

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

June 1 @ 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/83166304172>

Or One tap mobile :

US: +12532158782,,83166304172# or +13462487799,,83166304172#

Or Telephone:

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

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

Webinar ID: 831 6630 4172

International numbers available: <https://us02web.zoom.us/j/83166304172>

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

- 1. CALL TO ORDER**
- 2. PUBLIC COMMENTS**

This is an opportunity to express your views on issues that are important to you and to the community. Please email comments to Rita Moreno at rmoreno@kenmorewa.gov by 5:00 p.m. on Tuesday, June 1, 2021. All comments received will be forwarded to the Planning Commission for consideration. You also may use the "raise hand" feature in Zoom during the Citizen Comment portion of the meeting or call in at the number listed above. A 3-minute comment limit applies.

- 3. APPROVAL OF MINUTES**

[May 4, 2021 Meeting Minutes](#)

4. AGENDA ITEMS

Land Use Element Update: TOD expansion

[Staff Memo](#)

[Attachment 1 - Map of TOD overlay area](#)

[Attachment 2 - Underutilized and Vacant Map](#)

[FW_ Kenmore Middle Housing](#)

5. ADJOURNMENT

6. UPCOMING MEETINGS:

June 15, 2021, 7:00 p.m.

**City of Kenmore
Planning Commission Meeting
May 4, 2021 @ 7:00 p.m.**

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

Mark Ohrenschall, Chair
Tracy Banaszynski
Suzanne Greathouse
Nathan Loutsis
Dwight Thompson
Mike Vanderlinde, Vice Chair

Consultants & Staff

Lauri Anderson, Principal Planner
Debbie Bent, Community Development Director
Rita Moreno, Administrative Assistant

1. CALL TO ORDER

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

2. CITIZEN COMMENTS

No citizen comments.

3. APPROVAL OF MINUTES

April 20th, 2021 Meeting Minutes – A motion to approve was made by Commissioner Thompson. Commissioner Greathouse seconded the motion. The motion passed 6-0 by roll call vote.

4. AGENDA ITEMS

- Discussion of Countywide Planning Policies, including capacity analysis and targets

City Staff gave additional background on the King County Countywide Planning Policies. The King County Countywide Planning Policies were adopted on March 31st in their preliminary format; there is a public comment period going on right now. A presentation on the policies was heard by the City Council on April 26th.

Items for review are the planning policies specifically related to the land use and housing elements. Commissioners had questions on displacement and mitigation and what areas of the community it would apply to. Staff reached out to King County staff to find out how land use will help with the displacement issue. At this stage being more aware and talking with the community would be a good start.

Commissioners also spoke to the housing and equity goals in the policies and the purpose of missing middle housing to provide a range of housing types for people to live in a neighborhood they would like. There was also discussion on the zoning of the mobile home parks in Kenmore as well as a discussion on protecting single family neighborhoods.

Staff raised a question about what protecting single family neighborhoods means to the community and how do we tease it out in the upcoming survey? Staff is still working with the consultants to develop the survey.

There was discussion on Policy H5. The Commissioners asked if the city could help property owners to remove covenants from deeds. If the Planning Commission felt strongly about it, they could make a recommendation to City Council. Staff will follow up with information on how to remove language from deeds and where those resources are.

There was discussion of the designation of a countywide center. What does it mean and look like in Kenmore?

Staff gave an overview of growth targets and capacity. Commissioners had questions on the level of ambition expressed in the targets. Are they realistic? What are we trying to achieve and why?

Staff recommended cancelling the May 18th meeting. Commissioners voted 6-0 to cancel the upcoming meeting.

7. ADJOURNMENT

Chair Ohrenschall adjourned the meeting at 8:37 p.m.

Planning Commission

Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: May 25, 2021

To: Planning Commission

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

Regarding: Land Use Element Update:
TOD expansion – approaches and alternatives

One of the issues to be tackled in the Land Use Element is the potential expansion of the City's Transit-Oriented Development District or TOD. The purpose of the TOD is to, "reinforce the City's planned concentration of pedestrian-oriented mixed use development at intensities that support and are supported by multi-modal transportation options, including high capacity transit." The TOD also supports affordable housing development as achievement of TOD densities is dependent on the provision of affordable housing units.

Staff has identified three possible options for the Planning Commission to consider:

TOD Options

(1) No change. Leave the TOD as an optional development scheme in the identified area (see Attachment 1).

Pros:

- Current boundaries are centered on the Metro Park and Ride which will become a Sound Transit BRT stop.
- The Multifamily Tax Exemption (MFTE) has already been applied to this area which is helpful for developing multifamily and affordable housing.

Cons:

- Lower density development is possible using the underlying zoning instead of the TOD, preventing future opportunities for higher-density development and affordable housing along the transit corridor.
- There is not a lot of vacant and redevelopable land in the current TOD (see Attachment 2).
- Two other BRT stops will be located in Kenmore—at 61st Avenue NE and at 68th Avenue NE--that could support TOD.

(2) Modify the geographic extent of the existing TOD. Expand the TOD to the west along the transit corridor. This could incorporate downtown, areas south of SR-522 or properties west along NE 181st Street and SR-522.

Pros:

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- Potentially increases densities and provides affordable housing close to the transit corridor and the additional BRT stops.
- Retains the optional nature of the program, providing more flexibility to developers.
- Expands affordable housing opportunities in the City.

Cons:

- When the TOD overlay is optional, there is no guarantee that the desired transit-supportive density will be achieved.
- The TOD densities and height allowances are significantly higher than many of the current underlying zoning standards—particularly to the west along NE 181st Street and SR-522 where view considerations historically have limited heights. Code amendments adopted by the City Council in 2014 focused on retaining views to Lake Washington from properties on the north and south sides of SR-522 west of downtown. Adoption of amendments to the CB zoning along NE 181st Street in 2008 also included view protection as a goal.

(3) Modify the TOD standards, eliminate the optional nature of the overlay, and expand the revised standards to additional areas.

Pros:

- The optional nature of the TOD allows less dense development in areas along the transit corridor where higher densities are appropriate.
- Requiring increased densities supports transit and potentially reduces vehicle miles traveled.
- There is a larger supply of vacant and redevelopable land outside of the current TOD boundaries.
- The current TOD affordable housing formula is complicated and could be simplified.

Cons:

- The flexibility given to developers to determine whether or not TOD is appropriate would no longer be provided.
- Implementing zoning would require a zone-by-zone analysis. A new TOD zoning district may be needed (rather than an overlay) and current TOD features may need to be incorporated into underlying zoning districts.

Staff Recommendation

After considering these three options and their pros and cons, staff recommends Option 3, modifying the standards and geographic extent of the TOD. In particular, staff recommends that:

- The TOD should no longer be an optional zone but the preferred development scheme.
- TOD density, height, parking, tree grove preservation, and affordability requirements should modify or replace current requirements in existing underlying zoning districts.
- The affordable housing formula should be simplified.
- The TOD (or TOD standards) should be expanded to the west and south, incorporating downtown. This would include areas south of SR-522 up to and potentially including the Lakepointe site.

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- The TOD expansion should not include the CB zoning district along NE 181st Street or the Urban Corridor zoning district west of downtown.
- Expansion of MFTE to the selected areas should be considered.

Once the Planning Commission provides initial policy direction on TOD expansion, staff will draft Land Use Element amendments for your future consideration.

Background

As the Commission previously has discussed (see March 2 agenda packet), the TOD is an optional zone overlaid over a variety of underlying zoning districts. The following table summarizes the TOD standards in comparison to those existing underlying districts. (All densities are shown in dwelling units per acre.)

Zoning District	TOD	R-1	R-12	R-18	R-24	PSP	UC East	DC East
Min. density	60	None	80%	75%	70%	None	None	36
Max. density	150	1	12/18*	18/27*	24/36*	.10**	48/72*	48/72*
Affordability requirement	Yes	No	No	No	No	No	No	No
Height	65	35	60	60/80*	60/80*	35	55	35/65*
Parking	Less	Base***	Base	Base	Base	Base	Base	Base
Design Standards	Yes	No	No	No	No	Yes	Yes	Yes
Tree protection	More	Base	Base	Base	Base	Base	Base	Less

*Density or height/Density or height with incentives

**One unit per existing legal lot

***Base means no change from regular Zoning Code standards

Other zones which could be affected if the TOD standards were expanded to the west and south include:

Zoning District	TOD	DC West	DR	RB	CB West	UC West	P-suffix
Min. density	60	36	18-36	None	18	None	12-24
Max. density	150	72	48-72	48/72*	24/36*	48/72*	24-48
Affordability requirement	Yes	Yes	No	No	No	No	Yes
Height	65	35/65*	60-80	55	35	35	35-92
Parking	Less	Base	Base	Less	Base	Base	Less
Design Standards	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Tree protection	More	Less	Less	Base	Base	Base	Base

*Density or height/Density or height with incentives

TOD general development requirements require that a project be mixed use (residential plus nonresidential) or, in the multifamily zones, residential-only or mixed use with size-limited commercial on the ground floor.

The TOD has affordability requirements and takes a tiered approach. As the number of units over the base density increases, the affordability standards mandate units for progressively lower incomes. The affordability requirements are capped at 10% of the units in the development.

Parking requirements for nonresidential uses in the TOD are reduced to 75% of the standard requirements. Residential parking requirements are 1.0 parking space per market rate dwelling plus guest parking. Affordable housing units and senior units are required to provide .6 parking spaces per unit. On-street parking immediately adjoining the property may be used to satisfy these requirements.

Parking may be reduced further for properties accessible to high frequency transit service. The TOD standards place upper limits on the overall amount of parking that can be provided.

Tree grove preservation in the TOD can result in either fewer parking stall requirements or more dwelling units.

Attachments

Attachment 1: Map of TOD

Attachment 2: Vacant/redevelopable land downtown and in the TOD

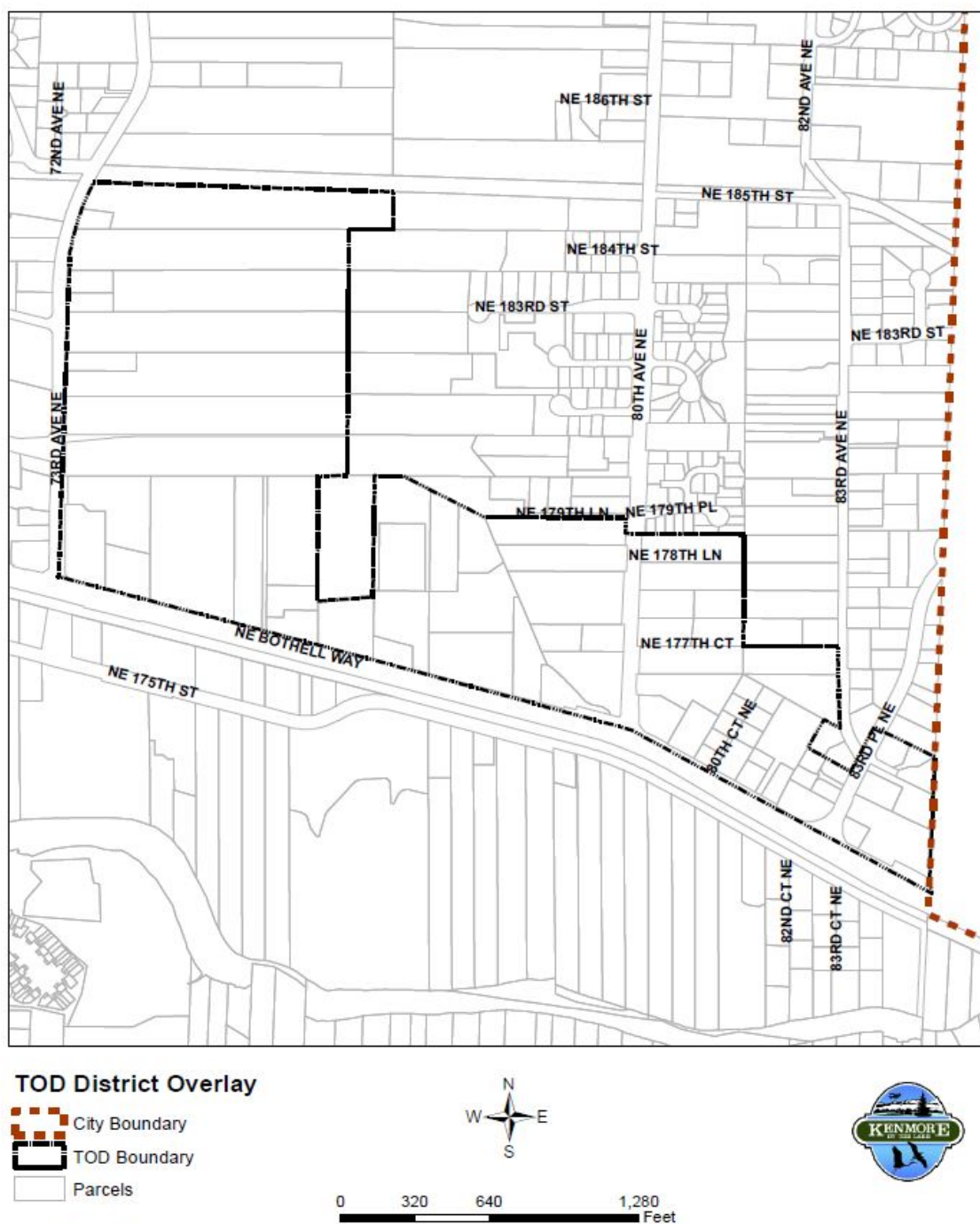
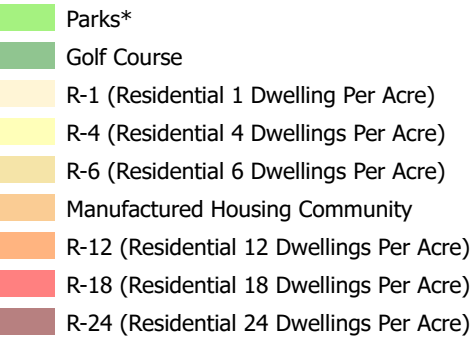
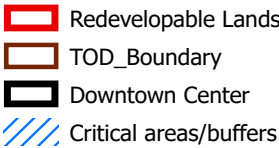
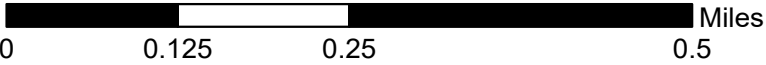


Figure 18.29.020.1



Underutilized and Vacant Properties Downtown Kenmore



From: [Lauri Anderson](#)
To: [Rita Moreno](#)
Cc: [Debbie Bent](#)
Subject: FW: Kenmore Middle Housing
Date: Monday, May 10, 2021 8:07:37 AM

Hi Rita-- Please include this email in the next Planning Commission packet (for June 1).

Thanks!

Lauri

From: Jim and Cynthia Howard <jhoward79@hotmail.com>
Sent: Friday, May 07, 2021 3:08 PM
To: Lauri Anderson <landerson@kenmorewa.gov>; Debbie Bent <Dbent@kenmorewa.gov>
Subject: Kenmore Middle Housing

Lauri,
Hope all is well with you and you are enjoying 2021 so far. Please forward this email to the planning commission as public comment for their next planning commission meeting.

Thanks!
Jim Howard

I understand the planning commission is discussing middle housing within single family neighborhoods. I want to provide an example of a duplex project that is currently being built in unincorporated Snohomish County just north of Kenmore along 61st Ave NE (23rd AVE West). I would like for the planning commission to see there can be problems with the aesthetics of this type of development. Generally the middle housing land use encourages new buildings to be built to the maximum allowable building footprint. The problem with building to the maximum allowable building footprint is it removes all interior vegetation and creates a new structure that is out of scale with the surrounding environment.

In my opinion increased density in neighborhoods that already are underserved in sidewalks, transit, parks and storm drainage should be avoided. Also provided below is a photo of Tschet Cha Thl (Stream 0056) along 61st Ave NE located downstream of the duplex project. Recent storm events have washed out the roadway edge causing the city to put up the less than attractive traffic cones and warning tape to prevent pedestrians from falling into the stream. I would encourage the city to concentrate new housing to areas within the TOD area of the city where infrastructure, sidewalks, parks, transit already exist.





