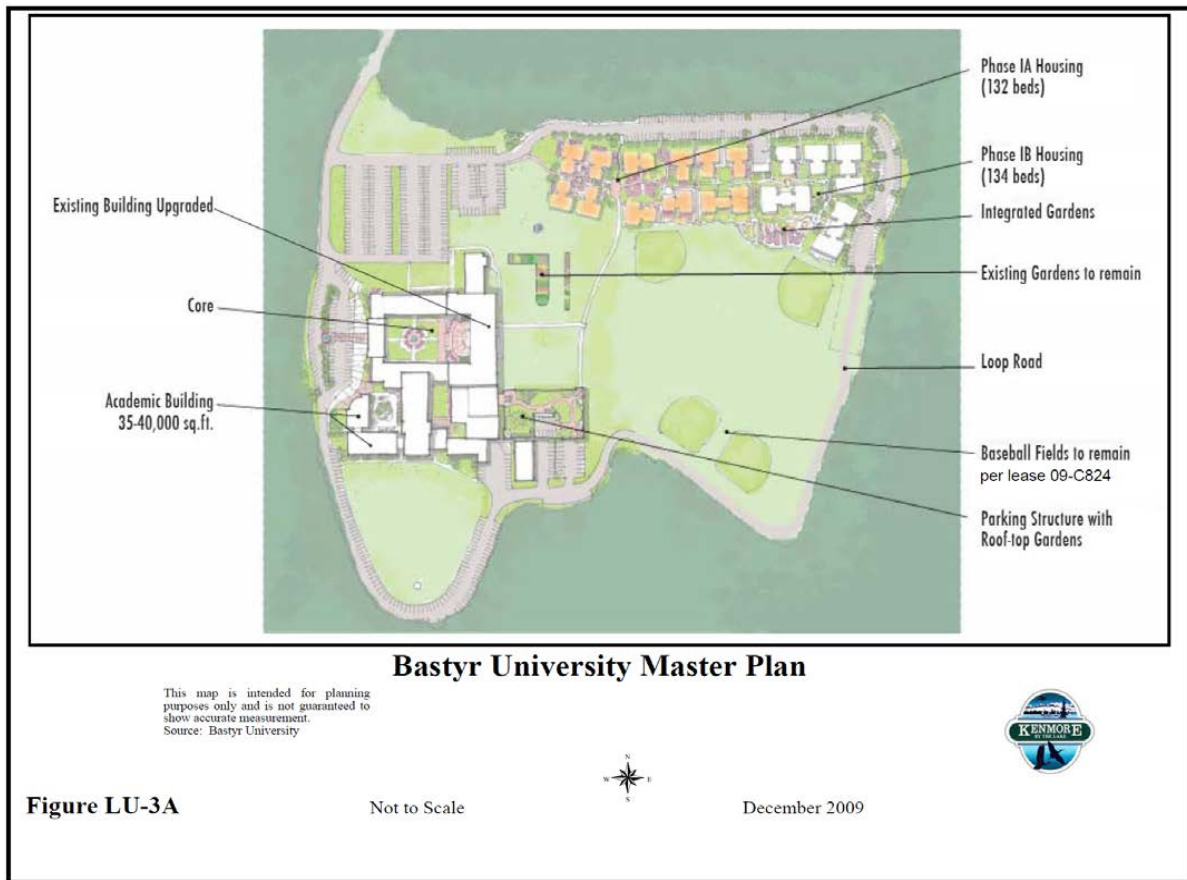
Kenmore Land Use Plan

Figure LU-3



0 1,000 2,000 4,000 Feet

Bastyr University Master Plan



~~Text~~ = deleted text

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HOUSING ELEMENT AMENDMENTS

INTRODUCTION AND BACKGROUND

Purpose

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

Growth Management Act Requirements

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

Countywide Planning Policies

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

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

The CPPs ~~identified~~identify the countywide housing needs of moderate-, low-, and very low-, and extremely low-income households, which are equal to 4619 percent, 1215 percent and 1215 percent, respectively, of all housingCounty households. The CPPs also state that each city ~~shall~~should address the housing needs of all economic segments and strive to provide housing affordability to accommodate a proportionate amount of the countywide needs.

The county-wide population growth forecast has been established by the Washington State Office of Financial Management (OFM), as required by the GMA. ~~Each~~In the CPPs, each jurisdiction in King County agreed to a housing target (population allocations converted into households) for the years ~~2006-2031~~2019-2044, in Countywide Planning Policies (CPPs). ~~The household~~Kenmore's housing growth target for Kenmore is 3,5093,070 housing units. The city is committed to ensuring ~~there is~~Kenmore has capacity in the Comprehensive Plan and implementing regulations to meet this target. Actual growth would occur based upon market forces.

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

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

Affordable Housing Committee Recommendations

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

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

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

History of Discriminatory Land Use and Housing Practices

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

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

Displacement Risk

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

Relationship to the Natural Environment

The Natural Environment Element notes that natural systems have played an important part in defining the character of Kenmore. Historically, this area has made significant alterations to the natural environment as a result of development. Moving forward, protecting Lake Washington and the City’s wetlands, streams, trees, and fish and wildlife habitat is crucial to integrating new housing compatibly into the natural environment. Addressing geologic hazards and flooding protects future residents from harm.

EXISTING CONDITIONS

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

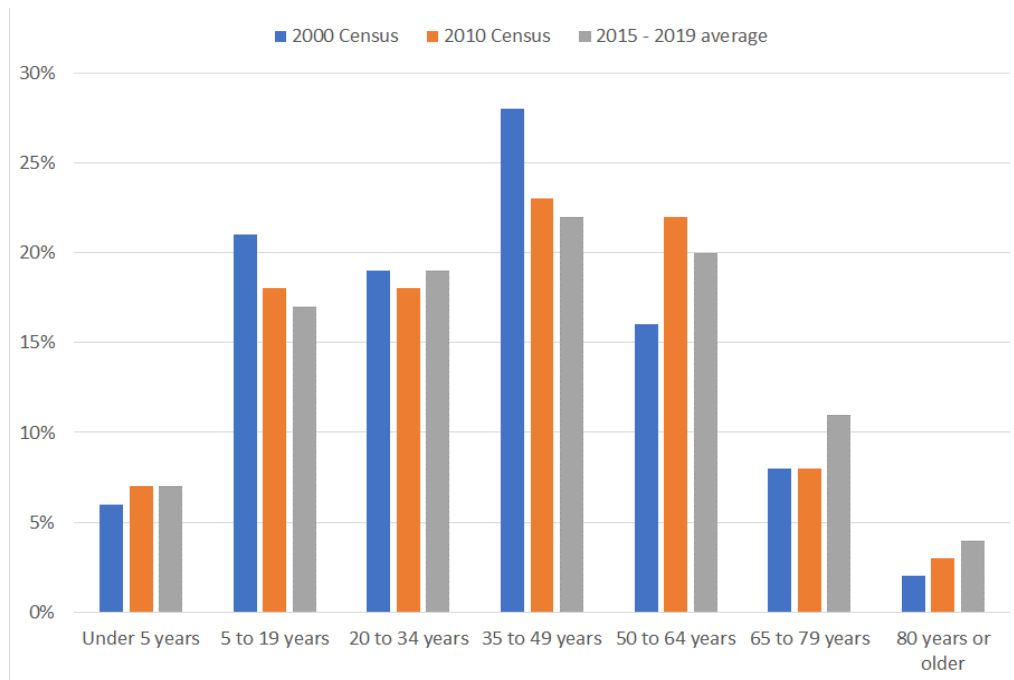
Population and HouseholdsPopulation Age

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

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

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

FIGURE H-1
POPULATION AGE, KENMORE



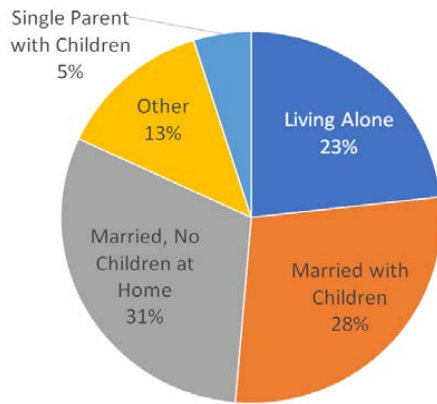
Source: 2010 Census and Washington State Office of Financial Management, April 1, 2021 Population Estimates.

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

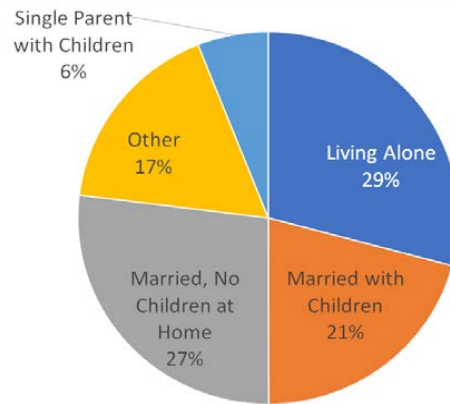
Households and Household Types

Kenmore had roughly 700 (14 percent) more households in 2011 than in 2000, but the types of households remained virtually unchanged, averaged 8,858 total households from 2015 to 2019, 11 percent more than in 2010, but the composition of household types changed very little (Housing Analysis Appendix , Exhibit B). Compared to King County overall (Figures H-2 and H-3 below), the city has a greater percentage of married-couple families (56.59 percent) than King County overall (Figures H-2 and H-3, below), but is typical for east King County in that respect. (“East King County,” or EKC, refers here to member cities of ARCH.) and families with children (33 percent). The city also maintains a somewhat lower proportion of one- and two-person households (57 percent) than the rest of east King County (58.64 percent; Housing Analysis Appendix , Exhibit C-2).

**FIGURE H-2
KENMORE, 2015–2019**



**FIGURE H-3
KING COUNTY, 2015–2019**



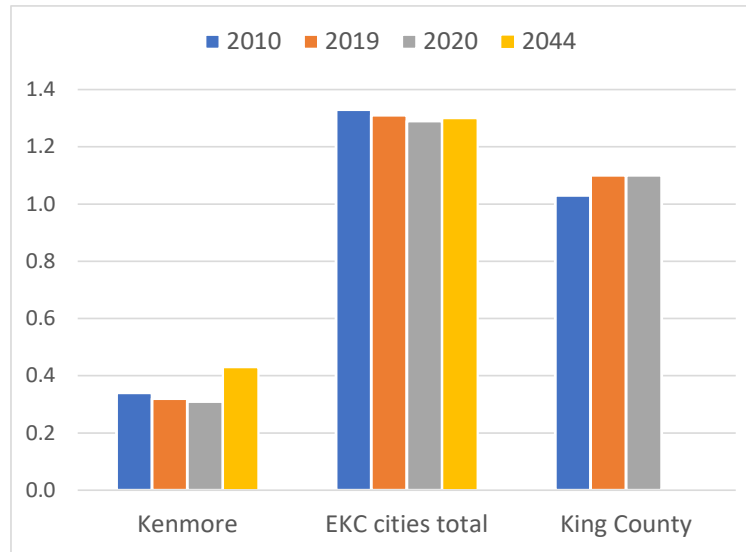
Source: 2010 Census American Community Survey (ACS) 2019 5-Year Estimates (U.S. Census Bureau)

Kenmore Jobs and Wages

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

The Jobs-Housing Ratio is a way to measure demand for housing from local employment relative to the local housing supply. (a) A ratio less than 1.0 means less demand for housing from the local workforce than is available in the city. As of 2006/2019, the city's jobs-housing ratio was just under 0.4/had fallen to 0.3 and based on growth projections would increase to just over 0.4 by 2034/2044 (see Figure H-4). This is much lower than the countywide ratio and the ratio of most other ARCH cities in east King County, suggesting This means that most Kenmore residents work in other cities, compared to other areas, and the housing demand from existing jobs is relatively low.

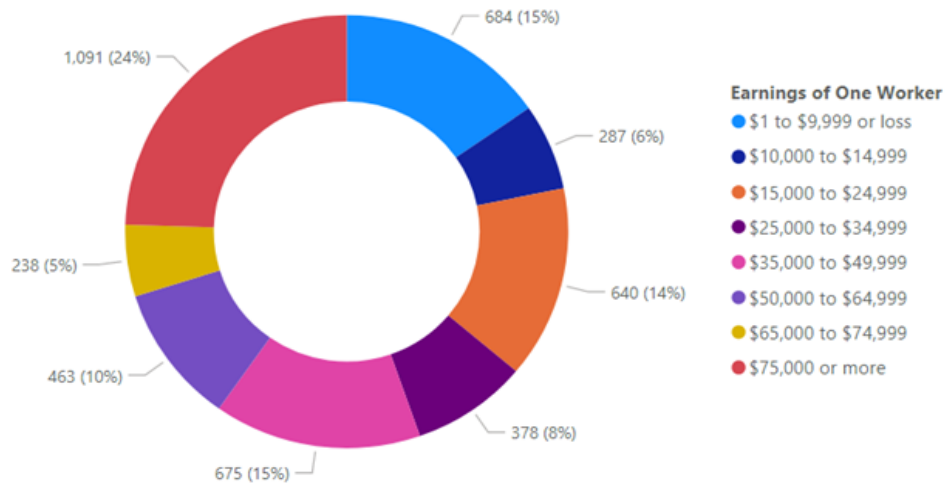
**FIGURE H-4
JOBS-HOUSING RATIO**



Source: A Regional Coalition for Housing (ARCH).

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

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



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

Household Incomes

Approximately 2022 percent of the households in Kenmore fall within the standards defined as extremely low- or very low- or low income (Table H-A). This is slightly lower than countywide figures, but higher than east King County (Figure H-6 Appendix , Exhibit). The rental market is the primary source of housing for these populations.

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

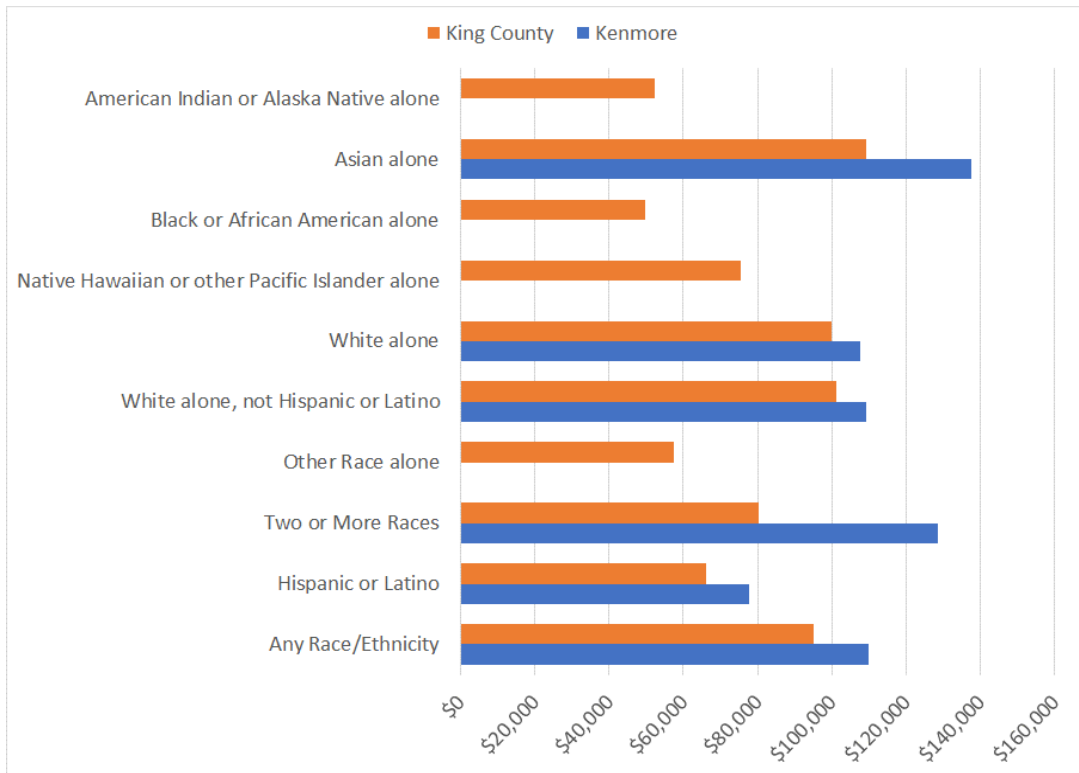
TABLE H-A
HOUSEHOLDS BY INCOME CATEGORY

ATTACHMENT 3

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

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

FIGURE H-6
MEDIAN HOUSEHOLD INCOME



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

Northshore School District records show that 48.13.5 percent of the students qualify, based on income, for free or reduced lunches at school (Northshore website). Almost nine (9) percent of the students live in a household with an income below the poverty level (Housing Analysis, Exhibit G-3).

Number and Types of Existing Housing Units

Housing Types

Kenmore added 42.14 percent more housing units during the 2000s since 2006—somewhat slower than the growth of the 1990s, but in line with projections in the 2005 Comprehensive Plan. Kenmore also grew a bit more slowly than King County and the rest of the Eastside. (See Exhibits A and E-1 of the East King County Housing Analysis Appendix.) The city's mix of housing types changed very little during that time since 2000 (Table H-B, below).

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

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

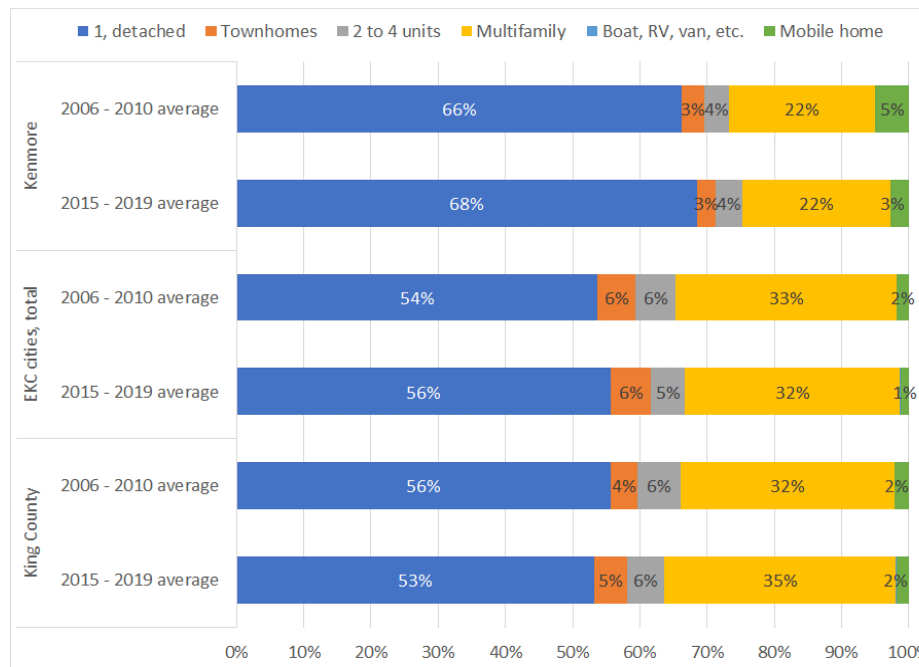
Source: U.S. Census Bureau, 2000 Census, and Washington State Office of Financial Management (OFM), 20142021.

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

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

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

FIGURE H-7
HOUSING UNITS BY UNITS IN STRUCTURE



Source: ~~2000 Census and 2014~~ 2010 Census and 2019 American Community Survey, 5-Year Estimates (U.S. Census Bureau).

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

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

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

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

Kenmore has permitted more than 6034 accessory dwelling units as of 20112021, or about one for every 167 detached single family homes—almost exactly the same as the average for all of east King County (Housing Analysis, Exhibit Q 1). (This compares to a rate of one for every 32 detached homes in Mercer Island, the city with the highest ratio of ADUs.). In 2020, the City amended its ADU regulations to encourage development of ADUs, including extinguishment of the owner occupancy requirement after the first six months of consecutive occupancy.

Age of Housing

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

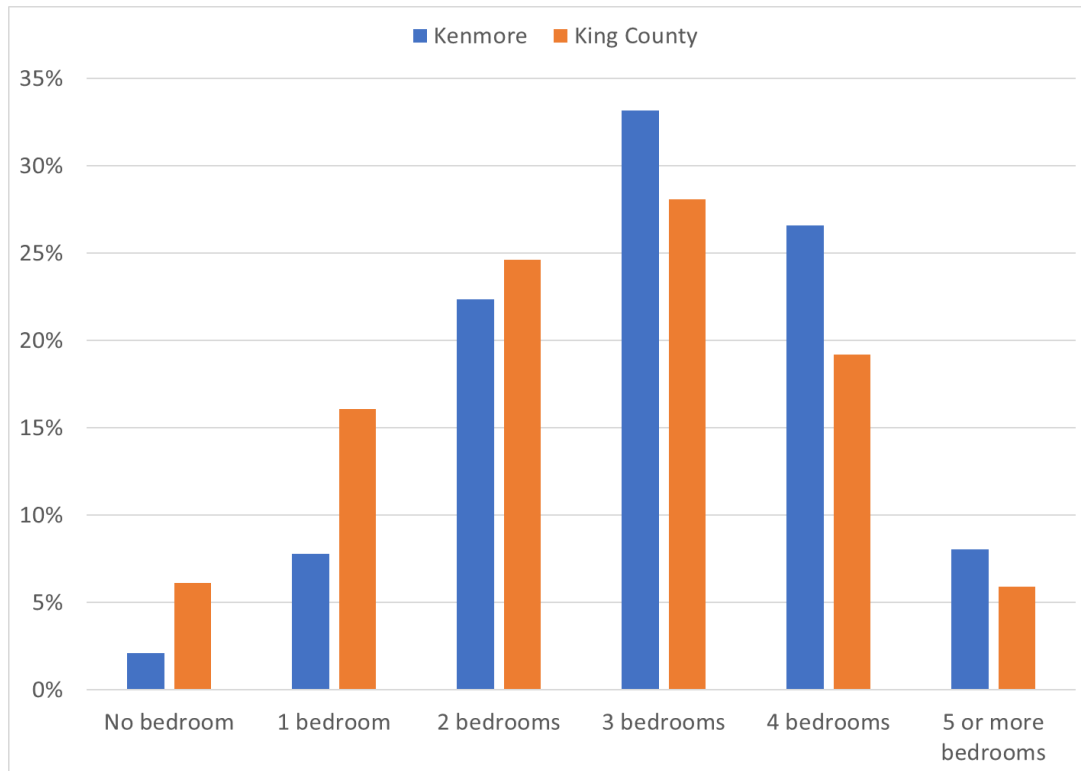
Kenmore's housing stock is similar in age to that of other ARCH communities and younger than that of King County overall. Eight (8) percent of all homes in the community were built since 2010 (similar to the rest of King County and the ARCH sphere). On the other hand, 25 percent of Kenmore's homes are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

Housing Condition

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

Bedrooms

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

FIGURE H-8**HOUSING UNITS AND BEDROOMS**

Source: ACS 2015 – 2019 5-Year Estimates.

Prices of Market Rate Housing Prices

Homeownership

Kenmore has a homeownership rate of 74.73 percent, which is at the upper end of ownership rates among the highest for ARCH cities in east King County, and greater than the countywide average rate (57%). Kenmore has also had a relatively significant increase in the rate of homeownership since the early 1990s, while most cities have seen homeownership rates stable or decreased in that period. Black, Indigenous, and other People of Color (BIPOC) householders are 19 percent of Kenmore's households and 18 percent of the homeowners. Asian householders (not Hispanic or Latino) are 13 percent of the total households and 14 percent of the homeowners. Other BIPOC householders are 6 percent of the total and 4 percent of Kenmore's homeowners.

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

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

Rental Housing

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

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

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

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

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

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

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

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

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

Rental Housing for People Needing Supportive Services

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

An estimated ~~six (6)~~four (4) percent of the people in Kenmore are over the age of 7580 years (~~Housing AnalysisAppendix~~, Exhibit ____). Supplemental Security Income supports people with disabilities in over 200 (3 about two percent) of Kenmore households (~~Housing AnalysisAppendix~~, Exhibit ____).

Kenmore has ~~two~~one licensed assisted living ~~facilities~~facility (boarding homes) with 106100 beds and 2426 licensed adult family homes with 117150 beds (~~Housing AnalysisAppendix~~, Exhibit Q-2 ____). Adult family home residents include elderly people, individuals with limited mobility (use of wheelchair), developmental disabilities, mental illness, diabetes, terminal illnesses, brain injury, and those recovering from strokes. The number of persons living in supported living situations (i.e., group quarters) has increased almost 5035% since 20002010, a somewhat lower rate than the growth across east King County (44 percent) (~~Housing AnalysisAppendix~~, Exhibit K-2 ____). The closest nursing home to Kenmore is in Bothell. The North Creek Health and Rehab Center (10909 NE 185th)Bothell Health Care (707 228th St. SW) nursing home has 11299 beds.

Income- and Price-Restricted Housing

Land Use and Tax Incentives

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

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

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

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

Assisted Rental Housing *Public and other Funding Programs*

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

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

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

In addition, the Housing Authority operates a voucher program (**Housing Choice Vouchers**) for the rental of privately held units. This federal program currently assists approximately 20122 Kenmore households with rental subsidies. Lower income tenants in the City of Kenmore may also apply for emergency funding from King County in the event they are faced with eviction due to nonpayment of rent. This assistance is available through the Multi-Service Center of Northeast King County.

Housing for the Homeless

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

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

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

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

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

HOUSING AFFORDABILITY

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

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

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

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

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

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

About seven nine (79%) of the single family owner-occupied housing units in Kenmore are affordable to families earning up to 80 percent of median income, and an additional four eight percent (48%) are affordable to families earning 80 to 100 percent of median income (Housing Analysis Appendix).

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

TABLE H-F
AFFORDABLE HOUSING AND COUNTYWIDE HOUSING NEEDS, 2014-2018

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

Source: 2006-2010 CHAS (Comprehensive Housing Affordability Strategy; U.S. Housing and Urban Development), 2014-2018 5-year averages.

Note: Countywide Housing Need determined by 2021 Countywide Planning Policies.

Cost-Burdened Households

Despite the relative affordability of Kenmore, 38 percent of the city's households, and 42 percent of the renting households, are housing cost-burdened. Overall, housing cost burden improved in Kenmore since 2010, from 38 percent to 28 percent of all households (comparable to all of East King County). For some segments of the community, however, cost burdened worsened. Close to half (48 percent) of the renting households are housing cost-burdened, up from 42 percent (Housing Analysis Appendix , Exhibit H-4). Both figures are similar to countywide figures, but high for east King County. This is high compared to other ARCH cities (35 percent) and King County as a whole (42 percent). Moreover, of cities in east King County, Kenmore has the highest. On the positive side, Kenmore's percentage of severely cost-burdened households (renters) (paying more than half their incomes on housing) at has fallen from 21 percent to 17 percent.

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

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

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

Source: CHAS 2014–2018 5-year Estimates.

See Appendix for more information about cost burdened households.

HOUSING TARGETS AND CAPACITY

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

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

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

Housing Type	20122018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Single-family Dwellings	6,808	72%	418	11%	7,226	53%
Multi-family Dwellings, total	2,621	28%	3,717	89%	6,338	47%
In residential-only zones			184	5%		
In mixed-use zones			3,533	95%		

Housing Type	20122018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Total	9,429		4,135		13,564	

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

Affordable Housing Needs

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

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

TABLE H-I
AFFORDABLE HOUSING NEEDS

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

Sources: CHAS, OFM, ARCH.

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

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

SUMMARY OF LOCAL HOUSING STRATEGIES

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

- Updates to the Downtown area plan have increased opportunities for creating new housing in the Downtown. This has allowed the city to have sufficient capacity to meet its 2006–2013 housing growth targets.
- In 2003, the city rezoned the old former Park and Ride site on 68th Avenue NE to allow housingenable a multifamily development, with a requirement that 25 percent of the units address local affordable housing needs. Spencer68 apartments opened in 2015, providing 56 affordable units, five for low-income households. The first phase of development of this property began in 2014. To help enhance affordability on the property, the city approved a twelve-year property tax exemption on residential improvements.
- The city has waived a portion of impact fees for a project that incorporated housing affordable to low-income households.
- The city has been an ongoing member of ARCH. Through the ARCH Trust Fund process, the city has regularly committed local funds for affordable housing projects in Kenmore and throughout the region, assisting over 170 with nearly 200 units affordable to lower-income households.
- Through participation in the countywide CDBG Consortium, 25 local homeowners have received Housing Repair loans since 2005 (9 applications in 2021).
- In 2015 and again in 2022, the city adopted increased density allowances in the Transit Oriented Development District with requirements for including affordable housing in new development.
- The city, in 2017, the city approved a Housing Strategy Plan identifying potential strategies to address affordable housing needs and prioritizing them for future consideration.
- In 2019, the city:
 - o rezoned some of the City’s manufactured housing communities in order to preserve existing affordable housing in those communities.
 - o amended zoning for portions of the Community Business zoning district, including incentives for development of affordable housing.
 - o expanded the area eligible for a Multifamily Tax Exemption to the Transit-Oriented Development District.
- The City has adopted several residential renter protection regulations. In 2019, the city adopted an enhanced notice of rent increase. From March 20, 2021 through January 15, 2022, the city adopted a temporary moratorium on residential tenant evictions related to the Covid-19 pandemic. In June 2021, the City adopted four renter protections that remain in place through the Washington State and City of Kenmore declared emergency related to the Covid-19 pandemic:

- o Creates a defense to eviction for rental debt accrued due to pandemic-related hardship.
- o Creates a defense to eviction if a tenant has a rental assistance application in process.
- o Bans late fees for rent that became due during the pandemic.
- o Requires landlords to certify that they have attempted to obtain rental assistance before filing for eviction due to unpaid rent accrued during the pandemic.
- In 2022 the City also is considering adopting additional residential protections including:
 - o Notice of rent increase required
 - o Cap on late fees
 - o Cap on move in fee
 - o Right to Payment Plan
 - o Rental unit registration program
 - o Just cause eviction program
 - o Right to relocation assistance
 - o Criminal background checks prohibited
 - o Bars discrimination due to immigration status
 - o Bars requirement of social security number
 - o Bans abusive, deceptive, and unfair practices in rental housing
 - o Rent due date may be altered due to tenant's fixed income
 - o Landlord may not demand child or person with disability to be signatory to lease if tenant of record is already a signatory
- In 2021, the city:
 - o created a reduced permit review process for projects containing affordable housing.
 - o The city adopted updated regulations to allow Accessory Dwelling Units, with over 3960 ADUs permitted to date.
- In 2022, the City Council authorized spending approximately 3 million dollars in federal American Rescue Plan Act (ARPA) funding for a project containing a minimum of 10% of dedicated affordable housing for those earning less than 30% AMI. The Council also authorized use of City surplus property for this development. It is anticipated that the development proposal will be submitted to the annual State and County funding pipeline in 2022.
- Also in 2022, the city adopted new standards allowing duplex and triplex development ("Missing Middle" housing) within ¼ mile of the City's two high-capacity transit corridors.

GOALS, OBJECTIVES, AND POLICIES

RESIDENTIAL NEIGHBORHOODS **SUB-ELEMENT**

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

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

Policy H-1.1.1 Encourage private reinvestment in residential neighborhoods and private rehabilitation of housing by providing information, technical assistance, and referrals to appropriate agencies and organizations.

Policy H-1.1.2 Provide regular and appropriate levels of investment in transportation, pedestrian safety, surface water, and parks maintenance and improvements within residential neighborhoods, consistent with the City's capital improvement priorities. Encourage special districts to provide services and maintain infrastructure within

residential neighborhoods consistent with adopted service and capital improvement plans.

Policy H-1.1.3 In cooperation with King County, Puget Sound Energy, or other agencies, promote the use of weatherization programs in existing housing.

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT 3

Policy H-1.24.78	Encourage cluster residential development along with open space, consistent with the Land Use Element to protect and preserve environmentally-sensitive areas.
Policy H-1.24.9	Plan for residential neighborhoods that promote the health and well-being of all residents by supporting active living and by reducing exposure to harmful environmentsconditions.
GOAL H-2.	PROVIDE HOUSING OPPORTUNITIES IN KENMORE FOR PEOPLE WITH SPECIAL NEEDS.
OBJECTIVE H-2.1	Provide opportunities for the development of short-term and permanent housing for people with special needs.
Policy H-2.1.1	Allow opportunities for assisted housing, for people with special needs, by: - Permitting group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision in accordance with state and federal laws; and, - Encouraging developers and owners of assisted housing units to undertake activities to establish and maintain positive relationships with neighbors. Encourage neighbors to similarly maintain those relationships.
Policy H-2.1.2	Ensure that group home providers have received appropriate licenses from federal or state agencies where appropriate.
Policy H-2.1.3	Support housing options and services that enable seniors to stay in their homes or neighborhoods.
OBJECTIVE H-2.2	Support and promote community facilities and programs that are important to the safety, health, and social needs of familiesresidents, children and persons with special needs.
Policy H-2.2.1	Increase coordination among providers of social, health, counseling, and other services to individuals, families, children, and persons with special needs including senior citizens, persons with physical or mental disabilities, persons with terminal illness, or other special needs.
Policy H-2.2.2	Work with transit and transportation providers to increase access between special needs housing and community facilities and programs in Kenmore or the Northshore area.
Policy H-2.2.3	Support the location of social, recreational, health, safety, and other services in Kenmore to serve people with special needs.
Policy H-2.2.4	Support efforts by providers of social, health, counseling, and other services to assist newly-arrived immigrant populations.
Policy H-2.2.45	Support a range of housing options and services to help homeless persons and families move to long-term financial independencestay sheltered.

- Policy H-2.2.56 Work with other jurisdictions, the Regional Homelessness Authority, and health and social service organizations to develop a coordinated, regional approach to homelessness.

RESIDENTIAL GROWTH

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

Policy H-1.3.1

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

- Policy H-4.3.31.21 Ensure zoning regulations accommodate a range of housing styles and types in appropriate locations, such as single-family detached dwellings, small houses on small lots, size-limited houses on smaller lots, duplexes, triplexes, cottage housing, townhouses, apartments, accessory dwellings, manufactured homes, and other types. Consider neighborhood character compatibility as well as housing needs and surrounding environmental conditions when applying zones, land use, and development standards.

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

OBJECTIVE H-1.43.2 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities consistent with its designation as a Countywide Growth Center.

- Policy H-1.43.2.1 Develop mixed-use, higher density districts in Downtown Kenmore, meeting community goals to develop community identity, provide vital business and service opportunities, concentration of higher density housing close to high-capacity transit, and provide multi-modal transportation services and connections to those services.

- Policy H-1.43.2.2 When higher densities are applied to residential and mixed use development in the Downtown, include requirements for the provision of affordable housing.

- Policy H-1.43.2.3 Offer density bonuses and density transfers, where appropriate, to achieve a compact, vital Downtown, as well as meet environmental and affordable housing goals.

- Policy H-1.2.83.2.4 Encourage property consolidation in the Downtown, through density bonuses or other incentives, to create mixed-use and multi-family developments that offer a range of site and community benefits such as private and public open spaces and plazas, structured parking, and other amenities.

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

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

HOUSING AFFORDABILITY **SUB-ELEMENT**

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

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

Policy H-34.1.1 Promote the use of housing rehabilitation assistance (from King County, for example) to lower-income homeowners and to landlords who rent to lower-income people.

Policy H-34.1.2 Support the acquisition, rehabilitation, and preservation of existing affordable housing by agencies and organizations as an alternative to new construction.

Policy H-4.1.3 Allow existing legally created duplexes, triplexes, and other medium-density housing types in the low and medium density residential classifications to continue without “nonconformance” limitations related to density, setbacks, height, or lot size.

Policy H-34.1.24 Consider measures Aspire to preserve and maintain existing manufactured housing communities.

Policy H-34.1.35 When displacement is unavoidable, encourage determine who is most likely to be harmed and ensure that the brunt of the impact is not carried by the same communities in Kenmore. Support relocation assistance and development of replacement housing to be developed, where feasible, to help very low- and low-income households. For mobile home parks in particular, consider a funding pool to assist low- and moderate-income residents in deteriorating and obsolete mobile homes to find alternative housing in the community, or help to establish preferences in nearby housing for persons giving up their homes.

OBJECTIVE H-34.2 Adopt programs and regulations that support housing affordable to extremely low-, very low-, low-, and moderate-income households, comparable to the countywide need.¹

Policy H-34.2.1 Support efforts of private developers, both for-profit and not-for-profit, to preserve or develop affordable housing, including housing with on-site services, for extremely low-, very low-, low- and moderate-income families. Consider the following roles for the City’s active participation:

- a. Whenever possible, integrate affordable housing plans into proposals for development of publicly owned properties.

¹ See Countywide Planning Policies

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- b. Play a partnership role with nonprofit housing project sponsors by supporting applications for CDBG, HOME, and other Federal, State, or local funding sources for the projects.
- c. Enter into a long-term partnership with one or more nonprofit housing developers to identify sites and ~~decide on the timing of applications~~ identify opportunities for public funding.
- d. Actively support affordable housing projects by expediting the permitting process, reducing development fees, or similar measures.
- e. Consider regulatory changes such as reducing parking requirements, updating building codes to promote innovative, low-cost development, and expanding the Multifamily Tax Exemption (MFTE) program to support more affordable housing development.

Policy H-~~34.2.2~~ Participate in A Regional Coalition for Housing (ARCH) to help develop and preserve affordable housing in the community and region. Maintain data demonstrating the impact in the City of Kenmore and communicate the results to the community for continued understanding and support.

Policy H-~~34.2.3~~ Identify and catalogue real property owned by the City that is no longer required for its purposes and is suitable for the development of affordable housing for ~~extremely~~ very-low to moderate-income households. Engage with community partners on how best to use these resources.

Policy H-~~34.2.54~~ Use local resources, as available, to leverage other public and private funding for the creation or preservation of affordable housing.

Policy H-~~34.2.45~~ Use density bonuses, inclusionary programs, and other methods with mixed-use and multi-family developments to provide housing affordable to ~~extremely~~ low and to moderate-income households.

Policy H-4.2.6 As part of any rezone that increases residential capacity, consider requiring that a portion of the new units be affordable to extremely low-, very low- or low-income households.

Policy H-4.2.7 Before implementing a new policy or regulation, consider how it will impact the cost to build a home.

Policy H-4.2.8 Focus on projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities.

Policy H-4.2.9 Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops

Policy H-~~34.2.910~~ Collaborate with other organizations or entities to evaluate tiny home villages as a way to address transitional homeless housing or provide an additional housing type.

Policy H-~~34.2.611~~ Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.

Policy H-~~34.2.7~~¹² Collaborate with other local governments directly and through membership associations (e.g., Puget Sound Regional Council) on regional housing strategies, especially related to providing extremely low- and very low-income housing.

Policy H-~~34.2.8~~¹³ Support legislation and funding at the local county, state, and federal levels that would promote the city's housing goals and policies.

OBJECTIVE H-~~34.3~~³ Provide zoning and development standards that integrate affordable housing compatibly into the community.

~~Policy H-3.3.1 Allow designated manufactured homes built to state standards on single family lots.~~

Policy H-~~34.3.2~~¹ Allow and accommodate accessory dwelling units in single family low and medium density residential districts.

Policy H-~~34.3.3~~² Pursue land use policies and regulations that:

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

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

HOUSING EQUITY

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

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

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

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

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

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

IMPLEMENTATION STRATEGIES

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

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

REFERENCES

A Regional Coalition for Housing (20142022). East King County Housing Analysis, Redmond, WA.

ENDNOTES

"2019 Estimated Supply" is the number of housing units in 2019, according to the Washington Office of Financial Management (OFM), distributed to each affordability category by the percentages in each

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jurisdiction's housing supply, according to the Comprehensive Housing Affordability Strategy (CHAS) estimates of 2014 – 2018 5-Year Estimates. (CHAS 2015 – 2019 estimates are not yet available.) For example, from 2014 – 2018, Kenmore averaged 3 percent of its housing units affordable to households with incomes at or below 30% of the Area Median Income (AMI). That percentage was applied to the city's 2019 total for an estimated 278 housing units affordable at that level.

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

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

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CAPITAL FACILITIES ELEMENT AMENDMENTS

INTRODUCTION

Purpose

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

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

Growth Management Act Requirements

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

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

VISION 2050

VISION 2050 acknowledges that expanding public services to accommodate growth can create challenges in how and where to site new facilities. While capital facilities are essential to communities,

commerce, and quality of life, they often affect the environment and adjacent communities. Policies support locating development in a manner that minimizes impacts to natural features. They also promote the use of innovative environmentally-sensitive development practices, including design, materials, construction, and on-going maintenance. VISION 2050 adds a new emphasis on equity considerations to ensure that both the benefits and the impacts of capital facilities are shared by communities throughout the region.

Countywide Planning Policies

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

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

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

Concurrency, Level of Service and Impact Fees

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

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

The City's impact fee requirements are in place to maintain desired levels of service by providing funding from new development for needed improvements. Impact fees are available as a funding mechanism for transportation facilities, parks, fire protection facilities, and schools. The City requires impact fees for transportation facilities and parks. If When the Northshore School District determines that impact fees for schools are needed, they may request that the City collect school impact fees on their behalf. The need for additional fire protection facilities was not identified in the Public Services Element.

Sound Fiscal Management

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

Eligibility for Grants and Loans

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

INVENTORY/FORECAST OF FUTURE NEEDS

General

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

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

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

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

Housing Element policies support the use of surplus public property and local resources to leverage other public and private funding for the creation or preservation of affordable housing. In 2021/2022, the City Council determined that developing a project to provide affordable housing would fulfill not only a Council priority, but also would implement the goals, objectives, and policies of the Housing Element. Preliminarily, funding from the City's American Rescue Plan Act (ARPA) allocation and the ARCH

Housing Trust Fund, along with a donation of surplus City property will advance this effort. Other affordable housing projects may be identified in the future for City participation.

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

Essential Public Facilities

Existing Essential Public Facilities

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

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

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

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

Planned Essential Public Facilities

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

CAPITAL FACILITIES PLANNING

This section addresses short and long-term improvement plans for City facilities including parks and recreation, surface water and transportation. **Tables CF-A** through **CF-D** are the Capital Facilities Plans through 2035 for transportation and surface water and through 2040 for parks, recreation and open spaces. **Table CF-E** is the City’s current Capital Improvement Program, showing the 6-year plans for capital facilities with forecasts of expenditures and revenues. Cost estimates and revenue projections are most accurate for the current biennium and least accurate for the long-term assessments. Projects and schedules in the Capital Facilities Element of the Comprehensive Plan will be updated annually as needed as part of in conjunction with the City’s budget process.

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

**TABLE CF-A
PARKS CAPITAL IMPROVEMENTS
CITY OF KENMORE**

2020-2040 FISCALLY UNCONSTRAINED LIST

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

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

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

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

TABLE CF-B
SURFACE WATER FACILITIES CAPITAL IMPROVEMENTS
CITY OF KENMORE

~~2015~~2022-2035 FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
Little Swamp Creek Culvert Replacement at 192ND Street	395,000
0056 Culvert Replacement and Repairs at 190 TH Street	1,111,000 2,700,000
Surface Water Component of SR 522 Corridor Improvement Project – West A	634,000
Tributary 0056 Evaluation	100,000
Ditch Rehabilitation	68,000
Tributary 0057 Evaluation	25,000 50,000
Sammamish Tributary 02 Evaluation	25,000
Small Works Projects	1,030,000
Strawberry Hills Surface Water Facility Retrofit	460,000
Wallace Swamp Creek Park Pond Beaver Management	96,000
Little Swamp Creek Relocation	1,274,000 4,500,000
Northlake Heights LID Retrofit	1,588,000 1,274,000
Juanita Drive Surface Water Facility Retrofit	698,000
Kenmore Lane (Plat) Facility Retrofit	1,000,000
Blueberry Creek Culvert Replacement	2,500,000
NE 202nd St. Culvert Replacement	2,500,000
NE 192nd St. West Culvert Replacement	2,500,000
TOTAL	\$7,474,00018,958,000

TABLE CF-C
TRANSPORTATION CAPITAL IMPROVEMENTS
CITY OF KENMORE

20152022-2035 AND BEYOND FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
West Sammamish River Bridge	20,000,00041,495,000
SR-522 Improvements (61st-65 th)	9,800,000
SR-522 Improvements (Lake Forest Park-61 st)	9,000,000
Sidewalk and Crossing Program	900,000
Downtown Parking Feasibility Study	75,000
61 st Ave. Sidewalk Replacement (East Side)	2,100,0003,500,000
61 st Ave. Sidewalk Replacement (West Side)	1,500,000
Neighborhood Transportation Plans	1,500,000
Arterial Restriping to add Bike Lanes on 73 rd Ave. (south of 192 nd), 80 th Ave. and Simonds Road	360,000
Juanita Drive (NE 143 rd St. to NE 170 th St.)	13,000,00016,845,000
Feasibility Study for Grade-Separated Crossing of SR 522	250,000500,000
68 th Ave. Northbound Right Turn Pocket Extension	2,600,0001,600,000
175 th Lower Swamp Creek Bridge	840,0003,000,000
Yellow Standard Pedestrian Facilities	18,900,000
Yellow Standard Bicycle Facilities	18,800,000
Improved Pedestrian Crossings	650,000
Grade Separated SR522 Crossing	17,100,000
Intersection Treatments at 67 th Ave./181 st St. and 67 th Ave./175 th St.	6,000,000
Intersection Treatments at 73 rd Ave./192 nd St., 80 th Ave./192 nd St., and 84 th Ave./Simonds Rd.	3,800,000
Lakepointe Drive West (SR522 to 68 th Ave.), including new intersection at 68 th Ave.	7,500,000
175 th Signal Removal	20,000
Lake Pointe Dr. East (68 th Ave. to SR 522)	7,500,000

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TOTAL	<u>\$140,665,000</u> <u>159,045,000</u>
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TABLE CF-D
OTHER CAPITAL IMPROVEMENTS
CITY OF KENMORE

~~2015-2035~~2022-2044 AND BEYOND FISCALLY UNCONSTRAINED LIST

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

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

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

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

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

GOALS, OBJECTIVES, AND POLICIES

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

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

- | | |
|-------------------------|---|
| Objective CF-1.1 | Identify and define types of public facilities. |
| Policy CF-1.1.1 | Maintain an inventory of existing public facilities owned or operated by the City, and reference those of the County, State, special districts, or other public entities within Kenmore. Include in the inventory the locations and capacities of such facilities and systems. |
| Objective CF-1.2 | Review standards for levels of service, where appropriate, for each public facility, and determine what additional public facilities are needed in order to achieve and maintain the desired quality of life and vision for the City of Kenmore. |
| Policy CF-1.2.1 | Level of service standards should 1) measure the quality of life based on the City's vision of its future and values, 2) be achievable for existing development and growth anticipated in the land use plan, and 3) be achievable with existing and proposed financing plans. |
| Policy CF-1.2.2 | If appropriate, use the level of service standards to 1) determine the need for public facilities and 2) test the adequacy of such facilities to serve proposed development. In addition, use the level of service standards for city-owned public facilities to develop the City's annual budget and 6-year Capital Improvement Program. |
| Policy CF-1.2.3 | Reassess the Capital Facility Element annually to ensure that public facilities needs, financing, and level of service are consistent with the land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan. |

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

- | | |
|-------------------------|--|
| Objective CF-2.1 | Provide a variety of responses to the demands of growth on capital facilities. |
| Policy CF-2.1.1 | Ensure City public facilities and services are provided concurrent with the impact of new development or redevelopment, including stormwater, roads, and local parks. Require that non-City public facilities are provided concurrent with the impact of new development or redevelopment including, water and sewer. Consistent with the Growth Management Act, road improvements may be provided at the time of, or within 6-years of, development. Local parkland to serve new development may be in place at the time of, or within 6-years of, development. |

ATTACHMENT 4

- Policy CF-2.1.2 Make the most efficient use of existing public facilities, including techniques such as:
- Conservation
 - Demand management
 - Improved scheduling
 - Encourage development that uses existing facilities
 - Contracting for services
 - Other methods of improved efficiency.
- Policy CF-2.1.3 Provide additional public facility capacity when existing facilities are used to their maximum level of efficiency consistent with adopted standards for levels of service.
- Policy CF-2.1.4 Encourage development where adequate public facilities and services exist or can be provided in an efficient manner.

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

- Objective CF-3.1 Coordinate the land use planning and decisions with plans for public facility capital improvements.**
- Policy CF-3.1.1 Coordinate with non-City providers of public facilities about maintaining adopted levels of service standards, funding, and construction of capital improvements. Work in partnership with non-City public facility providers to prepare functional plans consistent with the City of Kenmore Comprehensive Plan as provided in Objective 2.7 and associated policies in the Land Use Element.
- Policy CF-3.1.2 Establish interagency planning mechanisms to assure coordinated and mutually supportive capital facility plans from non-City providers of public facilities.
- a. Establish priority areas for infrastructure improvements consistent with the City's vision as provided in Policy LU-2.4.1.
 - b. Annually assess development trends and infrastructure provision to identify and remedy deficiencies or need to reassess the land use plan as provided in Policy LU-2.4.2.

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

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

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

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

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

- a. Provide for annual review of the Capital Improvement Program contained in this Capital Facilities Element by the City Council and incorporate a **citizenpublic** participation process.
- b. Ensure that the Capital Improvement Program:
 - Is consistent with the overall Comprehensive Plan
 - Defines the projects' need and links to levels of service and facility plans
 - Includes construction costs, timing, and funding sources, and considers operations and maintenance impacts where appropriate
 - Establishes priorities for capital project development
 - Adopts by reference annual updates of the Northshore School District Capital Facilities Plan, Lake Washington School District Capital Facilities Plan if appropriate, Northshore Utility District water and sewer plans, and Northshore Fire District 16 (Northshore Fire Department) facility plans if any.

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

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

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

ATTACHMENT 4

Policy CF-5.1.2	Finance the six-year Capital Improvement Program within the City's financial capacity to achieve a balance between available revenue and needed public facilities. If the projected funding is inadequate to finance needed public facilities based on adopted level of service standards and forecasted growth, the City could do one or more of the following: • Lower the level of service standard • Change the Land Use Plan • Increase the amount of revenue from existing sources • Adopt new sources of revenue
Objective CF-5.2	Establish mechanisms to ensure that the required public facilities are fully funded.
Policy CF-5.2.1	Match revenue sources to capital improvements on the basis of sound fiscal policies.
Policy CF-5.2.2	Revise the financing plan in the event that revenue sources for capital improvements, which require voter approval in a local referendum, are not approved.
Policy CF-5.2.3	Ensure that the ongoing operating and maintenance costs of a public facility are financially feasible prior to constructing the facility.
<i>GOAL CF-6. ENSURE GROWTH PAYS PROPORTIONATE COSTS OF CAPITAL FACILITIES REQUIRED TO SERVE THE GROWTH</i>	
Objective CF-6.1	Ensure existing and future development pay for the costs of needed capital improvements.
Policy CF-6.1.1	Ensure that existing development pays for capital improvements that reduce or eliminate existing deficiencies, and pays for some or all of the cost to replace obsolete or worn out facilities. Existing development may also pay a portion of the cost of capital improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments, and taxes.
Policy CF-6.1.2	Ensure that future development pays a proportionate share of the cost of new facilities that it requires. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities. Future development's payments may take the form of voluntary contributions for the benefit of any public facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of users' fees, charges for services, special assessments, and taxes.

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

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

- Policy CF-7.1.1 Consider the quality of public facilities in planning for capital improvements.
- Ensure that public facilities' design meets appropriate policies in the Community Design Sub-Element, complies with City design standards, and is compatible with the surrounding areas.
 - Maintain public spaces and enhance their appearance.
- Policy CF-7.1.2 Encourage public amenities and facilities which serve as catalysts for beneficial development.
- Policy CF-7.1.3 Protect public health and environmental quality through the appropriate design and installation of public facilities.
- Promote conservation of energy, water, and other natural resources in the location and design of public facilities.
 - Practice efficient and environmentally responsible maintenance and operating procedures for public facilities.
 - Preserve existing significant natural vegetation and features in the development of public facilities.
- Policy CF-7.1.24 Equitably disperse the impacts and benefits of public capital facilities throughout the community.

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

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

- Policy CF-8.1.1 Identify essential public facilities based upon the Growth Management Act, State Office of Financial Management list of essential public facilities required or likely to be built, King County Countywide Planning Policies, and any City lists which may be developed.
- Policy CF-8.1.2 Classify a facility as an essential public facility if it has one or more of the following characteristics:

ATTACHMENT 4

- a. The facility meets the Growth Management Act definition of an essential public facility;
- b. The facility is on a State, County or City list of essential public facilities;
- c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or
- d. The facility is the sole existing facility in the County for providing that essential public service.

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

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

- a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;
- b. A forecast of the future needs for the essential public facility, and definition of a logical service area;
- c. An analysis of the potential social and economic **costs and** benefits to jurisdictions receiving or surrounding the facilities;
- d. An analysis of environmental, **health**, social, and economic impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;
- e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
- f. Consideration of any applicable prior review conducted by a public agency, local government, or **citizen's community** group;
- g. An analysis of the consistency with Comprehensive Plan policies and designations; and,
- h. Consideration of other standards and criteria as outlined in the King County Countywide Planning Policies and other locally defined plans and ordinances.

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

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

ATTACHMENT 4

- Policy CF-8.2.4 Work with King County and other municipalities to standardize review procedures and criteria for the siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.
- OBJECTIVE CF-8.3 Cooperate regionally to ensure appropriate and equitable siting of essential public facilities.**
- Policy CF-8.3.1 Encourage the State and County to site essential public facilities equitably among communities. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider environmental equity and environmental, economic, technical, and service area factors. The net impact of siting new essential public facilities should be weighted against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation.
- Policy CF-8.3.2 Participate in a cooperative interjurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. Joint planning agreements should be sought where appropriate.
- OBJECTIVE CF-8.4 Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities.**
- Policy CF-8.4.1 Through joint planning or interlocal agreements, the City should seek to mitigate disproportionate financial burdens due to the siting of essential public facilities
- Policy CF-8.4.2 Seek amenities or incentives for neighborhoods in which the facilities are located, and require compensation for adverse impacts.

IMPLEMENTATION STRATEGIES

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

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

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

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

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

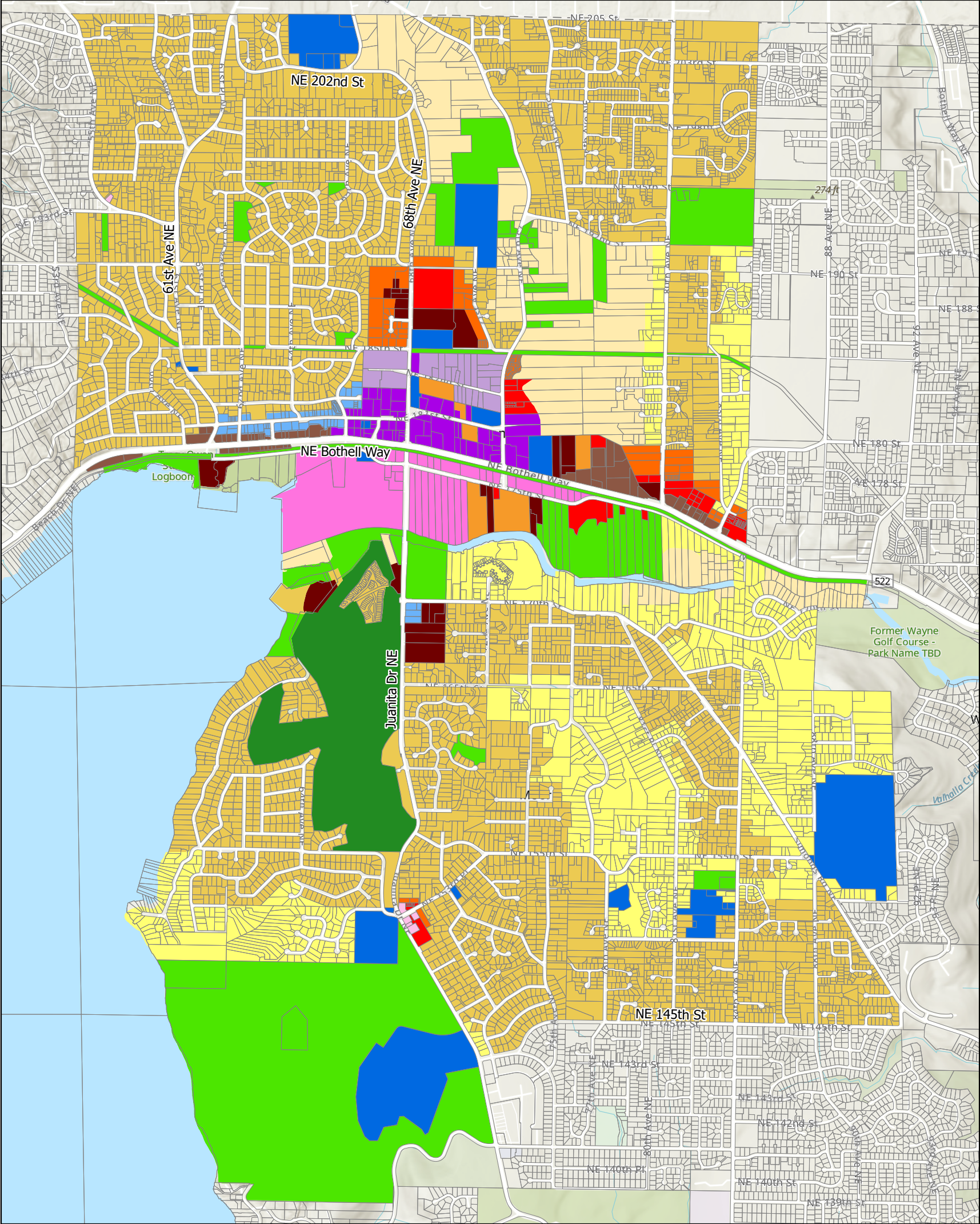
ATTACHMENT 4

REFERENCES

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

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

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

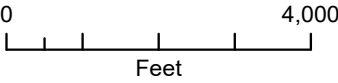


Official Zoning Map | City of Kenmore

- | | | | |
|--------------------------------|-----------------------|------------------|-----------------------|
| Community Business | Neighborhood Business | R-12 Residential | Urban Corridor |
| Downtown Commercial | Parks* | R-18 Residential | Waterfront Commercial |
| Downtown Residential | Public/Semi-Public | R-24 Residential | |
| Golf Course | Regional Business | R-4 Residential | |
| Manufactured Housing Community | R-1 Residential | R-6 Residential | |

* Portions of the Burke-Gilman Trail & Tolt Pipeline occur in rights-of-way and not as separate parcels. However, these facilities are considered to be Parks along their full length.

Map Date: 2022



This map is intended for planning purposes only and is not guaranteed to show accurate measurements.

DRAFT “MISSING MIDDLE” HOUSING CODE AMENDMENTS

Text = deleted text

Text = new text

Related Definitions

18.20.340 Building.

“Building” means any *structure* having a roof.

18.20.835 Dwelling, multiple-family.

“Multiple-family dwelling” means ~~a one-family~~one dwelling **unit** attached to one or more ~~one-family~~ **units** by common roofs, walls, or floors. Also includes one or more dwellings **units** attached to nonresidential *uses*. This definition does not include *accessory dwelling units, community residential facilities, supportive living facilities*, or nursing and personal care facilities. **Subsets of “multiple-family dwelling” include:**

A. Apartment. A residential *building* containing two or more *dwelling units* or a single *dwelling unit* and a nonresidential use, which are attached at one or more common roofs, walls, or floors. Typically, the unit’s habitable area is provided on a single level. Unit entrances may or may not be provided from a common corridor. *Microhousing dwelling units* are considered apartments.

A. Duplex. A multiple-family dwelling on a single *lot* designed to look like a *single detached dwelling unit* and containing two *dwelling units*. The two units share a common roof, wall, or floor, although floorplans may vary. Individual units may be side-by-side or stacked one on top of the other. The two *dwelling units* and the *lot* are under a single ownership or may be owned through a condominium. A duplex is not a *townhouse*.

B. Triplex. A multiple-family dwelling on a single *lot* designed to look like a *single detached dwelling unit* and containing three *dwelling units*. The three units share a common roof, wall, or floor, although floorplans may vary. Individual units may be side-by-side, stacked on top of one another or a combination of side-by-side and stacked. The three *dwelling units* and the *lot* are under a single ownership or may be owned through a condominium. A triplex is not a *townhouse*.

~~BC.~~ Townhouse. A row of two or more similar or identical ~~one-family, attached~~ ground-related *dwelling units* attached to one or more such units or to a nonresidential *use* in which each unit has its own **exterior**, ground-level access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common walls. **MostTypically the townhouse units are multi-story. Each dwelling unit is independently owned.**

18.20.1860 Nonconformance.

“Nonconformance” means any *use*, improvement or *structure* established in conformance with the *City* rules and regulations in effect at the time of establishment that no longer conforms to the

range of *uses* permitted in the *site's* current zone or to the current development standards of the code due to changes in the code or its application to the subject property.

18.20.2080 Porte cochere.

"Porte cochere" means a covered porch-like *structure* through which a motor vehicle on a driveway can pass, allowing occupants to enter or leave the vehicle under shelter. A porte cochere does not contain habitable space either under or over the roof and does not serve as a permanent *parking space*.

18.20.2530 Setback.

"Setback" means the required distance between a *structure* and a specified line such as a lot, easement or *buffer* line that is required to remain free of *structures*.

18.20.2910 Street.

"Street" means a public or recorded *private* thoroughfare providing pedestrian and vehicular access through neighborhoods and communities and to abutting property.

18.20.2920 Street frontage.

"Street frontage" means any portion of a *lot* or combination of *lots* which directly abut a *street*.

18.20.2930 Structure.

"Structure" means anything permanently constructed in or on the ground, or over the water; excluding *fences* eight feet or less in height, decks less than 18 inches above grade, paved areas, and structural or nonstructural fill.

Zones, Maps and Designations

18.15.040 Residential zones.

A. The purpose of the residential zones (R and MHC) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. These purposes are accomplished by:

1. Providing, in the R-1 through R-6 zones, for a mix of predominantly *single detached dwelling units*, with a variety of lower densities, and sizes in locations appropriate for residential use to protect and preserve environmentally sensitive areas;

2. Providing, in the R-6 zone, for a mix of *single detached dwelling units* and, in areas near higher-capacity transit, smaller-scale multiple-family uses such as *duplexes* and *triplexes*;

23. Providing, in the R-12 through R-48 zones, for a mix of predominantly *apartment and townhouse multiple-family dwelling units*, with a variety of densities and sizes in locations appropriate for residential use;

34. Providing, in the MHC zone, for continuation of existing *manufactured housing communities*;

45. Allowing only those accessory and complementary nonresidential *uses* that are compatible with residential communities; and

56. Establishing density designations to facilitate advanced area-wide planning for public facilities and services, and to protect environmentally critical sites from overdevelopment.

R-6 Residential Zoning Standards

18.21.020 Residential zones R-1, R-4 and R-6 – Use allowances.

The following *uses* listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited* uses in residential zones R-1, R-4 and R-6:

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
<i>Air transportation service</i> ¹	<i>Ambulatory surgery center</i> ²⁵	<i>Adult entertainment business</i>
<i>Arts, entertainment, indoor</i> ^{2,3}	<i>Arts, entertainment, outdoor</i> ²⁶	<i>Animal kennel/shelter</i>
<i>Day care</i> ⁴	<i>Cemetery, columbarium or mausoleum</i> ²⁷	<i>Auction house</i>
<i>Educational service</i> ⁵	<i>College/university</i> ²⁵	<i>Automotive sales and service, marine</i>
<i>Family child-care home</i> ⁶	<i>Community residential facility</i> ²⁸	<i>Automotive sales and service, non-</i>

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Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
		<i>marine</i>
<i>Fire or police facility</i> ⁸	<i>Eating and drinking place</i> ^{3,29}	<i>Business service, intensive</i>
<i>Health care and social assistance</i> ^{9,10}	<i>Hospital</i> ²⁵	<i>Business service, standard</i>
<i>Multiple-family dwelling</i> ¹	<i>Manufactured housing community</i> ³⁰	<i>Construction and trade</i>
<i>Office</i> ¹²	<i>Personal service</i> ³¹	<i>Funeral home/crematory</i>
<i>Park</i> ¹³	<i>Recreational facility, indoor</i> ^{3,16,32}	<i>Laboratory</i>
<i>Recreational facility, outdoor</i> ^{4,15,16}	<i>Regional land use</i> ^{33,34,35}	<i>Manufacturing, heavy</i>
<i>Religious institution</i> ¹⁷	<i>Retail sales</i> ^{31,36}	<i>Manufacturing, light</i>
<i>Resource land use</i> ¹⁸	<i>Temporary lodging</i> ³⁷	<i>Marijuana business</i>
<i>Single detached dwelling unit</i> ^{19,20}		<i>Marijuana cooperative</i>
<i>Standalone parking</i> ²¹		<i>Mobile food service</i>
<i>Supportive living facility</i> ²²		<i>Retail sales, bulk</i>
<i>Utility facility</i> ^{23,24}		<i>Secure facility</i>
		<i>Transportation</i>
		<i>Vehicle or equipment rental</i>
		<i>Vehicle refueling station</i>
		<i>Warehousing</i>
		<i>Wholesale trade</i>

...

11. Townhouse units only permitted and only on lots in a subdivision or short subdivision designed for townhouse units or through a. Other townhouse units require a conditional use permit with a binding site plan.

Duplexes and triplexes permitted only in the R-6 zone, generally within ¼ mile of higher-capacity transit service. See 18.21.025 for a map of possible locations. Duplexes and triplexes are allowed on a lot only if the entire parcel is within the ¼-mile area and if the lot dimensions are adequate as described in KMC 18.21.030. See also KMC 18.21.035 for design standards for duplexes and triplexes.

Apartments Other types of multiple-family dwellings are prohibited.

...

18.21.025 Map of Potential Duplex/Triplex Locations

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The area where a *duplex* or *triplex* may be permitted is shown on Figure . A *duplex* or *triplex* shall not be authorized in this area, however, unless 100% of the *lot* is inside the boundaries of this area, and if the *lot* dimensions are adequate as described in KMC 18.21.030.

18.21.030 Residential zones R-1, R-4 and R-6 – Development standards.

The following zone-specific development standards in Table B apply in the R-1, R-4 and R-6 residential zones:

Table B. R-1, R-4 and R-6 Residential Zones Development Standards

STANDARDS	ZONES	R-1 ¹	R-4	R-6
Base Density (other than Duplex or Triplex): Dwelling Unit/Acre ²		1 du/ac	4 du/ac ³	6 du/ac
Maximum Density (other than Duplex or Triplex): Dwelling Unit/Acre ⁴			6 du/ac	9 du/ac
Duplex Base Density: Dwelling Unit/Acre ²	--	--	--	22 du/ac
Duplex Maximum Density: Dwelling Unit/Acre ⁴	--	--	--	24 du/ac
Triplex Base Density: Dwelling Unit/Acre ²	--	--	--	26 du/ac
Triplex Maximum Density: Dwelling Unit/Acre ⁴	--	--	--	29 du/ac
Minimum Density		None	None	None
Minimum Lot Width (other than Duplex or Triplex) ⁶		35 ft. ⁷	30 ft.	30 ft.
Side-by-side Duplex Minimum Lot Dimensions ¹⁸	--	--	--	50' wide 100' deep
Stacked Duplex Minimum Lot Dimensions ¹⁸	--	--	--	40' wide 100' deep
Triplex Minimum Lot Dimensions ¹⁸	--	--	--	50' wide 100' deep
Minimum Street Setback		20 ft. ⁷	15 ft. ^{8,9}	15 ft. ^{8,9}
Minimum Side Setback ^{6,10}		5 ft. ⁷	15 ft. total ¹¹	15 ft. total ¹¹
Minimum Rear Setback ^{6,10}		5 ft. ⁷	20 ft.	20 ft.
Maximum Height (Other than Duplex or Triplex) ¹²		35 ft.	35 ft.	35 ft. 45 ft. ¹³
Duplex/Triplex Maximum Height				30 ft. (2 ½ stories), but no more than 24' to the eaves (not including the eaves on

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Table B. R-1, R-4 and R-6 Residential Zones Development Standards

STANDARDS	ZONES	R-1 ¹	R-4	R-6
				dormers)
Base <i>Impervious Surface</i> : Percentage		30%	45%	60%
Maximum <i>Impervious Surface</i> : Percentage ¹⁴		30% ¹⁵	55%	70%
Minimum Lot Size (does not apply to Duplex or Triplex)		2,500 sq. ft.	7,200 sq. ft. ^{16,17}	5,400 sq. ft. ^{16,17}

. . .

² Density applies only to *dwelling units* and not to sleeping units.

. . .

⁴ This maximum density may be achieved only through the application of residential density incentives pursuant to Chapter 18.80 KMC or *transfers of density credits*, or any combination of density incentive or density transfer. Maximum density may only be exceeded pursuant to KMC 18.80.040(E)(1)(f). Bonus density for duplexes or triplexes shall only be permitted in the form of a single detached dwelling unit, a duplex or a triplex.

⁵ These standards may be modified under the provisions for *zero-lot-line developments*.

. . .

⁸ If *development* provides *alleys* or consists of *townhouses*, then the *street setback* may equal be reduced to 10 feet.

⁹ At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the street property line. The linear distance shall be measured along the centerline of the driveway from the access point to such garage, carport or fenced area to the street property line. Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of Chapter 12.50 KMC, Road Standards.

¹⁰ Vehicle access points from G Garages, carports or fenced parking areas shall be set back from the property line on which a joint use driveway is located to provide a straight line length of at least 26 feet as measured from the centerline of the garage, carport or fenced parking area, from the access point to the opposite side of the joint use driveway.

¹¹ Any side yard shall equal a minimum of five feet but the two side yards combined must equal a minimum of 15 feet.

. . .

¹⁴ Applies to each individual lot. *Impervious surface* area standards for:

a. Regional uses shall be established at the time of permit review;

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- b. Nonresidential uses in residential zones shall comply with KMC 18.21.060 and 18.30.170;
- c. Individual lots in the R-4 through R-6 zones which are less than 9,076 square feet in area shall be subject to the applicable provisions of the nearest comparable R-6 zone;
- d. Lots may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit;
- e. The base impervious surface percentage may be exceeded, up to the maximum impervious surface percentage, provided low impact development strategies are implemented subject to approval by the city manager.

. . .

¹⁸ Lot width is measured at the *street setback* line. Lot depth is measured on a line perpendicular to the *street frontage*. Lot dimensions for panhandle lots or lots of unusual shape shall be evaluated on a case-by-case basis by the *city manager* to determine whether lot width and depth are adequate for construction of a *duplex* or *triplex*.

18.21.035 Additional duplex and triplex development standards

A. Building dimensions

1. Maximum *building* dimensions for a *duplex* apply as follows:

LOT WIDTH:	40'-49'	50'-59'	60'-69'	70'-79'	>80'
Side-by-side <i>duplex</i> : Maximum <i>building</i> width along <i>street</i> <i>frontage</i>	Not permitted	32'	42'	50'	42' if <i>building</i> is sited to allow future development with at least a 40' <i>street</i> <i>frontage</i>
Stacked <i>duplex</i> : Maximum <i>building</i> width along <i>street</i> <i>frontage</i>	22'	32'	42'	50'	32' if <i>building</i> is sited to allow future development with at least a 40' <i>street</i> <i>frontage</i>

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LOT DEPTH:	<100'	100-124'	125-149'	150-199'	>200'
Side-by-side <i>duplex</i> : Maximum <i>building</i> depth perpendicular to the <i>building's</i> street facade	Not permitted	40'	50'	50'	60' for 1 story structure 50' for 2 story structure
Stacked <i>duplex</i> : Maximum <i>building</i> depth perpendicular to the <i>building's</i> street facade	Not permitted	40'	50'	50'	50'

2. Maximum *building* dimensions for a *triplex* building apply as follows:

LOT WIDTH:	40-49'	50-59'	60-69'	70-79'	>80'
Maximum <i>building</i> width along <i>street</i> frontage	Not permitted	32'	42'	50'	50'

LOT DEPTH:	<100'	100-124'	125-149'	150-199'	>200'
Maximum <i>building</i> depth perpendicular to the <i>building's</i> street facade	Not permitted	40'	40'	50'	60' for 1 story structure 50' for 2 story structure

3. In rare cases, the *city manager* may adjust maximum *building* widths and depths by up to 20% to make more efficient use of land or to address unique circumstances.

B. Design standards. To ensure that new *buildings* are of similar size and scale to neighboring *single detached dwelling units*, the following design standards apply to *duplex* and *triplex buildings*:

1. Building orientation.

a. A *duplex* or *triplex building* shall be oriented with the front of the *building* parallel to the *street*.

2. Dwelling Unit Entrances.

a. Each *duplex* or *triplex building* shall have its primary *building* entrance oriented toward the *street*, located on the front *façade* and/or along the sides(s) of the *building* via an entry porch visible from and connected to the *street* by a walkway.

b. Access to second floor dwelling units may be by an external stair, which may be open or enclosed, but shall not be located between the *building* and the *street*. If enclosed, the stair shall be within the *building*'s overall massing and roof.

3. Garage and carport size and location.

a. On lots narrower in width than 60', a garage or carport shall be located at the rear of the lot.

b. Garages and carports shall be located a minimum of 20' behind the street *façade* of the *duplex* or *triplex* and have a maximum width of 20' as measured parallel to the *street*. The equivalent of no more than 2 single-car garage doors may be visible on the street *façade*.

c. Garages may be entered from the side of the *building* (parallel to the *street*). If entered from the side, any garage wall facing the *street* shall incorporate windows so that the garage appears to contain habitable space.

d. A *porte cochere* up to 12 feet wide overall is allowed at the same front setback as the street *façade* of the *duplex* or *triplex* and must allow access to the rear of the lot. A *porte cochere* is not included in the maximum *building* width. The *porte cochere* shall be designed in the same style and level of detail as the *duplex* or *triplex*.

3. Surface Parking

a. Surface parking for a *duplex* or *triplex* shall be limited to groups of no more than 3 spaces.

b. Parking areas with more than two spaces shall be located to the rear of the *building*, shall be visually separated by at least a distance of 5' from perimeter property lines, and shall be screened from neighboring properties through site plan design and/or landscaping.

Landscaping

18.35.030 Land use grouping.

To facilitate the application of this chapter, land uses have been grouped in the following manner:

A. "Residential *development*" refers to *residential land uses*.

B. "Attached/group residences" refers to:

1. *Multiple-family dwellings*, except *duplexes and triplexes*, and as provided in subsection (C)(1) of this section;

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2. *Single detached dwelling units* developed on common property at a density of 12 or more units per acre;
3. *Supportive living facilities*;
4. *Temporary lodging*;
5. *Adult family homes*; and
6. *Manufactured housing communities*.

C. "Single-family *development*" refers to:

1. Residential subdivisions and short subdivisions, including attached and detached *dwelling units* on individually platted or short platted *lots*;
2. Any detached *dwelling units* located on a *lot*;
3. *Family child-care homes*; and
4. Type I *community residential facilities*.

. . .

18.35.050 Landscaping – Street trees for **single-family residential subdivisions.**

For **single-family residential** subdivisions:

A. Trees shall be planted **at the rate of one tree for every 40 feet of frontage along a neighborhood collector street or arterial street. Native vegetation cultivars are preferred in accordance with the provisions of Chapter 12.50 KMC, Road Standards;**

B. The trees shall be:

1. Located within the street right-of-way **in accordance with the provisions of Chapter 12.50 KMC, Road Standards if permitted by the City;**
2. **Located No** more than 20 feet from the street right-of-way line if located within a *lot*. **Sight distance shall be reviewed in accordance with the provisions of Chapter 12.50 KMC, Road Standards;**
3. **Maintained as follows:**
 - a. **Right of way trees shall be M**aintained by the adjacent landowner **in accordance with the provisions of Chapter 12.70 KMC, Sidewalks, Planting Strips and Street Trees.**

b. Trees on private *streets* shall be maintained by the adjacent landowner unless part of a homeowners' association program unless part of a *City* maintenance program; and

4. A species in accordance with the provisions of Chapter 12.50 KMC, Road Standards approved by the *City* if located within the street right-of-way and compatible with overhead utility lines;

C. The trees may be spaced at irregular intervals to accommodate sight distance requirements for driveways and intersections.

General Development Standards

18.30.110 Lot width – Measurement method.

Lot width shall be measured by scaling a circle of the applicable diameter within the boundaries of the *lot*; provided, that an access easement, access tract, access panhandle and building *setbacks* shall not be included within the circle area. See KMC 17.20.120(C) for additional standards related to *lot* configuration. See KMC 18.21.030 for lot width measurement methods for *duplexes* and *triplexes* in the R-6 Residential zoning district.

18.30.230 Setbacks – Projections and structures allowed.

Provided that the required *setbacks* from *regional utility corridors* of KMC 18.30.200, the adjoining half-street or designated arterial *setbacks* of KMC 18.30.220 and the sight distance requirements of KMC 18.30.240 are maintained, *structures* may extend into or be located in required *setbacks*, including *setbacks* as required by KMC 18.21.060(B), as follows:

. . .

Q. In a rear *setback* in the R-4 and R-6 residential zones, the following *structures* are permitted if it is determined by the *city manager* that they will not have any substantial detrimental effect on abutting properties or the *City* as a whole; and provided, that they shall be no closer than five feet to the rear lot line:

1. Children's play *structures* not otherwise regulated by this title;
2. No more than one storage shed or similar *use*, limited in height to eight feet for a flat roof or 10 feet for a pitched roof, with a maximum dimension of 15 feet on any side and a total area not exceeding 200 square feet;
3. An *arbor*, not attached to a building and limited in height to eight feet, with a maximum footprint of 100 square feet, including eaves. If latticework is used, there shall be a minimum opening of two inches between crosspieces.

R. In a rear *setback* in the R-4 and R-6 residential zones, an *accessory dwelling unit* shall be permitted; provided, that the *accessory dwelling unit* shall be no closer than 10 feet to the rear *lot* line. All of the other standards for *accessory dwelling units* specified in Chapter 18.73 KMC shall be met.

S. In a rear setback for a duplex or triplex in the R-6 residential zone, a garage for a maximum of 3 vehicles shall be permitted; provided, that the garage shall be no closer than 10 feet to the rear lot line unless an alley access is provided. If an alley access is provided, this setback may be further reduced to a minimum of 5'.

Parking

18.40.030 Computation of required off-street parking spaces.

A. Except as modified in KMC [18.40.040](#), [18.40.050](#) or [18.40.090](#), off-street parking areas shall contain at a minimum the number of *parking spaces* as stipulated in the following table. Off-street parking ratios expressed as number of spaces per square feet means the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not limited to building maintenance areas, storage areas, closets, restrooms and exterior walls. If the formula for determining the number of off-street *parking spaces* results in a fraction, the number of off-street *parking spaces* shall be rounded to the nearest whole number with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

LAND USE	MINIMUM PARKING SPACES REQUIRED Citywide, Except in Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE	MINIMUM PARKING SPACES REQUIRED Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE
RESIDENTIAL:		
<i>Single detached dwelling unit</i>	2.0 per dwelling unit	2.0 per dwelling unit; tandem stalls permitted
<i>Townhouse</i>	2.0 per dwelling unit	1.5 per dwelling unit; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units
Duplex	.75 per dwelling unit	.75 per dwelling unit
Triplex	.75 per dwelling unit	.75 per dwelling unit
Apartment Other multiple-family dwellings:		
<i>Microhousing dwelling unit</i>	Within 1/4 mile of SR-522: 0.75 per dwelling unit. Otherwise, 1.2 per dwelling unit	Within 1/4 mile of SR-522: 0.75:du. Otherwise, 1.0:du. Tandem stalls permitted
Studio unit	1.2 per dwelling unit	1.0:du; tandem stalls permitted
One-bedroom unit	1.5 per dwelling unit	1.0:du; tandem stalls permitted
Two-bedroom unit	1.7 per dwelling unit	1.5:du; tandem stalls permitted
Three-bedroom unit or larger	2.0 per dwelling unit	1.7:du; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units

18.40.110 Off-street parking plan design standards.

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A. Off-street parking ~~areasspaces~~ shall not be located more than 600 feet from the *building* they are required to serve for all *uses* except those specified as follows; where an off-street parking area does not abut the *building* it serves, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

1. For ~~all~~ single detached dwellings, ~~duplexes, and triplexes~~, ~~the parking spaces~~ shall be located on the same *lot* they are required to serve;

. . .

E. Driveways providing ingress and egress between off-street parking areas and abutting *streets* shall be designed, located and constructed in accordance with the provisions of Chapter 12.50 KMC, *StreetRoad* Standards. ~~Driveways for single detached dwelling units, no more than 20 feet in width, may cross required setbacks or landscaped areas to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas to provide access between the off-street parking areas and the street, if no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.~~

F. *Parking spaces* required under this title shall be located as follows:

1. For *single detached dwelling units* the required *parking spaces* shall be ~~located~~ outside of any required ~~setbacks or landscaping~~, but driveways crossing ~~setbacks and required landscaping~~ may be used for parking. However, if the driveway is a *joint use driveway*, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or *parking spaces*;

2. For *duplexes and triplexes*, all *parking spaces* shall be outside of the required *street setback* and shall be no closer than 5' to perimeter *lot* lines. KMC 18.21.035.B contains additional standards for parking area/garage/carport locations. Driveways crossing required *setbacks* may be used for parking if a 5' separation from perimeter *lot* lines is maintained.

3. For nonresidential *uses* in residential zones, parking is permitted in *setback* areas in accordance with KMC [18.21.060](#).

24. For all other *developments*, *parking spaces* may be permitted by the *city manager* in *setback* areas in accordance with an approved landscape plan; and

5. If the driveway is a *joint use driveway*, no vehicle parked on the driveway shall obstruct any joint user's access to the driveway or *parking spaces*.

. . .

H. Tandem or end-to-end parking is allowed in residential *developments*. ~~ApartmentMultiple-family dwellings, including duplex, triplex, or townhouse developments~~, may have tandem parking ~~areas~~ for each *dwelling unit* but shall not combine parking for separate *dwelling units* in ~~a~~ tandem parking ~~areasconfiguration~~.

. . .

J. The total number of vehicles parked or stored outside of a *building* on a **single-family residential** lot in the **R-4R-1** through R-6 zones, excluding *recreational vehicles* and trailers, shall not exceed six vehicles on lots 12,500 square feet or less and eight vehicles on lots greater than 12,500 square feet.

Nonconformances

18.100.010 Purpose.

The purposes of this chapter are to:

- A. Establish the legal status of a *nonconformance* by creating provisions through which a *nonconformance* may be maintained, altered, reconstructed, expanded or terminated;
- B. Establish the rules for an *existing legal use* by creating provisions through which an *existing legal use* may be maintained, altered, reconstructed, expanded or terminated; and
- C. Provide for the temporary establishment of *uses* that are not otherwise permitted in a zone or that do not meet all development standards of a zone and to regulate such *uses* by their scope and period of use.

18.100.020 Nonconformance – Applicability.

A. All *nonconformances* shall be subject to the provisions of this chapter, except for:

- 1. nonconforming billboards, which shall be subject to KMC [18.42.150](#), and

2. existing legal *multiple-family dwellings* that do not conform to the following standards: base density, maximum density, minimum setbacks, maximum height, or minimum lot size. This exception is not applicable to other standards for a *multiple-family dwelling*, such as base or maximum impervious surface or critical area buffers, which continue to be *nonconformances* subject to the provisions of this chapter.

B. The provisions of this chapter do not supersede or relieve a property owner from compliance with:

- 1. The requirements of the International Building and Fire Codes; or
- 2. The provisions of this code beyond the specific *nonconformance* addressed by this chapter. [Ord. 17-0445B § 3; Ord. 11-0329 § 3 (Exh. 1).]

18.100.090 Nonconformance – Residences.

Any residence nonconforming relative to *use* may be expanded, after review and approval, subject to all other applicable codes besides those set forth in this chapter for *nonconformances*.

Road Standard Amendments

5.04 Driveways and Driveway Approaches This section provides driveway and driveway approach standards to public and private roads. It is not the intent of these Standards to govern design or location of driveways on private property except where they connect to the road where minimum setbacks are required along property lines and where safety is a concern. However, fire access requirements governed by the Fire Code (KMC 15.10) and KMC Title 18, establish criteria for driveway widths.

. . .

B. Single Family Residential Driveway and Driveway Approaches:

1. Driveways and driveway approaches must be a minimum length of 20 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of the parking area/carport/garage required per KMC 18.40.030. Driveways may not exceed 45 feet in length if feasible.
2. Driveway and driveway approaches shall have a minimum width of 12 feet and a maximum width as follows:
 - i. Driveways and driveway approaches accessed from private roads shall have a maximum width of 35 feet.
 - ii. Driveways and driveway approaches accessed from public roads shall have a maximum width of 20 feet at the right-of-way line. Driveways may be widened to a maximum of 35 feet beginning at a minimum of 5 feet from the right-of-way line.
3. Driveways shall be continuously paved or surfaced with gravel between the public right-of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the City of Kenmore.
 - i. This requirement shall not restrict the use of alternative pavement types (such as porous pavements or pavers) and methods (such as wheel strips) to meet flow control BMP or Low Impact Development requirements.
 - ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not be permitted on steep driveways.
4. If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA unless otherwise approved by the City Engineer.

C. Duplex or Triplex Driveways and Driveway Approaches:

1. Driveways and driveway approaches must be a minimum length of 35 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of a carport or garage. Driveways or driveway approaches to a parking area must be a minimum length of 20'.

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2. Driveway and driveway approaches shall be 12 feet wide between the tract/easement/right-of-way line and the duplex or triplex building. A minimum driveway width of 10' is required along the side of the building or in the rear of the lot.

3. Driveways shall be continuously paved or surfaced with gravel between the public right-of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the City of Kenmore.

i. This requirement shall not restrict the use of alternative pavement types (such as porous pavements or pavers) and methods (such as wheel strips) to meet flow control BMP or Low Impact Development requirements.

ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not be permitted on steep driveways.

4. If frontage improvements do not exist and are not required, driveway approaches from the right of way line to the edge of pavement shall be HMA unless otherwise approved by the City Engineer.

D. Townhome Driveways and Driveway Approaches: Driveways lengths shall be 20 feet when accessed from a public road with a width between 8 feet and 20 feet. Driveways are not required when accessing from a private road. If driveways are proposed off of a private road, they shall follow the requirements for access from a public road. Driveway approaches to garages from private roads shall not exceed 6 feet in length. Any conflicts with the KMC, the KMC shall prevail.

CE. Commercial, Industrial, & Other Multi-Family Driveways and Driveway Approaches:

1. Driveways, when designed, must be a minimum length of 40 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of the parking area/carport/garage required per KMC 18.40.030.

2. Driveways and Driveway approaches shall have a minimum width of 24 feet and a maximum width of 36 feet.

3. Driveways shall be continuously paved between the public right-of-way and the parking area required by KMC 18.40.030.

i. This requirement shall not restrict the use of alternative pavement types (such as porous pavements or pavers) and methods (such as wheel strips) to meet a flow control BMP or Low Impact Development requirement.

EF. Location of New Driveways.

1. Driveway location is subject to City approval.

2. No portion of driveway width for uses other than duplexes or triplexes shall be allowed within 5 feet of any existing side property lines.

i. Exceptions may be granted without a formal variance request for access panhandles to single lots and for lots taking access from a cul-de-sac bulb; in such cases the driveway shall be located, and possibly reduced in width, to provide the largest setback feasible.

ii. A setback variance may be approved if approval from the adjacent property owner(s) is received.

3. For duplexes and triplexes, a driveway may be allowed within 3 feet of any existing side property line if landscaping is provided to screen the driveway from the neighboring property. Landscaping shall minimally consist of a mix of evergreen and deciduous shrubs spaced no more than 6' on center and with an ultimate height of at least 5', along with additional garden plantings spaced to result in total coverage of the majority of the required landscape area within three years. The landscape plan shall be incorporated into the site plan submitted with the permit and the landscaping shall be maintained as specified in KMC 18.35.120. Noxious weeds, as defined in KMC 18.20.1890, shall not be used for landscaping.*

As an alternative, a minimum 6'-tall fence, consistent with the standards in KMC 18.30.040, may be provided.

*NOTE: The Planning Commission is debating the purpose of the landscaping along this driveway. The landscaping could be used for: (1) screening between neighboring uses (as written above), or (2) improved wildlife habitat (requiring that only native plant species be used), or (3) a combination of both screening and improved wildlife habitat (requiring consideration of native species that could also provide screening).

...

AMENDMENTS RESULTING FROM ELIMINATION OF “APARTMENT” DEFINITION

18.15.040 Residential zones.

A. The purpose of the residential zones (R and MHC) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. These purposes are accomplished by:

1. Providing, in the R-1 through R-6 zones, for a mix of predominantly *single detached dwelling units*, with a variety of densities and sizes in locations appropriate for residential use;

2. Providing, in the R-6 zone within ¼-mile of major transit corridors, for a mix of *single detached dwelling units, duplexes, and triplexes*;

23. Providing, in the R-12 through R-48 zones, for a mix of predominantly *apartment and townhouse multiple-family dwelling units*, with a variety of densities and sizes in locations appropriate for residential use;

18.20.830 Dwelling unit, microhousing.

“Microhousing dwelling unit” means an *apartment multiple-family dwelling unit* with a total square footage of less than 320 square feet and a habitable space, as defined in the International Building Code as adopted in the Kenmore Municipal Code, of at least 220 square feet. The room(s) are

intended for use solely by the dwelling's occupant(s), although common kitchen or bath facilities may be provided.

18.20.1375 Hotel.

"Hotel" means a *building* or portion thereof designed or used for transient rental for sleeping purposes. Hotel *structures* are at least two stories in height, with lodging space above the first floor. Lodging space may also be located on the first floor. Individual rooms are typically accessed from a common hallway. A central *kitchen* and dining room and accessory shops and services catering to the general public may be provided. Not included in this definition are ~~townhouses, apartments~~ *multiple-family dwelling units*, bed and breakfasts, or *motels*.

18.20.1785 Motel.

"Motel" means a *building* or group of detached or connected *buildings* designed or used primarily for providing sleeping accommodations for automobile travelers and typically having a *parking space* adjacent to a sleeping accommodation. This definition excludes ~~townhouses, apartments~~ *multiple-family dwelling units*, *bed and breakfast guesthouses*, and *hotels*.

18.21.040 Residential zones R-12, R-18 and R-24 – Use allowances.

35. *Self-service storage* only permitted and only if accessory to an ~~apartment~~ *multiple-family* development of at least 12 units, provided:

- a. The gross floor area in *self-service storage* shall not exceed the total gross floor area of the ~~apartment~~ *multiple-family* dwellings on the *site*;

18.21.050 Residential zones R-12, R-18, R-24, R-48, and MHC – Development standards.

- ⁷ a. For *developments* consisting of three or more single detached dwellings located on a single parcel, the *setback* shall be 10 feet along any property line abutting R-1 through R-6, except for *structures* in on-site recreation areas required in KMC [18.30.130](#), which shall have a *setback* of five feet.
- b. For ~~townhouse and apartment~~ *multiple-family* development, the *setback* shall be 20 feet along any property line abutting R-1 through R-6, except for *structures* in on-site recreation areas required in KMC [18.30.130](#), which shall have a *setback* of five feet, unless the ~~townhouse or apartment~~ *multiple-family* development is adjacent to property upon which an existing ~~townhouse or apartment~~ *multiple-family* development is located.

18.24.040 Zoning standards.

ATTACHMENT 6

Specific zone-based development standards for the downtown residential zone in Table B apply to the DR zone as follows:

Table B. Downtown Residential Development Standards

STANDARD	REQUIREMENT
Base Density: <i>Dwelling Units</i> /Gross Acre	48; applies east of 68th Avenue NE
Maximum Density: <i>Dwelling Units</i> /Gross Acre with Density Bonus Incentives	72; density incentives or bonuses not required west of 68th Avenue NE
Minimum Density: <i>Dwelling Units</i> /Net Acre	18 – <i>Townhouse</i> only <i>development</i> 18 – 36 – <i>Townhouse</i> / <i>apartment</i> <i>other multiple-family</i> combination <i>development</i> 36 – <i>Apartments</i> <i>Multiple-family development other than townhouses</i>
Minimum Lot Width	<i>Townhouse</i> – 20 ft. <i>Apartment</i> <i>Other Multiple-Family development</i> – 30 ft.

18.30.130 Recreation space – On-site areas.

A. Single-family detached subdivisions, ~~*apartment*~~, ~~*townhouse*~~*multiple-family development* and *mixed use development* of more than nine units in the R-4 through R-48 and DR zones and standalone ~~*apartment or townhouse*~~*multiple-family developments* in the NB, UC or DC zone of more than nine units, excluding age restricted *senior citizen* housing, shall provide a common recreational open space area on site, except when facilities are available to the public that meet all of the following requirements:

18.40.030 Computation of required off-street parking spaces.

...

E. In any *development* required to provide six or more *parking spaces*, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.

...

5. One indoor bicycle storage space shall be provided for every two *dwelling units* in ~~*townhouse*~~ and ~~*apartment*~~*multiple-family* residential *uses* ~~*other than duplexes and triplexes*~~, unless individual garages are provided for every unit. The *city manager* may reduce the number of bike rack parking spaces if *indoor storage* facilities are available to all residents.

18.40.110 Off-street parking plan design standards.

...

H. Tandem or end-to-end parking is allowed in residential *developments*. ~~Apartment or townhouse~~*Multiple-family* *developments* may have tandem parking areas for each *dwelling unit* but shall not combine parking for separate *dwelling units* in tandem parking areas.

18.40.130 Compact car allowance requirements.

In any *development* containing more than 20 *parking spaces*, up to 50 percent of the total number of spaces may be sized to accommodate compact cars, subject to the following:

- A. Each space shall be clearly identified as a compact car space by painting the word "COMPACT" in capital letters, a minimum of eight inches high, on the pavement at the base of the *parking space* and centered between the striping;
- B. Aisle widths shall conform to the standards set for standard size cars; and
- C. ~~Apartment~~*Multiple-family* *developments* with less than 20 parking spaces may designate up to 40 percent of the required parking spaces as compact spaces.

18.42.090 Residential zone signs.

Signs in the downtown residential, R and MHC zones are limited as follows:

. . .

B. Residential Use.

1. One *sign* not exceeding two square feet is permitted; and
2. One *permanent residential development identification sign* not exceeding 32 square feet is permitted per neighborhood, subdivision, manufactured housing community, ~~apartment/condominium~~ *multiple-family complex development (but not including a duplex or triplex)*, or other residential area. The maximum height for the *sign* shall be six feet. The *sign* may be freestanding or mounted on a wall, *fence*, or other *structure*.

18.50.060 Attached dwellings and group residences – Applicability.

The standards of KMC [18.50.070](#) and [18.50.080](#) shall apply to all new ~~apartment~~ *multiple-family developments* exceeding four *dwelling units*, ~~new townhouse development~~ and new group residences except Class I *community residential facilities (CRF-I)*. Expansions of existing *development* that involve four or more *dwelling units* shall be subject to compliance with KMC [18.50.070](#) and [18.50.080](#).

18.50.070 Attached dwellings and group residences – Vehicular access and parking location.

Except for *development* located in the downtown commercial or downtown residential zones, or RB-zoned properties that are not subject to P-suffix condition NS-P4 and which lie north of NE 175th Street, which must comply with Chapter [18.52](#) KMC, Downtown Design Standards, the following requirements apply:

- A. On *sites* abutting an *alley* constructed to a width of at least 20 feet, ~~apartment and townhouse~~ *multiple-family development* and all group residences except Class I *community residential facilities (CRF-I)* shall have parking areas placed to the rear of *buildings* with primary vehicular access via the *alley*, except when waived by the *city manager* due to physical *site* limitations.

18.50.080 Attached dwellings and group residences – Building facade modulation.

Except for *development* located in the downtown commercial or downtown residential zones, or RB-zoned properties that are not subject to P-suffix condition NS-P4 and which lie north of NE 175th Street, which must comply with Chapter [18.52](#) KMC, Downtown Design Standards, ~~apartment and townhouse~~ *multiple-family developments*, ~~excluding duplexes and~~

triplexes, and all group residences shall provide *building facade modulation* on facades exceeding 60 feet and facing abutting *streets* or properties zoned R-1 through R-6. The following standards shall apply:

. . .

18.50.220 Re-use of facilities – Standards for conversion of historic buildings.

In order to ensure that significant features of the property are protected pursuant to Chapter [2.20](#) KMC, the following standards shall apply to conversion of historic *buildings*:

- A. Gross floor area of *building* additions or new *buildings* required for the conversion shall not exceed 20 percent of the gross floor area of the historic *building*, unless allowed by the zone;
- B. Conversions to **apartmentsmultiple-family dwelling units** shall not exceed one *dwelling unit* for each 3,600 square feet of lot area, unless allowed by the zone; and
- C. Any construction required for the conversion shall require certification of appropriateness from the *City* landmark commission.

18.80.080 Applicability of development standards.

A. RDI *developments* shall comply with dimensional standards of the zone with a base density most closely comparable to the total approved density of the RDI *development*; provided, that an RDI proposal in the R-4 through R-6 zones shall conform to the height requirements of the underlying zone in which it is located.

B. RDI *developments* in the R-4 through R-6 zones shall be landscaped as follows:

- 1. When 75 percent or more of the units in the RDI *development* consist of ~~townhouses or apartments~~**multiple-family dwelling units other than duplexes or triplexes**, the *development* shall provide perimeter *landscaping* and *tree* retention in accordance with Chapters [18.35](#) and [18.57](#) KMC ~~for townhouse or apartment projects~~.
- 2. When less than 75 percent of the units in the RDI consist of ~~townhouses or apartments~~**multiple-family dwelling units other than duplexes or triplexes**, the *development* shall provide *landscaping* and *tree* retention in accordance with Chapters [18.35](#) and [18.57](#) KMC ~~for townhouses or apartments~~ on the portion(s) of the *development* containing such units; provided, that if *buildings* containing such units are more than 100 feet from the *development's* perimeter, the required *landscaping* may be reduced by 50 percent.

18.100.180 Temporary real estate offices.

One temporary real estate office may be located on any new residential *development*; provided, that activities are limited to the initial sale or rental of property or units within the *development*. The office *use* shall be discontinued within one year of recording of a short subdivision of four lots or less

ATTACHMENT 6

or issuance of a final certificate of occupancy for an ~~apartment~~ *multiple-family* development, and within two years of the recording of a formal subdivision or short subdivision of more than four lots.



2024 COMPREHENSIVE PLAN UPDATE

Summary of Proposed Changes to The Vision Statement, Land Use Element, Housing Element, And Capital Facilities Element

The City of Kenmore is updating our Comprehensive Plan, consistent with state requirements. We engaged community members to understand their needs and priorities, and that input informed the proposed amendments to Kenmore’s 20-year Vision Statement and the Land Use, Housing, and Capital Facilities Elements (sections) of the Comprehensive Plan.

PUBLIC HEARING

The City will host a public hearing on these amendments on
May 17, 2022,
at 7 p.m. on Zoom.

This hearing will include zoning code amendments related to “Missing Middle” housing. The City will have a Spanish language interpreter available at the meeting.

Review the complete set of
draft amendments:

kenmorewa.gov/comprehensiveplan

Learn more about “Missing Middle” housing:

kenmorewa.gov/missingmiddle



KENMORE 2044

KENMOREWA.GOV



Vision Statement

Kenmore's 20-year Vision Statement was amended to add several new concepts, significant updates bolded for clarity:

In 2044, we see Kenmore as a fun, vibrant community centered on the waterfront, but including a variety of unique neighborhoods that

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

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

Land Use Element

The Land Use Element plays the central role of directing land use patterns and guiding land use decision-making in the city. The City will continue to emphasize protection and preservation of environmentally sensitive areas and trees. Significant new concepts include:

- Providing a diversity of housing types, including “Missing Middle” housing (duplexes and triplexes) in some formerly low-density residential neighborhoods within ¼ mile of the City’s two major transit corridors;
- Considering new opportunities for small-scale, neighborhood commercial uses within walking or bicycling distance of homes to increase residents’ opportunities to meet their daily needs without having to drive, if compatibility concerns can be addressed;
- Recognizing that the city is both a High Capacity Transit Community and a Candidate Countywide Growth Center with related regional responsibilities;
- Concentrating transit-oriented development in the area centered on the Kenmore Park & Ride (7346 NE Bothell Way), with higher residential densities and affordable housing requirements;
- Recognizing and supporting people of color, Indigenous and immigrant populations, and other individuals or groups who have historically been underrepresented in community goal-setting and implementation--making Kenmore a community where all people love where they live;
- Supporting the large number of home-based businesses in Kenmore and recognizing their importance as a way to keep jobs closer to home;
- Encouraging opportunities for small-scale pedestrian-oriented commercial development near trails to serve passers-by;
- Adopting a minimum floor area ratio (FAR) to promote multi-story development Downtown; and
- Amending the Comprehensive Plan map to show the Public/Private Facilities land use designation for the new Public Works facility.

Housing Element

The Housing Element plans for a range of densities and housing types for all needs and incomes through preserving, improving, and expanding housing stock. This section contains information about existing housing conditions and housing needs in the city. Significant new concepts include:

- Assessing Kenmore’s history of racially discriminatory land use and housing practices and displacement risk;
- Reviewing housing affordability data relative to Countywide expectations;
- Supporting tenant protections;
- Providing opportunities for medium density housing in some formerly low-density neighborhoods close to transit (duplexes and triplexes) and suggesting an incremental approach to expanding future medium density opportunities;
- Considering inclusionary affordable housing requirements when development densities are increased;
- Legitimizing existing legal housing types;
- Supporting alternative homeownership models; and
- Incorporating new policies about housing equity.

Capital Facilities Element

The Capital Facilities Element helps the City make financial decisions to ensure that the public facilities and services residents rely on will continue to adequately support them today and into the future. Most of the changes to this element reflect decisions made by the City Council on new transportation and surface water facilities through the annual Capital Improvement Program (CIP) process. Significant new concepts include:

- Using surplus public property and local resources to leverage other public and private funding for the creation or preservation of affordable housing; and
- Equitably dispersing the impacts and benefits of public capital facilities throughout the community.



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DRAFT “MISSING MIDDLE’ HOUSING CODE AMENDMENTS

SUMMARY OF PROPOSED CHANGES

BACKGROUND

“Missing Middle” housing consists of *house-scale* buildings containing more than one dwelling unit that are compatible with single-family neighborhoods. “Missing Middle” housing includes duplexes, triplexes, cottage housing, or small single-family dwellings that offer alternatives to apartment living. This housing provides options in between mid-rise apartments and detached single-family homes.

Allowing more “Missing Middle” housing in Kenmore will check a lot of very important boxes, including:

1. Doing our part to end our region’s unprecedented housing crisis by providing more attainable housing and providing more housing choices in the gap between single family homes and apartment buildings
2. Addressing climate change and protecting natural habitats, including forests and streams
3. Providing more inclusive neighborhoods, fighting systemic racism, and reducing barriers to those who wish to live or stay in Kenmore
4. Adding a better mix and flexibility of housing types to meet ever changing demographic and generational needs
5. Creating more housing choices for middle income workers, such as schoolteachers, first responders, tradespeople, and more
6. Allowing people to live closer to their jobs and thereby reduce traffic congestion
7. Reducing reliance on cars by putting more housing units near transit corridors—including bus rapid transit along SR-522
8. Preventing suburban sprawl that:
 - requires more expensive infrastructure, including more roads and pipes
 - results in more tree cutting and negative impacts to the natural environment
 - causes people to drive further, emit more carbon emissions, and spend more of their time and income on driving
9. Preventing neighborhoods from stagnating and giving homeowners the flexibility to add value to their properties as their needs change

The Planning Commission’s recommendations support an incremental approach to allowing “Missing Middle” housing in the city. Their recommendations would permit duplexes (2-unit structures) and triplexes (3-unit structures) in areas of R-6, Residential zoning within ¼-mile of the City’s two main transit corridors. To ensure compatibility with surrounding single-family residences, the Planning Commission is recommending size limits on new buildings, along with design standards that address height, entries, garages, parking, and driveways. The goal is to ensure that large structures, out of scale with existing neighborhoods, are not constructed.

To learn more about “Missing Middle” housing and see examples, please visit:

kenmorewa.gov/missingmiddle

THE PROPOSED REGULATIONS

New definitions for duplex and triplex

New definitions clarify that dwelling units in a duplex or triplex could all be owned by a single individual for rental, or could be separately owned through a condominium. The amendments clarify that a duplex or triplex is not a townhouse which has separate review and approval standards.

Permitted locations

Duplexes and triplexes would be allowed in the R-6 Residential zoning district within ¼ mile of the City's two main transit corridors. A map (see link at kenmorewa.gov/missingmiddle) would be added to the Zoning Code to show possible locations.

Focus on lot dimensions rather than lot sizes

The current minimum lot size in the R-6 Residential zoning district is 5,400 sq.ft. The new standards don't include a minimum lot size but do specify minimum lot dimensions to build a duplex or triplex. These dimensional standards would allow a stacked duplex (one unit on top of the other) on a minimum 40' wide x 100' deep lot and a side-by-side duplex or triplex on a minimum 50' wide x 100' deep lot.

Dimensional standards for new duplex and triplex buildings

Regulations would control how wide and how deep a building could be as viewed from the street or accessway and would mimic the dimensional standards of traditional single-family houses. The allowable dimensions vary based on the lot dimensions and, in some cases, restrict the location of the building to allow room for future subdivision and development.

The regulations include a provision allowing the "city manager" (usually his or her designee in the Development Services Department) to allow up to a 20% increase in the building dimensions in unusual circumstances.

Limited height

Current R-6 Residential standards allow a maximum height of 35'—enough for a 3-story structure. The proposed regulations would reduce building height to 30' for duplexes and triplexes and mandate that eaves not exceed a height of 24'—guaranteeing no more than a 2 1/2 -story structure.

Building placement and entry design standards

Proposed amendments require that the duplex or triplex face the street. The main entrance must either be on the front façade or a side entrance(s) that provides a recognizable building element (entry porch) to flag the location from the street. Side entries must provide a walkway to the street.

Garage standards

A garage or carport would be set back 20' from the front façade of the building and could not have more than the equivalent of two garage doors facing the street. To preserve the focus of the streetscape on residential buildings rather than cars, the draft regulations allow a garage to be located in the rear yard, with a 10' setback from the rear property line (rather than 20') unless an alley is present that would allow a further reduced setback.

ATTACHMENT 8

The standards encourage use of a porte-cochere if no garage or carport is provided.

Surface parking standards

Surface parking would not be allowed in a street setback or closer than 5' to a side or rear property line. Screening would have to be provided.

Driveway design standards

To minimize the appearance of wide driveways from the street, driveway widths would be limited to 12' in front of the duplex or triplex building and could be reduced to 10' in side yards behind the building façade and at the rear of the lot. Driveways could be within 3' of side property lines if a 3' landscape strip or fence is provided.

Tree preservation

By not changing Zoning Code sections related to tree preservation, new duplexes and triplexes would be required to meet the multifamily tree preservation standards which are more protective than single-family standards.

From: [Lauri Anderson](#)
To: [Rita Moreno](#)
Subject: FW: Future Construction of a Public Works Facility
Date: Thursday, May 5, 2022 2:53:36 PM
Attachments: [PlanningCommissionDec_07_2021.pdf](#)

Please add to next week's Planning Commission packet.

Thanks!

Lauri

From: Richard Sawyer <rsawyer@kenmorewa.gov>
Sent: Wednesday, May 4, 2022 9:33 AM
To: robert.noss@frontier.com
Cc: Lauri Anderson <landerson@kenmorewa.gov>; Jennifer Gordon <jgordon@kenmorewa.gov>
Subject: RE: Future Construction of a Public Works Facility

Mr. & Mrs. Noss,

Thank you for your interest in the city's proposed Public Works Facility. In December, city staff presented preliminary concepts for design and use of the site to the Planning Commission as part of the rezone process. I have attached a copy of the memo and associated figures provided to Planning Commission for you. These are the most up to date documents we have on the project and should address your questions, but if you have any others please don't hesitate to let me know.

Sincerely,

Richard Sawyer

Environmental Services Manager | City of Kenmore, WA
18120 68TH AVE NE | Kenmore, WA 98028
Tel: 425.398.8900 | Fax: 425.481.3236
rsawyer@kenmorewa.gov

From: Bob Noss <robert.noss@frontier.com>
Sent: Wednesday, May 4, 2022 8:31 AM
To: Richard Sawyer <rsawyer@kenmorewa.gov>
Subject: Future Construction of a Public Works Facility

Mr. Sawyer,

We received a notice regarding a virtual public hearing regarding changes for the Comprehensive Plan Land Use Map to rezone properties at 6450, 6506 and 6520 NE 202nd Street to allow future construction of a Public Works Facility. Due to existing obligations, we cannot attend the virtual meeting. We are interested, however, in the type of Public Works Facility envisioned for the above-mentioned properties. Are you able to provide further

information? It would be greatly appreciated. Thank you for your assistance.

Robert & Virginia Noss

robert.noss@frontier.com

425-553-8914 mobile

From: [Lauri Anderson](#)
To: [Rita Moreno](#)
Subject: FW: Missing Middle
Date: Thursday, May 5, 2022 2:51:38 PM
Importance: High

Please add this email to next week's Planning Commission agenda packet.

Thanks!

Lauri

From: Dick Roberts <dick@trcisu.com>
Sent: Thursday, May 5, 2022 1:16 PM
To: Lauri Anderson <landerson@kenmorewa.gov>
Subject: Missing Middle
Importance: High

With respect to the City of Kenmore potentially including new regulations that would allow duplexes and triplexes ("Missing Middle" housing) in some of the city's single-family residential neighborhoods as part of the city's Comprehensive Plan, I, as a long-time Kenmore resident, am strongly opposed to such a change. It would seem that the Kenmore planning department, with the encouragement of our new crop of socialist city council members is trying to outdo the city of Seattle in destroying traditional neighborhoods, all in the pursuit of manufactured goals such as "increasing diversity" and other social goals that are nothing more than an attempt to pay homage to the black community, it's demands, and Black Lives Matter. We've seen enough of that populations crazed demands (think...."defund the police"). We are not Seattle and I would hope we never become like Seattle. Many who have located in Kenmore have done so to escape Seattle. We are a suburban community where people have come to find the kind of neighborhoods we have now, the kind of schools we have, and the safety not found in urban places such as Seattle. We do not need to "keep up" with Seattle by following their lead to urban blight. With such blight comes increased crime, declines in property values, increased traffic and increased pressures on all our infrastructure. Have we not already added sufficient housing with all the new apartment buildings we've seen built in and around the city in the past several years? Cramming more people together in the same space does more harm to a community

overall than the perceived benefit of creating affordable housing. Why in gods name would we invite this?

My preference would be for our planning department to focus on future development that builds on the kind of neighborhoods and values that have brought people here. Make those neighborhoods even more desirable by adding sidewalks, parks and other amenities. We've seen the city do just that in recent years with some wonderful improvements to parks and recreation. Let us be the envy of all the other "burbs" who find themselves dying from the urban blight they create while the city of Kenmore shines. Our motto should be "FIGHT THE BLIGHT!". Do NOT "Seattleize" Kenmore!

Dick Roberts
15421 61st PL NE
Kenmore, WA 98028

From: [Lauri Anderson](#)
To: [Rita Moreno](#)
Subject: FW: Missingmiddle
Date: Friday, May 6, 2022 7:56:06 AM

Please add to the Planning Commission packet.

Thanks!

Lauri

From: Marcelle Faddoul <gmtus@yahoo.com>
Sent: Tuesday, May 3, 2022 2:09 PM
To: Lauri Anderson <landerson@kenmorewa.gov>
Subject: Re: Missingmiddle

Thank you.

[Sent from Yahoo Mail for iPhone](#)

On Tuesday, May 3, 2022, 1:36 PM, Lauri Anderson <landerson@kenmorewa.gov> wrote:

Hi Marcelle-- I remember you! You were interested in downsizing--perhaps to a duplex or triplex. If the City Council adopts the regulations this summer, you could talk with a builder/developer or a realtor about your interest. A duplex or triplex could be built under the new rules if the right lot was found.

The City does not have a role in either building or selling the units--that would be a private business transaction.

I anticipate that the Planning Commission and City Council may return to in-person meetings in City Hall over the next couple of months. In the meantime, the Planning Commission is still meeting online. I am the staff person working on the "Missing Middle" housing project, so am your best point of contact.

Don't hesitate to email me or call with questions (425-984-6184).

Best,

Lauri

Lauri Anderson
Principal Planner | City of Kenmore
18120 68th Ave NE | Kenmore, WA 98028
Tel: (425) 398-8900 | Fax: (425) 481-3236

landerson@kenmorewa.gov | www.kenmorewa.gov

-----Original Message-----

From: Marcelle Faddoul <gmtus@yahoo.com>

Sent: Tuesday, May 3, 2022 11:24 AM

To: Lauri Anderson <landerson@kenmorewa.gov>

Subject: Missingmiddle

Hi lauri,

I emailed you before regarding this subject, don't know if you remember me? Anyway, I have a question about reserving a place in this future housing plan. Is it sold through the city or we need a realtor to process the deal?

As I told you before, I live in kenmore and interested in downsizing and staying in the community. I am having hard time with the virtual meetings since I am not very savvy and hope one day I can join the meetings in person since I live very close to the city hall. Is there someone there that I can walk in and talk to?

Thank you for your help and I hope this housing project will be a great success.

Marcelle

From: [Lauri Anderson](#)
To: [Rita Moreno](#)
Subject: FW: Rezoning comments
Date: Monday, May 2, 2022 8:32:40 AM

Hi Rita-- We may be getting a number of public comments in advance of the hearing. This email was sent to Commissioners, but would you please add it to the hearing packet once that is ready next week? (You may want to start a file.)

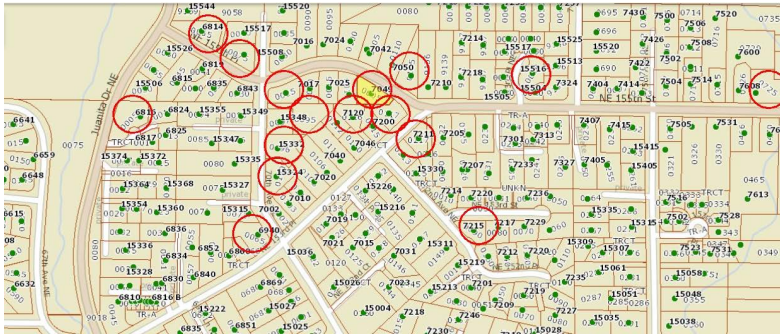
Thanks!

Lauri

From: C Bro <seattlebrown@gmail.com>
Sent: Friday, April 29, 2022 10:09 AM
To: Dwight Thompson <DThompson@kenmorewa.gov>; Michael Vanderlinde <mvanderlinde@kenmorewa.gov>; Tracy Banaszynski <TBanaszynski@kenmorewa.gov>; Nathan Loutsis <nloutsis@kenmorewa.gov>; Christiana Matthews <cmatthews@kenmorewa.gov>; mtorresmedipour@kenmorewa.gov; dwycoff@kenmorewa.gov; Lauri Anderson <landerson@kenmorewa.gov>
Subject: Rezoning comments

Please allow "wings" into the rezone option for the following reasons:

- 1) Wings could allow development of a main floor master bedroom suite, which is a hard to find housing option for seniors and disabled. As a disabled senior, this is important for many of us to age in place.
- 2) There are a fair number of irregularly shaped parcels that would not have full benefit of the duplex/triplex rezone, thereby penalizing those property owners. Wings are the equitable and fair solution for a good many of these parcels, a sample of which are circled below along the 153rd/155th rezone area. Again, this is just a sampling of properties in a small portion of the rezone area.
- 3) Allowing wings is consistent with the consultant recommendations, and would allow for more appealing/diverse exterior designs.



Thank you for reconsidering the wings option for our elderly/disabled, and all property owners.

Sincerely,
Chris Brown
Kenmore Resident



City Of Kenmore, Washington

Memorandum

Date: May 10, 2022
To: Planning Commission
From: Debbie Bent, Community Development Director
Lauri Anderson, Principal Planner
Regarding: "Missing Middle" Code Amendments, continued

At your April 19 meeting, you discussed plantings in the 3' landscape strip alongside a driveway in a side yard. The language presented at your public hearing states:

3. For duplexes and triplexes, a driveway may be allowed within 3 feet of any existing side property line if landscaping is provided to screen the driveway from the neighboring property. Landscaping shall minimally consist of a mix of evergreen and deciduous shrubs spaced no more than 6' on center and with an ultimate height of at least 5', along with additional garden plantings spaced to result in total coverage of the majority of the required landscape area within three years. The landscape plan shall be incorporated into the site plan submitted with the permit and the landscaping shall be maintained as specified in KMC 18.35.120. Noxious weeds, as defined in KMC 18.20.1890, shall not be used for landscaping.*

As an alternative, a minimum 6'-tall fence, consistent with the standards in KMC 18.30.040, may be provided.

*NOTE: The Planning Commission is debating the purpose of the landscaping along this driveway. The landscaping could be used for: (1) screening between neighboring uses (as written above), or (2) improved wildlife habitat (requiring that only native plant species be used), or (3) a combination of both screening and improved wildlife habitat (requiring consideration of native species that could also provide screening).

To further this discussion, we are providing information on noxious weeds and native vegetation.

Noxious weeds

The Zoning Code defines noxious weeds as follows:

18.20.1890 Noxious weed.

"Noxious weed" means any plant which is highly destructive, competitive or difficult to control by cultural or chemical practices, limited to those plants on the State noxious weed list contained in Chapter [16-750](#) WAC.

(WAC is the Washington Administrative Code.)

This language is supplemented in the Kenmore Municipal Code, Title 8, which states:

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8.35.010 Unlawful public nuisances declared.

It shall be a public nuisance for any person owning, occupying, leasing or having charge or possession of any property in the City to maintain or allow to be maintained on such property where visible from a public street, right-of-way, Lake Washington, Sammamish River, or public/private ingress/egress easement any of the following conditions:

A. Public Nuisances.

1. The accumulation of weeds contained in the then-current King County Noxious Weeds List or contained within then-current Chapter [16-750](#) WAC, Noxious Weed List Classes A, B, C.

Native vegetation

Native vegetation also is a defined term, and excludes “noxious weeds”:

18.20.1830 Native vegetation.

“Native vegetation” means *vegetation* comprised of plant species, other than *noxious weeds*, which are indigenous to the coastal region of the Pacific Northwest and which reasonably could have been expected to naturally occur on the *site*.

Native vegetation as screening

Staff reviewed two local lists of native shrubs:

<https://green2.kingcounty.gov/gonative/Plant.aspx?Act=list> and
<https://your.kingcounty.gov/dnrp/library/water-and-land/yard-and-garden/native-plant-guide-western-washington.pdf>)

and identified the following four native evergreen shrub species that might be an appropriate size at full height for a 3' landscape strip:

- evergreen huckleberry (to 6' tall)
- Oregon grape (3-8' tall)
- Oregon box (to 3' tall)
- Salal (to 5' tall)

There are many more deciduous native shrubs.

Requiring only native plantings for an opaque screen would be difficult given the limited evergreen choices. On the other hand, if deciduous vegetation is acceptable for screening (would not be opaque but instead would be fairly transparent during the winter months), there are many options.

Policy options

If the Planning Commission wishes to use native plants as screening, there are a few approaches:

(1) Require use of only native shrubs, including a significant percentage of evergreen species. The end result could be good screening, but also a significant increase in the number of the above-listed native evergreen species (not especially diverse).

(2) Encourage use of native shrubs, but require a certain percentage of evergreen species whether native or non-native. The end result could be some increased native plantings plus better screening.

(3) Require the use of native shrubs, including some evergreen species, with no percentages specified. The end result could be a wider variety of native plantings but more limited screening, especially during the winter months.

Staff recommends Option 3. The purpose of the screening is to shield neighboring uses from the impacts of cars using the driveway. (Surface parking is not permitted within 3' of the property line.) The potential impacts of a car (likely only headlights) would be minor and of short duration. The impacts of the view of the driveway surface could be mitigated by either evergreen or deciduous shrubs.