

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 15 @ 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/84003787885>

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Webinar ID: 840 0378 7885

International numbers available: <https://us02web.zoom.us/j/84003787885>

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. You also may use the "raise hand" feature in Zoom during the Public Comment portion of the meeting or call in at the number listed above. A 3-minute comment limit applies.

3. APPROVAL OF MINUTES

• [June 1, 2021 Planning Commission Meeting Minutes](#)

4. AGENDA ITEMS

Land Use Element Update: Countywide Center, Downtown Heights and Densities, and Recap of TOD Discussion

[Staff Memo](#)

[Attachment 1-Proposed-2021](#)

[Attachment 2 CandidateCwCenters](#)

[Attachment 3 - Downtown Center](#)

5. CORRESPONDENCE

[Fw_ Burke Gilman Trail - Kenmore](#)

[FW_ Planning Commission TOD Review](#)

[FW_ Planning Commission TOD Review](#)

[IMG_20210605_0004](#)

6. ADJOURNMENT

7. UPCOMING MEETINGS:

July 6 , 2021, 7:00 p.m. - Via Zoom

**City of Kenmore
Planning Commission Meeting
June 1, 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
Dennis Olson
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 7:00 p.m.

2. CITIZEN COMMENTS

No citizen comments.

3. APPROVAL OF MINUTES

May 4, 2021 Meeting Minutes – A motion to approve was made by Commissioner Greathouse. Commissioner Vanderlinde seconded the motion. The motion passed 5-0 by roll call vote, with 2 members abstaining.

4. AGENDA ITEMS

- Land Use Element Update: TOD expansion

City Staff gave an overview of the 3 different scenarios for the TOD expansion – approaches and alternatives. (1) No change. Leave the TOD as an optional development scheme in the identified area. (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. (3) Modify the TOD standards, eliminate the optional nature of the overlay, and expand the revised standards to additional areas.

There was a discussion about the impacts of each TOD expansion choice and staff gave their recommendation. Commissioners had a question about the underutilized and vacant properties map and multifamily tax exemptions. Commissioners also had questions about parking for the TOD. Commissioners expressed wanting to plan for the livability of Kenmore--planning for people not just transit. There was also a discussion about the urban growth boundary and what the intentions are with it.

Commissioners agreed that the TOD standards should not be expanded to the west beyond Downtown. They discussed protection of trees and critical areas and the impact of protection on the TOD boundaries.

Staff will prepare a broad outline of the policy directions from Commissioners for the next meeting.

7. ADJOURNMENT

Chair Ohrenschall adjourned the meeting at 8:50 p.m.

Planning Commission

Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: June 8, 2021

To: Planning Commission

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

Regarding: Land Use Element Update:
Countywide Center, Downtown Heights and Densities, and Recap of TOD
Discussion

Countywide Center

Policy Question for the Planning Commission: Should Kenmore nominate its downtown as a Candidate Countywide Center?

As we discussed on May 4 as part of the Countywide Planning Policies (CPPs) review, Kenmore must decide by August 1 whether to preliminarily nominate itself as a "Candidate Countywide Center." A Planning Commission recommendation about this nomination will be provided to the City Council in July.

Countywide Centers are a new entity described in the King County Centers Designation Framework (Framework) established in the draft CPPs (see Attachment 1).

Countywide Centers are to:

"serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment."

As the King County Growth Management Planning Council will not formally identify Countywide Centers until the next update of the CPPs in 2025-2026, and as the Puget Sound Regional Council will conduct transportation grant funding competitions in 2022 and 2024, and since VISION 2050 policies direct that the funding criteria focus on projects in areas such as Countywide Centers, an interim approach to designating Countywide Centers has been developed.

The County will rely on jurisdictions to first identify *Candidate* Countywide Centers within the upcoming 2024 Comprehensive Plan update, using an abbreviated set of criteria (see Attachment 2).

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For Kenmore, the logical boundaries of a potential Countywide Center are shown on Attachment 3 as “Downtown.” This area includes property both north and south of SR-522 and is approximately 222 acres in size—within the acreage required by the Framework for a Countywide Center.

As a Candidate Countywide Center, the existing activity level would need to be approximately 18 activity units with an eventual goal of 30 activity units. Activity units are a combination of jobs and population that generally reflect density.

Research by the Puget Sound Regional Council shows that 2019 “activity units” in Kenmore’s Downtown were at 15 activity units (1,402 covered employment and 1,934 population). This is an increase from a similar calculation done in 2014, when activity units were at 12.6. If the Lakepointe site were to redevelop under current standards, there is the capacity for an additional 1,530 jobs and 989 housing units. Converting housing units to population (using the 2019 American Community Survey metric of 2.29 for renter households) results in a population increase of 2,265. Using this population estimate, the additional jobs and population at Lakepointe could increase Kenmore’s activity units to 32, not including other growth Downtown.

A Countywide Center is to have a mix of at least 20% residential and 20% employment. Using the numbers above, the activity unit percentages would be 41% jobs and 59% population. More guidance from the County will be needed in the future to determine how this analysis will be completed for built area (nonresidential square footages and housing units).

The Framework encourages completion of a market study to verify the potential to support the targeted densities. Although a market study of the entire downtown area has not recently been completed, a specific analysis of the Lakepointe site in early 2020 by the O’Connor Group concluded that development on the site at the estimated scale was feasible.

While a subarea plan may be completed for a Countywide Center, a chapter in the Comprehensive Plan is adequate. Kenmore currently has a Downtown Sub-Element in its Plan which could be adjusted to satisfy this Framework requirement.

Staff Recommendation: As Kenmore now is identified as a High Capacity Transit Community on the bus rapid transit (BRT) line and as corollary investments (particularly for transportation improvements) would be beneficial, staff recommends that the City designate Downtown as a Candidate Countywide Center. This designation will acknowledge the City’s new role and increase its regional funding priority.

Downtown Heights and Densities

Policy Question for the Planning Commission: Should Kenmore policies support a minimum floor area ratio (FAR) or minimum height (in stories) for buildings in the downtown core?

If Kenmore wishes to nominate itself as a Countywide Center, policies in the Comprehensive Plan should work to support increasing densities (both residential and nonresidential) downtown. This is consistent with the discussion at the Commission’s last meeting when TOD densities for downtown to support transit were explored.

Some recent commercial development in the core of Downtown--the Downtown Commercial zoning district--has been single-story. This is not an efficient use of land and prevents the City from achieving the "thickening" of the area envisioned by Joe Minicozzi.

Two approaches could be considered to support multistory development whether nonresidential or mixed use. One approach is to apply a minimum floor area ratio (FAR) to a lot. As we discussed on March 2, FAR is a ratio that describes the relationship between the size of a property and the amount of buildable square footage on that property. For example, a minimum 1.0 FAR on a 20,000 sq.ft. lot would require a minimum building size of 20,000 sq.ft. If there were no setbacks or impervious surface restrictions, the 20,000 sq.ft. could completely cover the entire lot. Alternatively, a 2-story building with 10,000 sq.ft. on each floor could satisfy the requirement, as could a 4-story building with 5,000 sq.ft. on each floor.

Minimum FARs have been applied in Seattle and in other jurisdictions around the country to ensure that single-story development not be permitted in a downtown where increased floorspace and a pedestrian friendly streetscape are desired.

A second approach is to require a minimum building height in stories (two, for example). This approach does not address the overall amount of building on a lot, so a small two-story building could be placed on a large lot—ultimately providing less floorspace than would a minimum FAR.

Requiring larger buildings adds cost to development. For example, an elevator would be needed. Too, the floorspace may be more than a potential tenant desires, triggering the need for multiple tenants. Still, the efficient use of limited land and the value of a "downtown" style of development with more floorspace for future economic development may outweigh these concerns.

Staff Recommendation: Staff recommends that a policy related to a minimum FAR for the Downtown core be prepared. Applying a minimum story height does not necessarily provide the development floorspace that is desirable for a downtown. A potential Comprehensive Plan policy could read, "Adopt a minimum floor area ratio in the Downtown core to support multistory construction." Future zoning changes would determine the final minimum FAR, taking into account current setbacks, impervious surface requirements, parking standards, and use types.

Recap of TOD discussion

Question for the Planning Commission: Did staff adequately capture your major policy directions related to TOD expansion?

At the last meeting, the Commission discussed expansion of the TOD. Staff has summarized the major Comprehensive Plan policy directions from that discussion as follows:

- Be thoughtful about TOD boundaries. Be aware of critical areas.
- Do not extend the TOD (or its standards, particularly increased height) west of downtown.
- Make TOD mandatory, not optional.
- Describe TOD as people-oriented development, not transit-oriented development.

- Think of the TOD as supportive of downtown with more focus on residential uses.
- Consider expansion of some TOD standards, particularly densities and affordability requirements, to downtown.

If this summary does not reflect your recollections, please let us know.

Attachments

Attachment 1: King County Centers Designation Framework (draft)

Attachment 2: Candidate Countywide Centers Criteria

Attachment 3: Kenmore "Downtown" Map

APPENDIX 6 – King County Centers Designation Framework

	Metro Growth Centers	Urban Growth Centers	Countywide Growth Centers	Industrial Employment Centers	Industrial Growth Centers	Countywide Industrial Centers
1. Purpose of Center	Regional Metro Growth Centers have a primary regional role. They have dense existing jobs and housing, high quality transit service, and are planning for significant, equitable growth and opportunity. They serve as major transit hubs for the region and provide regional services and serve as major civic and cultural centers.	Regional Urban Growth Centers play an important regional role, with dense existing jobs and housing, high- quality transit service, and planning for significant, equitable growth and opportunity. These centers may represent areas where major investments – such as high-capacity transit –offer new opportunities for growth.	Countywide growth centers ¹ serve important roles as places for equitably concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.	Regional Industrial Employment Centers are highly active industrial areas with significant existing jobs, core industrial activity, evidence of long-term demand, and regional role. They have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing and can be accessed by transit. Designation is to, at a minimum, preserve existing industrial jobs and land use and to continue to equitably grow industrial employment and opportunity in these centers where possible.	Regional Industrial Growth Centers are clusters of industrial lands that have significant value to the region and potential for future equitable job growth. These large areas of industrial land serve the region with international employers, industrial infrastructure, concentrations of industrial jobs, evidence of long-term potential, and can be accessed by transit. Designation will continue growth of industrial employment and preserve the region's industrial land base for long-term growth and retention.	Countywide industrial centers serve as important local industrial areas. These areas support equitable access to living wage jobs and serve a key role in the county's manufacturing/industrial economy.
2. Distribution of Centers	Centers are designated to achieve the countywide land use vision and are based on meeting the expectations of the framework. No arbitrary limit on the number of centers will be established.	Same	Same	Same	Same	Same
PART 1. DESIGNATION PROCESS AND SCHEDULE						
A. Designation Process						
1. jurisdiction ordinance, motion, or resolution authorizing submittal of application	Yes	Yes	Yes	Yes	Yes	Yes
2. Fill out Form	Yes	Yes	KC to have an application form and process.	Yes	Yes	KC to have an application form and process.
3. Submit for eligibility review. Staff review and report	Yes	Yes	IJT staff to review and present to GMPC.	Yes	Yes	IJT staff to review and present to GMPC.
4. GMPC recommendation to PSRC	Yes	Yes	KC to have an application form and process.	Yes	Yes	KC to have an application form and process.
B. Schedule						
1. Applications limited to major updates. Call for new application approx. every 5 years.	Yes	Yes	Yes. KC to have a 5 year cycle, or consider following PSRC major plan updates.	Yes	Yes	Yes. KC to have a 5 year cycle or consider following PSRC major plan updates.
C. Redesignation						
1. Follows PSRC re-designation process	Yes	Yes	Yes	Yes	Yes	Yes

¹ King County does not yet have designated countywide centers, although many jurisdictions have local centers that may be equivalent. Local centers are eligible for regional and countywide funding, and this funding is distributed based on criteria and formula.

	Metro Growth Centers	Urban Growth Centers	Countywide Growth Centers	Industrial Employment Centers	Industrial Growth Centers	Countywide Industrial Centers
PART 2: CENTER ELIGIBILITY						
A. Local and Countywide Commitment						
1. center identified in Comprehensive Plan	Yes	Yes	Yes	Yes	Yes	Yes
2. demonstrate center is local priority for growth and investments	Yes	Yes	Yes	Yes	Yes. And, commitment to protecting and preserving industrial uses, strategies and incentives to encourage industrial uses in the center, and established partnerships with relevant parties to ensure success of manufacturing/industrial center.	Yes. And area has important county role and concentration of industrial land or jobs with evidence of long-term demand.
B. Planning						
1. completed center plan meeting Plan Review Manual specifications ²	Yes	Yes	Yes ³	Yes	Yes. And, in consultation with public ports and other affected government entities.	Yes ³
2. environmental review shows area appropriate for density	Yes	Yes	Yes	Yes	Yes	Yes
3. assessment of housing need and cultural assets, including displacement of residents and businesses	Yes	Yes	Yes, as part of subarea plan or in dedicated Comprehensive Plan chapter	Not applicable	Not applicable	Not applicable
4. documentation of tools to provide range of affordable and fair housing	Yes	Yes	Yes, as part of subarea plan or in dedicated Comprehensive Plan chapter	Not applicable	Not applicable	Not applicable
5. documentation of community engagement, including with priority populations ⁴	Yes	Yes	Yes, as part of subarea plan or in dedicated Comprehensive Plan chapter	Yes	Yes	Yes
C. Jurisdiction and Location						
1. new Centers should be in cities	Yes	Yes	Cities or Unincorporated Urban ⁵	Yes	Yes	Cities or Unincorporated Urban ⁵
2. if unincorporated area: a. it has link light rail and is affiliated for annexation	Not allowed in unincorporated urban area	Not allowed in unincorporated urban area	Encouraged	Not allowed in unincorporated urban area	Not allowed in unincorporated urban area	Encouraged
b. joint planning is occurring	Not allowed in unincorporated urban area	Not allowed in unincorporated urban area	Encouraged	Not allowed in unincorporated urban area	Not allowed in unincorporated urban area	Encouraged
c. plans for annexation or incorporation are required	Not applicable (center type does not exist in unincorporated area).	Not applicable (center type does not exist in unincorporated area).	Encouraged	Not allowed in unincorporated urban area	Not allowed in unincorporated urban area	Encouraged

² The PSRC [Center Plan Checklist](#) defines key concepts and provisions jurisdictions should use in planning for the designated centers. This includes the following: establishing a vision, considering natural and built environment topics, establishing geographic boundaries and growth targets, planning for a mix of land uses, addressing design standards, planning for a variety of housing types including affordable housing in growth centers, addressing economic development, and providing for public services and facilities, including multimodal transportation, all as appropriate and tailored to the center type and function.

³ For Countywide Centers the topics in the *Center Plan Checklist* should be addressed, except that growth targets are not required, and the can be met through inclusion of a dedicated chapter in the Comprehensive Plan that specifies how each required topic is addressed for each countywide center, rather than in stand-alone subarea plans.

⁴ King County's "Fair and Just" Ordinance 16948, as amended, identifies four demographic groups, including: low-income, limited English proficiency, people of color, and immigrant populations.

⁵ For multi-jurisdiction centers, please describe the manner and structure (e.g. interlocal agreement, memorandum of understanding) with which the jurisdictions will plan together over the long-term.

	Metro Growth Centers	Urban Growth Centers	Countywide Growth Centers	Industrial Employment Centers	Industrial Growth Centers	Countywide Industrial Centers
D. Existing Conditions						
1. infrastructure and utilities can support growth	Yes	Yes	Yes	Yes. Must include presence of irreplaceable industrial infrastructure such as working maritime port facilities, air and rail freight facilities.	Yes. Access to relevant transportation infrastructure including freight.	Yes
2. center has mix of housing and employment	Yes	Yes	Yes	Same	The center has an economic impact.	Same
E. Boundaries						
1. justification for center boundaries	Yes	Yes	Yes	Yes	Yes	Yes
2. boundary generally round or square	Yes	Yes	Compact, walkable size	Not applicable	Not applicable	Not applicable
F. Transportation						
1. center has bicycle and pedestrian infrastructure and amenities	Yes	Yes	Yes. Supports multi-modal transportation, including pedestrian infrastructure and amenities, and bicycle infrastructure and amenities.	Defined transportation demand management strategies in place.	Defined transportation demand management strategies in place.	Defined transportation demand management strategies in place
2. center has street pattern supporting walkability	Yes	Yes	Yes. Supports multi-modal transportation, including street pattern that supports walkability.	Not applicable	Not applicable	Not applicable
3. freight access	Yes	To be addressed in subarea plan	To be addressed in subarea plan	Access to relevant transportation infrastructure including freight.	Same	To be addressed in subarea plan
PART 3: CENTER CRITERIA						
A. Purpose						
1. Compatibility with VISION centers concept, Regional Growth Strategy and Multicounty Planning Policies	Yes	Yes	Yes	Yes	Yes	Yes
B. Activity level/Zoning ⁶						
1. existing activity ⁷	60 activity unit density	30 activity unit density (AUs refer to combined jobs and population)	18 activity unit density	10,000 jobs	4,000 jobs	1,000 existing jobs and/or 500 acres of industrial land
2. planned activity	Above 120 activity unit density	60 activity unit density	30 activity unit density	20,000 jobs	10,000 jobs	4,000 jobs
3. sufficient zoned capacity	Yes. Should be higher than target and supports a compact, complete and mature urban form.	Yes. Can Should be higher than target.	Should have capacity and be planning for additional growth	Yes. Should be higher than target.	Yes. Should be higher than target.	Should have capacity and be planning for additional growth.
4. planning mix of housing types and employment types	Planning for at least 15% residential and 15% employment activity	Planning for at least 15% residential and 15% employment activity	Planning for at least 20% residential and 20% employment, unless unique circumstances make these percentages not possible to achieve.	At least 50% of the employment must be industrial employment. Strategies to retain industrial uses are in place.	At least 50% of the employment must be industrial employment. Strategies to retain industrial uses are in place.	At least 50% of the employment must be industrial employment. Strategies to retain industrial uses are in place.
C. Geographic Size						
1. minimum size	320 acres	200 acres	160	No set threshold; size based on justification for the boundary.	2000 acres	1,000 existing jobs and/or 500 acres of industrial land
2. maximum size	640 acres (larger if internal HCT)	640 acres (larger if internal HCT)	500 acres	No set threshold; size based on justification for the boundary.	No set threshold; size based on justification for the boundary.	No set threshold; size based on justification for the boundary.

⁶ PSRC's 2015 guidance on *Transit Supportive Densities and Land Uses* cites an optimal level of 56-116 activity units per acre to support light rail, dependent on transit costs per mile. The guidance indicates an optimal threshold of at least 17 activity units per acre to support bus rapid transit. Note: the existing threshold in the CPPs is roughly equivalent to 85 AUs existing activity for King County Urban Centers.

⁷ For existing centers, not meeting existing activity unit thresholds is not grounds for de-designation or re-designation by the Growth Management Planning Council.

	Metro Growth Centers	Urban Growth Centers	Countywide Growth Centers	Industrial Employment Centers	Industrial Growth Centers	Countywide Industrial Centers
D. Transit						
1. existing or planned transit service levels	Major transit hub, has high quality/high capacity existing or planned service including existing or planned light rail, commuter rail, ferry, or other high capacity transit with similar frequent service as light rail. (18 hours, 15-minute headways)	Fixed route bus, regional bus, Bus Rapid Transit or frequent all-day bus service (16 hours, 15 minute headways). High-capacity transit may substitute for fixed route bus.	Yes, has frequent, all-day, fixed-route bus service (16 hours, 15-minute headways).	Must have existing or planned frequent, local, express, or flexible transit service. Should have documented strategies to reduce commute impacts through transportation demand management that are consistent with the Regional TDM Action Plan.	Same.	Should have local fixed-route or flexible transit service.
2. transit supportive infrastructure	Provides transit priority (bus lanes, queue jumps, signal priority, etc.) within the right-of-way to maintain speed and reliability of transit service. Provides infrastructure (i.e. pedestrian and bicycle) that improves rider access to transit service and increases amenities to make transit an inviting option.	Provides transit priority (bus lanes, queue jumps, signal priority, etc.) within the right-of-way to maintain speed and reliability of transit service. Provides infrastructure (i.e. pedestrian and bicycle) that improves rider access to transit service and increases amenities to make transit an inviting option.	Supports connection/transfers between routes and other modes. Provides infrastructure (i.e. pedestrian and bicycle) that improves rider access to transit service and increases amenities to make transit an inviting option.	Provides transit priority (bus lanes, queue jumps, signal priority, etc.) within the right-of-way to maintain speed and reliability of transit service. Provides infrastructure (i.e. pedestrian and bicycle) that improves rider access to transit service and increases amenities to make transit an inviting option.	Supports connection/transfers between routes and other modes, and increases amenities to make transit an inviting option.	Supports connection/transfers between routes and other modes, and increases amenities to make transit an inviting option.
E. Market Potential						
1. Evidence of future market potential to support target and planned densities	Yes, with Market Study required	Yes, with Market Study required	Market Study encouraged	Yes, with Market Study required	Yes, with Market Study required	Market Study encouraged
2. Market data will inform adoption of land use, housing, economic development, and investment strategies, including equitable development strategies. ⁸	Required within Market Study	Required within Market Study	Encouraged within Market Study	Required within Market Study, tailored for industrial employment.	Required within Market Study, tailored for industrial employment.	Encouraged within Market Study, tailored for industrial employment.
F. Role						
1. Evidence of regional or countywide role by serving as important destination	Yes	Yes	Yes	Yes	Yes	Yes
2. Planning for long-term, significant, and equitable growth	Yes	Yes	Yes	Yes	Yes	Yes
G. Zoning						
1. specific zones required	No	No	No	At least 75% land area zoned for core industrial uses. This includes manufacturing, transportation, warehousing and freight terminals.	Same	At least 75% of land area zoned for core industrial uses.
2. specific zones prohibited	No	No	No	Commercial uses within core industrial zones shall be strictly limited.	Same	Same

⁸ For residential development, strategies and tools could include mandatory inclusionary housing, multifamily tax exemption, or others. For commercial and industrial development, strategies and tools could include priority hire policies, incentives for affordable commercial space, or others.

King County Candidate Countywide Center Identification Process

Approved by the King County Growth Management Planning Council on 12/02/2020

Issue

With the Puget Sound Regional Council (PSRC) adoption of the Regional Centers Framework Update in March 2018, and adoption of VISION 2050 in November 2020, the process of identifying multiple center types in King County is now required (see <https://www.psrc.org/centers>).

The current Countywide Planning Policies (CPPs) identify two types – Regional Urban Centers and Regional Industrial Centers. PSRC provisions expand this to six types. Regional Urban Centers is separated into Urban Growth Centers and Metro Growth Centers. Regional Industrial Centers is separated into Industrial Employment Center and Industrial Growth Center. Two new types are added – Countywide Growth Center and Countywide Industrial Center.

As part of the 2021 update to the CPPs, King County will establish a Designation Framework for all six of these types of centers. The Framework is complex and extensive, consistent with PSRC's Designation Procedures and Framework.

However, the timing of designation of Countywide Centers in King County does not align with near-term transportation funding competitions. This is less of an issue for the regional centers as they are comprised of the existing regional centers in King County. For Countywide Centers, they would be identified in the 2024 statutory comprehensive plan updates, and then designated in 2025-26 by the Growth Management Planning Council (GMPC) through a CPP amendment. However, the next transportation funding competition will occur in 2022.

To address this timing issue, described below is the process to identify *Candidate* Countywide Centers in 2021. This will allow *Candidate* Countywide Centers to inform upcoming transportation funding competitions and allow jurisdictions and the GMPC to amend and finalize the designation of Countywide Centers in 2025-26.

Identification of a *Candidate* Countywide Center is not intended to ensure that the center will be included in the final list in the 2025-26 CPP update. Rather, identification **only signals the local jurisdiction's intent to plan for the center** in their 2024 Comprehensive Plan update in a manner that is consistent with the King County Centers Framework such that they could submit for designation in the 2025-26 process.

Approach

Consistent with the discussion above, the following summarizes the approach.

- ✓ 1. GMPC concurrence on approach December 2, 2020.
2. GMPC action on King County Centers Designation Framework mid-2021 as part of 2021 CPP Update.
3. Jurisdictions identify and propose *Candidate* Countywide Centers in August 2021.
4. IJT review and recommendation to GMPC in September to October 2021.
5. GMPC action on list of *Candidate* Countywide Centers November or December 2021.
6. *Candidate* Countywide Centers used in PSRC countywide transportation funding

competitive processes, which will occur in 2022.

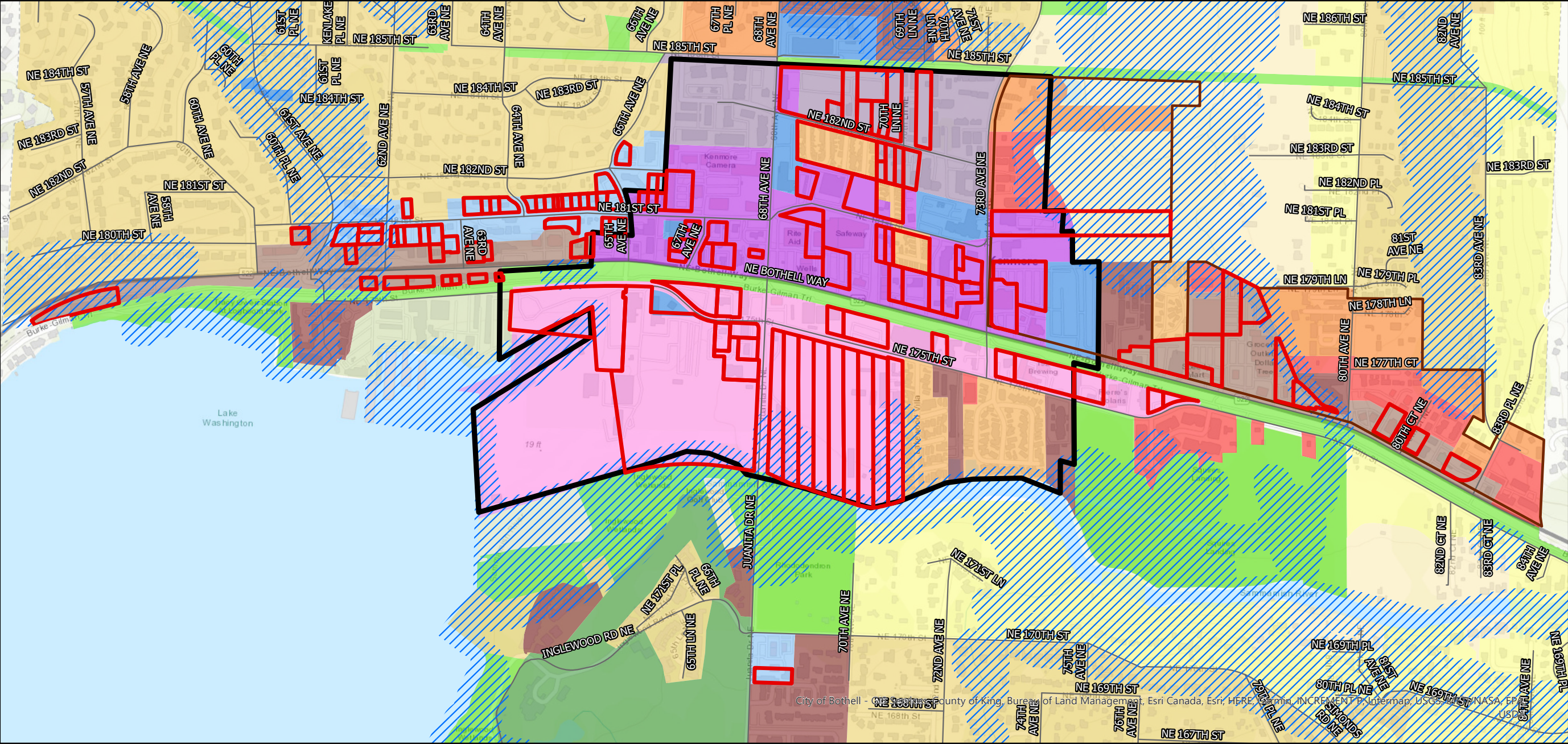
7. Jurisdictions complete local planning for centers as a part of the 2024 Comprehensive Plan updates, consistent with expectations in King County Centers Designation Framework.
8. Jurisdictions submit Comprehensive Plan identified Countywide Centers to GMPC in 2025.
9. IJT review and recommendation to GMPC in 2025-26.
10. GMPC adoption of final list of Countywide Centers in 2025-26 as amendment to CPPs.

Criteria

As noted previously, the King County Centers Designation Framework is complex and extensive, consistent with the PSRC Designation Framework. To allow *Candidate* Countywide Centers to be identified and approved in time for the 2022 transportation funding competition and, given that the planning for these centers in the 2024 Comprehensive Plan update has not yet occurred, a streamlined set of evaluation criteria are proposed. These are structured similarly to the Designation Framework although the expected level of detail is reduced.

Jurisdictions are to address each of the following criteria and discuss how they would be dealt with in the 2024 Comprehensive Plan update, consistent with in King County Centers Framework. Submissions should be between 3-5 pages in length, excluding maps and supporting documents. As part of the response, jurisdictions should describe how the Candidate Countywide Center is consistent with the expectations in the PSRC 2018 Centers Framework Update and VISION 2050.

Criteria	Description
Letter of Intent	<i>Provide correspondence stating the jurisdiction's intent to plan for the center in their 2024 Comprehensive Plan update in a manner that is consistent with the King County Centers Framework.</i>
Boundaries	<i>Provide a map with the general location and boundaries. Discuss if any changes might be considered in the 2024 Comprehensive Plan update.</i>
Existing Land Use Conditions	<i>Describe existing population levels, employment types and density, zoning classifications, housing types and housing affordability, and mix of land uses. Discuss if any land use or zoning changes might be considered in the 2024 Comprehensive Plan update.</i>
Existing Services and Infrastructure Conditions	<i>Describe existing and planned services such as transit, infrastructure, and amenities. Discuss if any investment changes might be considered in the 2024 Comprehensive Plan update.</i>
Subarea Planning	<i>Describe any area-specific planning that has been conducted or adopted. Discuss the key planning issues that might be considered in the 2024 Comprehensive Plan update.</i>
Planning for Social Equity	<i>Discuss tools and strategies to provide access to opportunity and address housing, cultural and business displacement. Discuss any changes to these provisions that might be considered in the 2024 Comprehensive Plan update.</i>
Future Land Use Conditions	<i>Discuss plans, market potential, housing and employment capacity, and growth potential for the area to meet the expectations in the Framework. Discuss if any changes might be considered in the 2024 Comprehensive Plan update.</i>

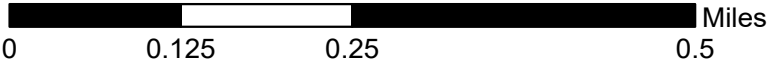


- Redevelopable Lands
- TOD_Boundary
- Downtown Center
- Critical areas/buffers

- Zoning
- Regional Business
 - Urban Corridor
 - Waterfront Commercial
 - Downtown Commercial
 - Downtown Residential
 - Community Business
 - Neighborhood Business
 - Public/Semi-Public

- Parks*
- Golf Course
- R-1 (Residential 1 Dwelling Per Acre)
- R-4 (Residential 4 Dwellings Per Acre)
- R-6 (Residential 6 Dwellings Per Acre)
- Manufactured Housing Community
- R-12 (Residential 12 Dwellings Per Acre)
- R-18 (Residential 18 Dwellings Per Acre)
- R-24 (Residential 24 Dwellings Per Acre)

Underutilized and Vacant Properties Downtown Kenmore



From: [Jim and Cynthia Howard](#)
To: [Jim Howard](#)
Subject: Fw: Burke Gilman Trail - Kenmore
Date: Saturday, February 13, 2021 2:49:35 PM

From: Jim and Cynthia Howard <jhoward79@hotmail.com>
Sent: Thursday, February 4, 2021 8:18 AM
To: Rose, Lina <Lina.Rose@kingcounty.gov>
Subject: Re: Burke Gilman Trail - Kenmore

Lina,
Thank you. I appreciate your responses to my questions. Have a great day.

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From: Rose, Lina <Lina.Rose@kingcounty.gov>
Sent: Thursday, February 4, 2021 6:58:25 AM
To: Jim and Cynthia Howard <jhoward79@hotmail.com>; Rosenau, Larry <Larry.Rosenau@kingcounty.gov>
Cc: Jennifer Gordon <jgordon@kenmorewa.gov>
Subject: RE: Burke Gilman Trail - Kenmore

Hello,

Parks administers several grant programs. The Community Partnership Grant Program works with many different types of projects.

[Community Partnerships and Grants - King County](#)

The other grant funding that I am aware of right now for supporting contracted crew work is related to riparian areas. You could try the Waterworks Grant Program although I am not sure that site would be applicable.

There may be other opportunities that could be applied to a King County site. For any application, you would need to make sure that you have run a potential plan by Larry Rosenau for review before submitting.

Thank you-
Lina

Lina Anne Rose (She/Her)
Volunteer Program Manager
King County Parks - Your Big Backyard
Cell: 206-491-5014

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From: Jim and Cynthia Howard <jhoward79@hotmail.com>
Sent: Tuesday, February 2, 2021 3:21 PM
To: Rose, Lina <Lina.Rose@kingcounty.gov>; Rosenau, Larry <Larry.Rosenau@kingcounty.gov>
Cc: Jennifer Gordon <jgordon@kenmorewa.gov>
Subject: Re: Burke Gilman Trail - Kenmore

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Lina,

Thank you for the response. One more question. Are you aware of any future King County grant programs that may be available for tree planting? I know the King County million tree grant program has expired.

Thanks
Jim

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From: Rose, Lina <Lina.Rose@kingcounty.gov>
Sent: Tuesday, February 2, 2021 10:29:53 AM
To: Jim and Cynthia Howard <jhoward79@hotmail.com>; Rosenau, Larry <Larry.Rosenau@kingcounty.gov>
Cc: Jennifer Gordon <jgordon@kenmorewa.gov>
Subject: RE: Burke Gilman Trail - Kenmore

Hello,

I definitely hear your concern for the site, I too wish that we could do more in this moment to improve the health of the site. Unfortunately, our resources and current limitations do not allow us to take on improvements to this spot.

- This section of trail does not meet our safety parameters for an ideal volunteer site, it is sandwiched in between the trail and busy road. We do have many sites that are along Regional trails in the north and south halves of the county, several already in the Woodinville area. But all have some sort of barrier or a greater distance between the road and where volunteers are working. We are really intentional about the sites that we take on, weighing many factors about the site, equitable distribution of projects, our small team's capacity, the capacity of district staff to support projects.
- Even if it was an appropriate site for volunteers, our program has a backlog in care and responsibility for existing volunteer restoration sites and have had to prioritize our work through 2021. Covid and staff transitions had a huge negative impact on our ability to

accomplish the amount of restoration we do in normal years. Within our small team, we have one main project manager who primarily leads volunteer activities throughout the entire county. We normally run and/or coordinate through partners upwards of 300 volunteer events with over 10,000 volunteers in 40+ sites throughout the entire County. We were one of the first agencies to restart volunteer events in June 2020 with a Covid Safety Plan in place and have become a leader in the development of best management practices in Covid protocols. Even with this early action to re-start events safely, events on hold mid-March through mid-June and the reduced group sizes now means we are catching up with weed maintenance in all these sites.

- North Utility Trail Crew covers 100+ miles of trail. All of our crew received fewer seasonal staff last summer and will also be greatly impacted this coming summer. Staff are designated as mission critical and have been instructed to focus on protecting infrastructure in parks and along trails throughout 2020 and now into 2021. They would love to be doing more restoration, positive landscaping projects. The reality is that the bulk of their time right now is prioritizing hazard and down trees, interruptions to trails as travel/commute corridors, dealing with flooding and landslides.

I wish that there was more that we could do right now, these limitations are just the reality of what our crews and our program is up against this year. There may be some creative opportunities we can scheme up in the future to add ecological and aesthetic value to this site, but for right now, this is where we are at.

Warmly,
Lina

Lina Anne Rose (*She/Her*)

Volunteer Program Manager

King County Parks - Your Big Backyard

Cell: 206-491-5014

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From: Jim and Cynthia Howard <jhoward79@hotmail.com>

Sent: Sunday, January 31, 2021 11:11 AM

To: Rose, Lina <Lina.Rose@kingcounty.gov>; Jennifer Gordon <jgordon@kenmorewa.gov>

Subject: Re: Burke Gilman Trail - Kenmore

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Lina,

Thanks for the response. I am curious about the landscape maintenance KC is providing for the trail. I have noticed when plants die due to lack of maintenance they do not get replaced. Over time the landscape has fewer and fewer shrubs and trees and more lawn/moss. I believe KC could do a better job of keeping plants alive and replacing plants when they die.

If properly maintained by a person knowledgeable in horticultural best management practices the trail landscape should be full of healthy growing plant materials. Please see attached photos of trees that have been damaged by lawn mowers. Current poor maintenance practices are actually killing plant materials rather than creating an environment for them to thrive. Here is a list of poor maintenance practices that are killing plant materials:

- 1) Lawn mowers scaring tree trunks. A majority of the Burke Gilman trail trees show signs of mower damage on tree trunks. Mulch rings are needed to prevent this problem.
- 2) Moss growing in lieu of lawn in planting areas. Moss in lawns is usually a sign of compacted soils and poor drainage. Where plants die due to poor drainage additional soil should be added to raise and berm finish grade to create positive drainage.
- 3) Shrubs are being pruned into little balls instead of being allowed to grow into their natural form. Shearing shrubs is unnecessary maintenance work and is actually putting additional stress and in some cases killing shrubs.
- 4) Mulch (compost) should be added to the shrub beds and tree areas on a yearly basis to help retain moisture and promote healthy root growth. Also helps protect trees from mowers.
- 5) Bare ground encourages weed growth. Plant shrubs and groundcovers in bare ground areas to prevent weed competition.

I know King County promotes environmental policies but your maintenance policies are actually killing plant materials instead of improving the environment. Hopefully King County will back up its talk about environment goals and require landscape maintenance practices that promote healthy landscapes on public lands. Trees and shrubs provide valuable environmental benefits compared to lawn that provides no environmental benefit.

Please let me know what the options are to see an improvement in the landscape aesthetic along the Burke Gilman Trail in Kenmore. If the current trend continues more and more plants will die and more and more landscape area will become lawn. This is not consistent with King Countys environmental goals. Can King County provide replacement trees for trees that have been killed by maintenance staff? Can King County stop doing unnecessary pruning of shrubs and focus on selective pruning of trees? Can King County use standard best management practice of applying mulch to shrub beds to encourage healthy root growth? Can King county replace shrubs that have died due to poor maintenance?

How can we make improving the Burke Gilman Trail in Kenmore a priority for King County? You state in your emails below that KC does not have capacity for new volunteer or maintenance work projects or to contract out new work. Perhaps we can at least get started on developing a plan for the volunteer projects? As a landscape architect I could work with King County volunteer staff to develop a replanting and maintenance plan for the trail landscape in Kenmore. I would also be happy to work with the King County volunteer program to recruit community volunteers to help with replanting projects along the Burke Gilman trail.

I have connections with several of the local garden clubs that might have willing volunteers.

I have included Jennifer Gordon - City of Kenmore on this email because she is the person at the city that helps organize volunteers within the City of Kenmore.

Thanks,
Jim Howard
(206) 948-1280

From: Rose, Lina <Lina.Rose@kingcounty.gov>
Sent: Friday, January 29, 2021 3:16 PM
To: Jim and Cynthia Howard <jhoward79@hotmail.com>
Cc: Rosenau, Larry <Larry.Rosenau@kingcounty.gov>
Subject: RE: Burke Gilman Trail - Kenmore

Hi Jim,

Thanks again for your time in reaching out about this site. I checked in with the Parks Maintenance District Coordinator for North Utility Trails Crew and he gave me the following info. During the grow season, it is scheduled for maintenance every two weeks, which is more than most other landscaped sites in our inventory. This is due to an agreement with the city when the highway widening project went in. The site is a tricky one, with inconsistent irrigation, and overall poor conditions near a major roadway, etc. At this point, there is not capacity to do additional planting or work in this site and we do not have ability to contract this work out right now. Sorry I can't bring better news to make this site awesome.

Warmly,
Lina

Lina Anne Rose *(She/Her)*

Volunteer Program Manager

King County Parks - Your Big Backyard

Cell: 206-491-5014

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From: Jim and Cynthia Howard <jhoward79@hotmail.com>
Sent: Friday, January 29, 2021 8:52 AM
To: Rose, Lina <Lina.Rose@kingcounty.gov>
Subject: Re: Burke Gilman Trail - Kenmore

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Lina,

The landscape along the Burke Gilman trail in Kenmore could use some improvement. The original design for the landscape plantings along the Burke Gillman trail between 68th and 80th was only trees, shrubs and groundcovers. Currently there is a lot of mowed lawn in areas where plants have died out. Is it possible to see the lawn removed and replaced with shrubs and groundcovers as originally designed? Lawn provides no environmental benefit that trees and shrubs can provide. Please let me know the options for accomplishing this goal of improving the environment along the trail in Kenmore. Does King County have any funding for new landscape construction projects in its budgeting?

Thanks,
Jim Howard

From: Rose, Lina <Lina.Rose@kingcounty.gov>
Sent: Monday, January 11, 2021 3:07 PM
To: Jim and Cynthia Howard <jhoward79@hotmail.com>; Rosenau, Larry <Larry.Rosenau@kingcounty.gov>
Subject: RE: Burke Gilman Trail - Kenmore

Hello!

Thank you so much for reaching out. I am the Volunteer Program Manager, we do lead events throughout the King County Parks system, including our regional trails. Right now, we are leading small events in existing restoration sites but do not have capacity to begin new work. We also do not have a program where folks can steward a site on their own without one of our staff. I do hope to incorporate this programming, but until we are through Covid Times, our program staff do not have the capacity to build on this. I have included Larry Rosenau, who's crew manages maintenance the trail if there are any immediate needs along the trail. If there are particular areas of concern, can you describe or send some photos of the sites you are thinking of?

Once we are through this, and our staff team is more caught up on existing sites, we could talk more about one of our staff leading a volunteer event along the trail to help out.

Thank you!
Lina

Lina Anne Rose (She/Her)

Volunteer Program Manager

King County Parks - Your Big Backyard

Cell: 206-491-5014

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From: Jim and Cynthia Howard <jhoward79@hotmail.com>

Sent: Monday, January 11, 2021 2:43 PM

To: Rose, Lina <Lina.Rose@kingcounty.gov>

Subject: Burke Gilman Trail - Kenmore

[EXTERNAL Email Notice!] External communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

I was given your name by the City of Kenmore. They said you are the King County person responsible for the design and maintenance of the trail. I am a landscape architect that would like to organize a volunteer group to plant and maintain vegetation along the trail within the city of Kenmore.

My question is whether KC has any volunteer programs to allow local communities to adopt a trail section for landscape maintenance. Within the city of Kenmore the Burke Gilman trail is a very visible community landscape that could benefit from improved landscape maintenance. I would like to organize several of the Garden Clubs within the city to become volunteers for trail vegetation maintenance.

Does KC have any programs that allow for community planting and maintenance?

Thanks,
Jim Howard
(206) 948-1280

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From: jhoward79@hotmail.com

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From: [Lauri Anderson](#)
To: [Rita Moreno](#)
Subject: FW: Planning Commission TOD Review
Date: Monday, June 7, 2021 7:50:31 AM

Hi-- Here's the second email to go in this week's packet.

Thanks!

Lauri

From: Jim and Cynthia Howard <jhoward79@hotmail.com>
Sent: Saturday, June 05, 2021 6:15 PM
To: Mark Ohrenschall <mohrenschall@kenmorewa.gov>; Michael Vanderlinde <mvanderlinde@kenmorewa.gov>; Tracy Banaszynski <TBanaszynski@kenmorewa.gov>; Suzanne Greathouse <sgreathouse@kenmorewa.gov>; Nathan Loutsis <nloutsis@kenmorewa.gov>; dthompson@kenmorewa.gov; Dennis Olson <dolson@kenmorewa.gov>; Lauri Anderson <landerson@kenmorewa.gov>; Debbie Bent <Dbent@kenmorewa.gov>
Subject: Re: Planning Commission TOD Review

Dear Commissioners,

To follow up. I do understand there are Downtown Design Standards per Code 18.52 that apply to TOD areas. While these standards do provide direction for design development, they are lacking in promoting enhanced landscape development. I would ask the planning commission to consider more stringent landscape requirements such as required in Seattle's Green Factor [Seattle Green Factor - SDCI | seattle.gov](#) These standards provide significant environmental benefit in dense urban areas.

Thanks,
Jim Howard

From: Jim and Cynthia Howard
Sent: Saturday, June 5, 2021 12:59 PM
To: mohrenschall@kenmorewa.gov <mohrenschall@kenmorewa.gov>; mvanderlinde@kenmorewa.gov <mvanderlinde@kenmorewa.gov>; Tracy Banaszynski <TBanaszynski@kenmorewa.gov>; sgreathouse@kenmorewa.gov <sgreathouse@kenmorewa.gov>; nloutsis@kenmorewa.gov <nloutsis@kenmorewa.gov>; dthompson@kenmorewa.gov <dthompson@kenmorewa.gov>; dolon@kenmorewa.gov <dolon@kenmorewa.gov>; Lauri Anderson <landerson@kenmorewa.gov>; dbent@kenmorewa.gov <dbent@kenmorewa.gov>
Subject: Planning Commission TOD Review

Dear Planning Commissioners,

I understand the planning commission is currently revisiting the city's TOD standards. As part of this review, I would encourage the planning commission to promote design guidelines for

this subarea of the city. Generally, this means strategically requiring building setbacks from sidewalks that include landscape or pedestrian gathering spaces. South Lake Union in Seattle has many good examples of this kind of development.

I would also encourage planning commission to consider design guidelines for tree planting along the SR522 corridor. Please see attached email correspondence I had earlier this year with King County regarding King County's maintenance for the Burke Gilman Trail. I would encourage the City to make the SR522 and Burke Gilman Trail landscape a higher priority. This should be a healthy urban landscape along a transportation corridor but unfortunately the landscape plantings are declining instead of maturing gracefully. Attached is a sketch that shows how the SR522 corridor with design guidelines could become much more of green belt through the city. By the way, I think your concept of POD instead of TOD is a great idea.

Best regards,
Jim Howard

From: [Lauri Anderson](#)
To: [Rita Moreno](#)
Subject: FW: Planning Commission TOD Review
Date: Monday, June 7, 2021 7:49:46 AM
Attachments: [Fw_Burke Gilman Trail - Kenmore.pdf](#)
[IMG_20210605_0004.pdf](#)

Hi Rita-- Please include this email (and another one I will forward to you) in this week's Planning Commission packet.

Lauri

From: Jim and Cynthia Howard <jhoward79@hotmail.com>
Sent: Saturday, June 05, 2021 1:00 PM
To: Mark Ohrenschall <mohrenschall@kenmorewa.gov>; Michael Vanderlinde <mvanderlinde@kenmorewa.gov>; Tracy Banaszynski <TBanaszynski@kenmorewa.gov>; Suzanne Greathouse <sgreathouse@kenmorewa.gov>; Nathan Loutsis <nloutsis@kenmorewa.gov>; dthompson@kenmorewa.gov; dolon@kenmorewa.gov; Lauri Anderson <landerson@kenmorewa.gov>; Debbie Bent <Dbent@kenmorewa.gov>
Subject: Planning Commission TOD Review

Dear Planning Commissioners,

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I would also encourage planning commission to consider design guidelines for tree planting along the SR522 corridor. Please see attached email correspondence I had earlier this year with King County regarding King County's maintenance for the Burke Gilman Trail. I would encourage the City to make the SR522 and Burke Gilman Trail landscape a higher priority. This should be a healthy urban landscape along a transportation corridor but unfortunately the landscape plantings are declining instead of maturing gracefully. Attached is a sketch that shows how the SR522 corridor with design guidelines could become much more of green belt through the city. By the way, I think your concept of POD instead of TOD is a great idea.

Best regards,
Jim Howard

