

City of Kenmore



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

Planning Commission Meeting

ON-SITE

Tuesday, July 2, 2024 - 7 PM

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

ZOOM LINK: <https://kenmorewa-gov.zoom.us/j/85031470663>

Or Telephone: Dial US: +1 253 215 8782 US

Callers please dial *9 to Raise/Lower Hand

Webinar ID: 850 3147 0663

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

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

Land Acknowledgement to Honor First Peoples

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

1. **CALL TO ORDER**
2. **LAND ACKNOWLEDGEMENT**
3. **FLAG SALUTE**
4. **PUBLIC COMMENTS**

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

VIRTUAL PARTICIPATION PROCESS: To provide public comments virtually, please fill

out the Virtual Public Comment Request Form in advance of the meeting. The form closes at 12:00 Noon on the day of the meeting. You will be confirmed by the Clerk. If you are having difficulty, please reach out to the Clerk at stippleleen@kenmorewa.gov.

5. CONSENT AGENDA

Approval of Previous Meeting Minutes

[06.18 Planning Commission Meeting Minutes](#)

Planning Commissioner Excusals

6. AGENDA ITEMS

Downtown Element - Community Design Element

[Staff Memo](#)

[Draft Downtown Element](#)

[Draft Community Design Element](#)

[PC Comments/Staff Responses from April 2 meeting](#)

7. ADJOURNMENT

UPCOMING MEETINGS:

July 16, 2024, 7:00 p.m.

**City of Kenmore
Joint Planning Commission Meeting Minutes
June 18, 2024 @ 7:00 PM**

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

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

Excused, Saad Qadri

Staff

Debbie Bent, Community Development Director
Todd Hall, Principal Planner
Richard Sawyer, Environmental Services Director
Shannon Tipple-Leen, Planning Commission Clerk

1. CALL TO ORDER

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

2. LAND ACKNOWLEDGEMENT

The Land Acknowledgement was read.

3. FLAG SALUTE

The Flag Salute was done.

4. PUBLIC COMMENT

There was no public comment.

5. CONSENT AGENDA

Commissioner Qadri was excused for family reasons.

Consent agenda unanimously approved.

6. AGENDA – Surface Water Element

Richard Sawyer, Environmental Services Director for the city introduced the Surface Water Element.

Richard provided introductory remarks. The Surface Water Element was last updated in 2014. This draft is a cleanup of old material, new guidance, local and regional work.

Questions/Comments:

I hope the Natural Environment Element and Surface Water Element will be cross referenced.

Why were the references to tributaries deleted on page 8-3, line 25?

Answer: This reduced duplication because the information was put on the Surface Water Master Plan.

Who writes the Master Plan and who approves it?

Answer: There will be an RFQ for writing the plan. Richard will project manage and Council will approve.

Goal 1, page 8-5. Do like the addition of the goals but would like to note why there are changes. Also, some language is a bit firm (i.e., "The City shall"). Maybe consider less restrictive and firm.

Lengthy discussion amongst the Commission about the use of "shall" versus "must."

Many of our projects benefit the city as a whole, however we define it should benefit both developed and undeveloped property. It should be an equity balance.

Discussion about developable land and undevelopable land and storm water fees.

Compliment of Policy 1.1.4

Can you explain more about the word practical?

Answer: It is probably an official State definition that you use the best available tools for the situation.

Is that setting a high bar or a low bar?

Answer: There are a lot of things to balance like managing flood control, run off, wetlands and habitat. There may be situations where you cannot use the best practices without creating harm.

Does it make sense to have policies that differentiate between private and public culverts?

Answer: The policy does not imply only the City, it includes the whole watershed.

Comment that there's only objectives and no policies.

Answer: Staff will rework to be policy driven. Not a requirement, but context is good.

Comment that the Planning Commission's document is formatted differently so their reference to some lines maybe be different than displayed.

Do you ever promote other fish like Bull Trout instead of always Chinook. Would that be easier?

Answer: Those details would be more project specific.

Looked at other elements, and back at implementation. For consistency, should have firm language on how we're going to fund it, similar to other elements.

Answer: This is an unconstrained list of projects for the 20-year Comp Plan. Then the City Council will pick and adopt as part of the Capital Facilities Element.

When reading Goal 1, it looks like funding will come from rates and charges vs. Transportation Element which states a variety of methods (grants etc.) Are grants as well or mostly rates and charges

Answer: Richard will put that in that we do get funds from more diverse than Storm Water Management (SWM) fees.

6. AGENDA Cont. – Natural Environment Element

Pg. 4D-5, Line 17, change "air particulates" to "particulate matter" or something staff suggests.

Pg. 4D-10, Line 14, after "accomplished" include "and ongoing."

Pg. 4D-13, Line 6, change "recent information" to "Previous" . Also, what was the source that purple martins are nesting?

Answer: WDFW

Appreciated the inclusion of SCOT.

Pg. 4D-20, NE-1.2.1 Noise generators – could we expand that to roadways as well as new developments? Would imagine the State has to negotiate that with the city to a certain extent.

Answer: Add another word to expand. Commission suggested "new development projects."

Pg. 4D-22, NE-1.4.11 - Line 33-34, assumes this is redevelopment of a lot?

Answer: Yes

Pg. 4D-26, NE-3.1.8, mixed feelings about allowing public access to wetlands for recreational use, understand it's been allowed but strong feelings about allowing. Commission discussion on topic.

Answer: Staff will come up with language to split into two sentences.

Recommended for staff to take out specific numbers in NE-3.2.4.

There was a discussion on developments and definition.

MOTION: Commissioner Banaszynski moved to extend the meeting by 10 minutes as per scope and rules. Chair Thompson seconded the motion.

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

Next meeting:

July 2nd– revisit Downtown, Community Design and Natural Environment elements

July 16th – Middle Housing

7. ADJOURNMENT

Chair Thompson adjourned the meeting at 10:08 PM.

Planning Commission

Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: July 2, 2024

To: Planning Commission

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

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

At the July 2nd meeting, staff will present the next drafts of the Downtown Element and Community Design Elements. These were last reviewed in April. Some changes have been made based on the Commissions comments (Attachment 3), while others will require further discussion at the meeting.

Department of Fish and Wildlife has informed staff of necessary amendments to Comp Plan policy and code to comply with Best Available Science (BAS) that has changed since the City last updated in 2019. Therefore, staff will present the final draft of the Natural Environment Element, as well as minor changes to Chapters 18.20 and 18.55 of Kenmore Municipal Code, at a future meeting in early August.

Attachment 1: Draft Downtown Element
Attachment 2: Draft Community Design Element
Attachment 3: PC Comments/Staff Responses from April 2 meeting

18120 68th Ave NE, Kenmore, WA 98028

Office: (425) 398-8900 · Fax: (425) 481-3236 · cityhall@kenmorewa.gov · www.kenmorewa.gov

Text = deleted text

Text = new text

Text = new since last review, 4/2

DOWNTOWN SUB-ELEMENT

INTRODUCTION

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

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

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

EXISTING CONDITIONS

Current Development Conditions and Trends

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

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

NE 181st Street. City sponsored events such as the farmers market, movies at the Town Square, and various programs and activities at the Hangar all support Downtown.

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

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

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

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

Kenmore Urban Design Inventory and Analysis

In 2003, the Kenmore Downtown Plan was adopted. At that time, it was noted that the location, frequency and quality of buildings, parking lots, pole signs, sidewalks, crosswalks, landscaping and street trees are were elements of urban form that individually and collectively determine visual cohesiveness, comfort, and pedestrian-orientation in urban areas. While there has been a lot of redevelopment in and around the Kenmore Village area (adjacent to NE 181st Street/68th Ave NE), many of the same design characteristics found twenty years ago are still noticeable today.

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

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

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

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

Market Area

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

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

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

Kenmore also has another significant advantage over many other cities, that being its Lake Washington waterfront. With commanding views, and excellent recreational and commercial

access, the waterfront is certainly one of the best assets the city has to offer. With future redevelopment, including the 5043+ acre Lakepointe site south of SR-522 and west of 68th Avenue NE, Kenmore's market area has the potential to expand its market area from being locally-focused to one that is regionally significant.

See the Economic Development Element for more specific market data.

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

Opportunities for Development

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

Relationship to Lakepointe

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

Demand by Development Type

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

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

- Neighborhood commercial development including small-scale neighborhood commercial development. Additional grocery, drugstore, eating/drinking, miscellaneous retail, personal and business services will be required as the local area and larger market area grow over time. These uses should be increasingly accessible to pedestrians as well as automobiles.
- Mixed-use development (residential with office and retail). Horizontal mixed-use, with residential next to commercial is favorable in the area, and conditions allowing for vertical mixed-use developments are likely favorable in the near future. Mixed-use development in the area of 68th Ave NE/NE 181st Street are examples.
- Corridor commercial. Such development along SR-522 will continue to be viable given the volume of traffic on SR-522. However, the overall vision is to convert the area from a commercial strip corridor to a mix of non-auto-oriented uses, taking advantage of lake views and proximity to transit. Transit Oriented Development supporting higher residential densities, inclusionary affordable housing and allowing for ground floor commercial uses are currently allowed along the SR522 corridor.
- Light manufacturing. Small-scale advanced or artisanal manufacturing could offer significant new employment opportunities. Such uses are permitted in several downtown zones.

Long Term Opportunities

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

Kenmore Urban Design Inventory and Analysis

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

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

- There are few sidewalks in the Downtown area.
 - There are little or no street trees along major arterials and along portions of SR-522, with the exception of those separating SR-522 from the Burke-Gilman trail.
 - Parks and open space uses include Log Boom Park and the Burke-Gilman Trail. Nearby parks include Rhododendron Park, Squire's Landing Park, and the State Boat Launch facility.
 - Several major natural features exist within the Downtown area, including Swamp Creek, the Sammamish River, and Lake Washington. Steep hillsides sloping to the north offer views to the Lake.
 - In Kenmore, pedestrian destinations and generators include bus stops, grocery stores and other retail establishments, City Hall, the Burke-Gilman Trail, Kenmore Library, the Park and Ride lot, Log Boom Park, and Rhododendron Park. Nearby mobile home parks, apartments, and senior housing complexes also function as pedestrian generators. The Lakepointe mixed-use development will be a major pedestrian generator in the future.
 - The high speed and volume of traffic, the lack of sidewalks, the width of the roadway, and the lack of other pedestrian amenities in some portions make SR-522 a significant barrier to pedestrian travel in Kenmore. 68th Avenue NE also functions as a barrier, though less significantly than SR-522. These road corridors essentially "divide" central Kenmore into four quadrants.
 - Key pedestrian crossings exist at the intersections of SR-522 and 61st, 68th, 73rd and 80th Avenues NE, with crosswalks and pedestrian signalization in place. Additional pedestrian crossings along Bothell Way could help break up the considerable distance pedestrians must currently travel to cross SR-522.
- Figures LU-4 and LU-5** portray the above conclusions.

1 **Figure LU-4**
2 **Downtown Inventory**
3
4

- 1 **Figure LU-5**
- 2 **East Study Area Inventory**
- 3

1 DOWNTOWN PLANS

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

5 *General*

- 6
- 7 ▪ Plan for and implement an attractive, vital, pedestrian-oriented, transit friendly, city center
8 offering commercial, civic, cultural and park spaces, integrated with higher density housing.
- 9 ▪ Address the different characteristics of Downtown by encouraging regional serving
10 development south of SR-522 and local serving development north of SR-522.¹
- 11 ▪ Support redevelopment in accordance with the Vision for the Downtown through investment
12 in public infrastructure including transportation (especially pedestrian and bicycle facilities
13 and other forms of non-motorized transportation), utility, and civic infrastructure.
- 14 ▪ Give priority to creating indoor and outdoor public spaces; promote community activities
15 meeting the needs of a range of ages and interests. Outdoor spaces should include plazas,
16 parks, and public green spaces. Encourage the efficient use of space and shared uses where
17 appropriate.
- 18 ▪ Give priority consideration to strong linkages between the four Downtown quadrants and the
19 surrounding neighborhoods. Pedestrian crossings, including a grade-separated crossing
20 above or under of SR-522, linking the north and south quadrants, should be readily accessible,
21 functional, visually attractive, safe, and inviting links to key destinations, and should provide a
22 Kenmore identity.
- 23 ▪ Create a Downtown circulation system that promotes mobility for all modes of travel;
24 emphasizing a loop road circulation system.
- 25 ▪ Create a local pedestrian oriented “main street” on NE 181st Street where parking and
26 motorized transportation is minimized.
- 27 ▪ Create an interconnected system of trails, sidewalks, bikeways, and open spaces in
28 Downtown.
- 29 ▪ Promote the revitalization and expansion of business and retail compatible with the character
30 of the Downtown districts. Encourage businesses that draw patrons during both the day and
31 evening. Provide an adequate mix of on-street, surface, and structured parking, and
32 encourage shared parking options. Where feasible, reduce parking requirements.
- 33 ▪ Provide high density, high amenity (includes public spaces and private facilities) pedestrian
34 oriented residential neighborhoods meeting the housing needs of a variety of income levels

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

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

- Coordinate public and private investment to achieve optimal leverage of public funds.
 - Create an identity for the Downtown and SR-522 by giving priority consideration to improving the appearance of the physical environment through design guidelines, sidewalks, landscaping, street trees, public art and signage.
 - The Downtown should acknowledge and create a beneficial and symbiotic relationship with SR-522.
 - Integrate and manage Downtown development to support sound ecological principles by responding to natural landforms, providing storm water management, improving water quality and retaining and adding green spaces.
 - Identify Downtown view corridors of significant off-site features (i.e. Lake Washington, Cascades, and surrounding hillsides), giving priority consideration to provision of public physical and visual access from the Downtown quadrants to the waterfront.
 - ~~▪ Locate new Civic Center facilities (including the Town Green and Community Building) in the northwest quadrant to provide the greatest stimulus to redevelopment. If there is a truly unique opportunity in another quadrant of the Downtown that would meet the balance of Civic Center criteria, it should not be ruled out.~~
 - Locate a multi-modal transportation facility Downtown or close to Downtown, linked with other public facilities and spaces, functioning as a key node within a larger regional system.
 - A large, functional, open, outdoor space should be created to function as a focal point and "public square," providing opportunities for public and private gatherings.
- Given these principles, the City has developed a Downtown strategy (Kenmore Downtown Plan, April 2003) with four key components and implementation of the strategy is ongoing:

DOWNTOWN STRATEGY

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

Land Use Districts

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

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

features. Permitted uses emphasize mixed or multiple use developments, and include high-density housing, civic and governmental, offices, small-scale commercial and retail, and locally oriented professional and personal services. Uses not compatible with the Downtown Commercial intent such as those which require vehicle or materials storage, service bays, wide curb cuts, expanses of exterior product display or storage, or produce little customer or visitor activity are discouraged. Park-and-Ride/Transit Centers are promoted along SR-522.

- Downtown – Residential: The Downtown Residential District in the northeast and northwest quadrants provides higher density residential development in support of the Downtown Commercial Zone. Limited retail and office uses are also allowed as part of mixed-use developments. The District represents an opportunity to provide a range of housing types in the community with attention to appearance and scale.

- Manufactured Housing Community: The existing manufactured housing communities in the Downtown provide higher density ~~single-family~~ housing that is more affordable for seniors and lower-income residents. Some of the communities may be appropriate for long-term preservation; others may not be compatible with the future Downtown vision, particularly as high capacity transit comes to the City.

- Regional Business with Mixed-Use Master Plan Requirements: The Regional Business District encompasses the southwest and southeast quadrants of the 68th Avenue NE/SR-522 intersection and includes areas commonly referred to as the Lakepointe ~~(Kenmore Pre-Mix)~~ and the Plywood Supply areas. Property conditions and overlay districts, and in some locations, design standards, not only recognize Kenmore's position as a regional transportation center for larger scale commercial, office, and multi-family developments, but also promote a mixed-use, compact development with coordinated internal circulation, shared or structured parking, compatible design and signage, and direct access to public transportation. Emphasis is placed on public access to the waterfront, protection of environmentally sensitive areas, building modulation and façade treatments that help create a human scale, and land use/design transitions and linkages to neighboring districts.

Circulation Plan

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

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

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

- 1 68th Avenue NE and NE 175th Street
- 2 NE 181st Street and 73rd Avenue NE
- 3 • Sidewalks and street trees added throughout

4 **Strategic Civic Investment Area**

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

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

35 **Implementation ProgramsStrategies**

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

DOWNTOWN KENMORE – COUNTYWIDE GROWTH CENTER

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

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

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

Center Criteria

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

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

KEY RECOMMENDATIONS AND ADOPTION OF A NEW DOWNTOWN PLAN

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

Key Recommendations from the ULI Panelists for Consideration include:

1. Social Infrastructure – Human and neighborly connections inform opportunities and upward economic mobility, increasing community resilience.

a) Use Social Infrastructure to Build Resilience

b) Amplify, Expand, and Connect Kenmore's Assets

~~e) Wayfinding and Business Support~~

~~d) Programming and Place Management~~

~~e) Arts Activation and Community Hub~~

~~f) Social Infrastructure Opportunities~~

~~2. Physical Infrastructure – Consider several strategies to take advantage of public spaces and infrastructure.~~

~~a) Reforest Kenmore~~

~~b) Continue Public Investments to Improve Livability and Value~~

~~c) Green Loop~~

~~d) Build a 522 Bridge Connecting North & South Downtown Areas~~

~~e) Execute the Park and Ride TOD~~

~~f) Continue Reinvestment and Redevelopment of Downtown~~

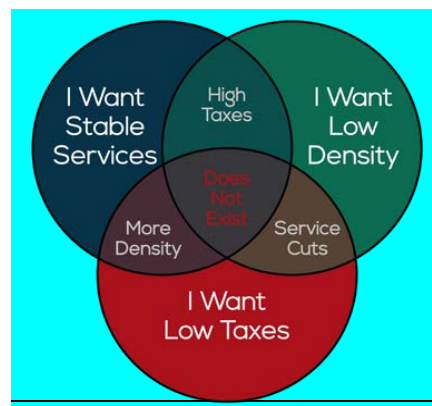
~~3. Economic Infrastructure – Provide the framework to support quality of life, economic opportunity, and vitality of local business~~

~~a) Infill Development Incentives, Permits, and Regulation Certainty~~

~~b) Invest in Community – Programs and Placemaking – Constraint Research~~

~~c) Strategic Parcel Identification and Support~~

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



~~Source: Urban Land Institute Northwest~~

1 **Figure D-1 Countywide Growth Center Map**

2

GOALS, OBJECTIVES, AND POLICIES

Downtown Kenmore

Following are the Downtown goals, objectives and policies. In some cases, policies are cross-referenced in more than one Element or Sub-Element, and this is noted by a policy reference in italics (e.g., *Policy LU-2.5.1*).

GOAL DT-1. MAKE DOWNTOWN THE FOCAL POINT OF THE COMMUNITY.

OBJECTIVE DT-1.1 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities.

Policy **DT-1.1.1** Consistent with the districts identified in Policy LU-2.1.2, encourage a mix of uses in Downtown including several or all of the following:

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

Policy **DT-1.1.2** Identify Downtown Kenmore as part of a **High-Capacity Transit (HCT) Community** ~~Larger City~~ pursuant to **VISION 2050 Vision 2040** and the ~~King County Countywide Planning Policies~~. ~~HCTsLarger Cities~~ are **cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. As one of 34 HCT communities, Kenmore plays an increasingly important role as a hub to accommodate regional employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips locally defined central places providing an array of land uses with sufficient densities and intensities to encourage transit and non-motorized transportation.**

Policy **DT1.1.3** Work with other organizations to promote civic and community events which foster community pride and promote the Downtown. **For example, a farmers market, activities at the Hangar and Town Square.**

OBJECTIVE DT-1.2 Define Downtown Land Use District Character.

Policy **DT-1.2.1** **Continue to implement and evaluate land use regulations that implement Provide for land use districts that address** the different characteristics of

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

3 Policy **DT-1.2.2** Focus public investment **and civic uses**, as well as mixed uses, in the
4 northwest quadrant of the 68th Avenue NE and SR-522 intersection **as**
5 **conceptualized in Figure LU-8. If there is a truly unique opportunity in**
6 **another quadrant of the Downtown that would meet multiple City goals**
7 **and other City evaluation criteria, it should not be ruled out.**

8 **Policy DT-1.2.3 Foster public/private partnerships to stimulate development consistent**
9 **with Downtown character.**

10 **Policy DT-1.2.4 Develop a Main Street, such as 181st Street, that emphasizes architectural**
11 **integration, promotes walkability, and helps develop and reinforce a**
12 **sense of place and identity of downtown Kenmore.**

13 **OBJECTIVE DT-1.3 Define varying development intensities and scales within the Downtown.**

14 Policy **DT-1.3.1** **Continue to implement and evaluate** ~~Create and apply~~ different intensity or
15 density standards that address the different characters of different areas
16 of Downtown. Types of land uses allowed may be more intensive in
17 regional-serving districts than in local-serving districts.

18 Policy **DT-1.3.2** **Continue to implement and evaluate** ~~Vary~~ design and development
19 standards by district such as floor area ratios, building heights, ground-
20 level and upper-story setbacks, building modulation, and façade
21 treatments, dependent upon the regional-serving or local-serving nature of
22 the differing areas. Development standards also should consider
23 topography, view corridors, and compatibility with adjacent residential
24 uses surrounding the different areas of the Downtown.

25 **Policy DT-1.3.3 Consistent with the Climate Action Plan and Element, promote density near**
26 **high frequency transit, and encourage infill and redevelopment in and near**
27 **the Downtown area.**

28 **OBJECTIVE DT-1.4 Identify development and redevelopment incentives and infrastructure**
29 **phasing in the Downtown.**

30 Policy **DT-1.4.1** Invest in transportation, surface water, civic, and park infrastructure and
31 facility improvements in portions of the Downtown where public
32 investment has the most potential to stimulate private reinvestment and
33 redevelopment **where strategically financially feasible.**

34 Policy **DT-1.4.2** Identify Downtown as a receiving area for density transfers from properties
35 with environmentally sensitive areas or to preserve existing affordable
36 housing.

37 Policy **DT-1.4.3** Give Downtown locations the highest priority when siting City and
38 government facilities which have significant employment or destination
39 potential.

- 1 Policy **DT-1.4.4** Encourage innovative, quality development and redevelopment through a
2 variety of regulatory, incentive, and program strategies. Possible
3 approaches include:
- 4 a. Special development standards for infill or redevelopment sites;
- 5 b. Assembly and resale of sites to providers of affordable housing or
6 mixed-use developments;
- 7 c. Impact mitigation fee structures that favor infill or redevelopment;
- 8 d. Expedited permit processes;
- 9 e. Greater regulatory flexibility;
- 10 f. Reduced permit fees and/or delayed fees; and
- 11 g. Joint public/private loan guarantee pools.
- 12 **h. Financial incentives such as Multi-Family Tax Exemption, Tax**
13 **Increment Financing.**
- 14 **i. Tax Increment Financing**
- 15 Policy **DT-1.4.5** ~~Implement a Downtown plan to~~ Facilitate development in the Downtown
16 that meets the community vision. Guide Downtown implementation
17 strategies with input from key Downtown and community stakeholders.
- 18 **Policy DT-1.4.6 Monitor ongoing economic trends to anticipate future development**
19 **opportunities and assist the City in amending development regulations.**
- 20 **OBJECTIVE DT-1.5 Beautify Downtown with attractive, functional, and enduring buildings**
21 **and places.**
- 22 Policy **DT-1.5.1** Focus design review standards and guidelines towards Downtown as well
23 as commercial and multi-family development Citywide. Ensure that
24 provisions allow for creativity and flexibility while meeting common design
25 principles. *(see Policy LU-10.1.2)*
- 26 Policy **DT-1.5.2** Promote the concept of a “center” through the use of common design
27 themes such as street and landscape materials, and building style and
28 materials.
- 29 Policy **DT-1.5.3** Enhance the aesthetic quality and compatibility among land uses through
30 landscaping, building orientation and setbacks, traffic control and other
31 measures to reduce potential conflicts. Distinctive or historical local
32 character and natural features should be reflected in development design
33 to provide variety within Downtown.
- 34 Policy **DT-1.5.4** Identify and encourage the creation of parks, plazas, and public green
35 spaces which enhance the aesthetics and character of Kenmore.

1	Policy DT-1.5.5	Require screening of unsightly views, such as heavy machinery, storage areas, loading docks, and parking areas to minimize their visibility from adjacent properties and from arterials.
2		
3		
4	Policy DT-1.5.6	Provide locations for public gatherings in civic and commercial developments where appropriate. <i>(see Policy LU-12.1.2)</i>
5		
6	Policy DT-1.5.7	Regulate signs to contribute to the color and character of Downtown, while reducing glare and other adverse visual impacts on nearby residents. Sign requirements may vary by the nature of regional-serving versus local-serving districts.
7		
8		
9		
10	GOAL <u>DT-2.</u> PROMOTE DOWNTOWN AS A VITAL, PEDESTRIAN-FRIENDLY CENTER.	
11	OBJECTIVE <u>DT-2.1</u>	Increase pedestrian activity in the city center and encourage pedestrian-oriented uses and designs.
12		
13	Policy DT-2.1.1	Encourage transit, bicycle, and pedestrian travel through compact development patterns. Multistory construction, structured parking, and other techniques to use land efficiently should be encouraged.
14		
15		
16	Policy DT-2.1.2	Through zoning regulations, master plan and site plan reviews, or other methods, group compatible uses to reduce conflicts among uses and to increase convenience for businesses, employees, users and pedestrians.
17		
18		
19	Policy DT-2.1.3	Provide routes for pedestrian, auto, bicycle, transit and truck travel with convenient access to each major destination. Buildings should be close to sidewalks to promote walking and browsing, with parking areas located on the side or rear of buildings.
20		
21		
22		
23	Policy DT-2.1.4	Off-street parking should not disrupt pedestrian access to commercial uses. Front yard parking should be discouraged and interconnection of parking lots should be required.
24		
25		
26	Policy DT-2.1.5	Identify the most desirable placement and orientation of new buildings to improve the overall pedestrian activity and improve the aesthetics of the center.
27		
28		
29	Policy DT-2.1.6	Improve and add sidewalks in the Downtown in accordance with Transportation Element goals, objectives, and policies.
30		
31	OBJECTIVE <u>2.2</u>	Create a Downtown circulation system that promotes mobility for all modes of travel to and within Downtown.
32		
33	Policy DTLU-5.2.1 Create a loop road circulation system around Downtown providing for automobile and non-motorized travel, as shown in Figure LU-6.	
34		
35	Policy DT-2.2.1	Design and implement a sidewalk system in the Downtown. Ensure that crosswalks are identifiable and contribute to the design and intended character of the Downtown.
36		
37		

- 1 Policy **DT-2.2.2** Provide trail connections to the Burke-Gilman Trail through a pedestrian
2 bridge crossing SR-522 and at signalized intersections.
- 3 Policy **DTLU-2.2.3** ~~In cooperation with Metro, Sound Transit, and Community Transit,~~
4 ~~establish Downtown as an intra-community transit hub allowing for intra-~~
5 ~~community and regional transportation connections. Structured facilities~~
6 ~~with ground floor retail should be promoted. Continue coordination with~~
7 ~~Sound Transit in the development of future bus rapid transit (BRT) service~~
8 ~~in Kenmore, as well as a future garage at Kenmore Park & Ride.~~
- 9 Policy **DT-2.2.4** Implement a Transportation Improvement Program that emphasizes
10 improvements facilitating Downtown redevelopment and traffic movement
11 consistent with the Transportation and Capital Facility Elements.
- 12 Policy **DT-2.2.5** Promote pedestrian-friendly streets with street furniture and trees.
13 Develop street trees and vegetation standards that unify the Downtown,
14 define Downtown streets, and allow for appropriate business visibility.
15 Incorporate street furniture and art into Downtown street standards,
16 including benches, trash and recycling receptacles, tree grates, street
17 lamps, and other amenities.
- 18 Policy **DT-2.2.6** For safety and aesthetic purposes, promote the use of landscaped buffers
19 between curbs and sidewalks, particularly along arterials. Ensure
20 appropriate levels of illumination. Encourage bus stops to have shelters
21 and benches. Provide crosswalks at key locations in Downtown, as well as
22 on SR-522 near Park and Ride lots and transit stops.
- 23 **OBJECTIVE DT-2.3 Encourage mixed-use development which contains a variety of uses**
24 **having activity levels at different times of day.**
- 25 Policy **DT-2.3.1** Adopt land use and zoning regulations that encourage a mix of uses either
26 within the same structures or within an overall site development.
27 Incentives could include density bonuses, reduced parking rates for uses
28 with alternate peak parking utilization, or other mechanisms.
- 29 Policy **DT-2.3.2** Encourage housing development within and surrounding the Downtown to
30 encourage evening utilization of the Downtown.
- 31 Policy **DT-2.3.3** Encourage concentrations of housing and commercial and service
32 activities with complementary activity levels such as office and
33 entertainment complexes, housing and office uses, and other
34 combinations.
- 35 **OBJECTIVE DT-2.4 Provide housing and commercial development that supports transit.**
- 36 Policy **DT-2.4.1** Establish minimum housing densities for Downtown development
37 districts.
- 38 Policy **DT-2.4.2** Establish minimum floor area ratios or employment levels, and/or
39 implement business retention and expansion activities, for Downtown
40 development districts to support transit.

- 1 Policy **DT-2.4.3** Allow joint parking facilities in the vicinity of the development they serve.
- 2 **OBJECTIVE DT-2.5** Provide a **range variety** of housing **choices opportunities** within and
3 **surrounding Downtown to support commercial businesses and alternative**
4 **modes of transportation.**
- 5 Policy **DT-2.5.1** Designate appropriate locations for multi-family land use and zoning
6 districts accommodating a variety of housing types such as townhomes,
7 apartments and manufactured housing communities.
- 8 Policy **DT-2.5.2** Encourage multi-family housing as part of mixed-use developments within
9 Downtown.
- 10 Policy **DT-2.5.3** Allow multi-family housing in stand-alone complexes within Downtown
11 districts subject to locational criteria, such as sites along secondary
12 access points or sites that would not inhibit commercial or mixed-use
13 development in prime locations.
- 14 **GOAL DT-3. LINK DOWNTOWN TO THE REST OF THE COMMUNITY.**
- 15 **OBJECTIVE DT-3.1** Strengthen the connections between Downtown and the neighborhoods.
- 16 Policy **DT-3.1.1** Develop an integrated and hierarchical street tree, signage, and public art
17 program to identify Downtown, government facilities, and parks throughout
18 the community.
- 19 Policy **DT-3.1.2** Ensure that appropriate development, design, and buffering techniques
20 allow for a graduated transition between the Downtown and adjacent
21 neighborhoods.
- 22 **OBJECTIVE DT-3.2** Provide safe pedestrian, bicycle, and automobile connections across SR-
23 522 and the Sammamish River.
- 24 Policy **DT-3.2.1** Consider sidewalk priorities consistent with the Transportation Element,
25 and provide a continuous sidewalk system on 68th Avenue NE and Juanita
26 Drive.
- 27 Policy **DT-3.2.2** Establish an identifiable and safe bicycle route across SR-522 and the
28 Sammamish River.
- 29 Policy **DT-3.2.3** Endeavor to reduce traffic volumes through an intra-community transit
30 system and a loop road around Downtown.
- 31 Policy **DT-3.2.4** Consider capacity improvements cautiously to ensure that the
32 improvements will not attract significantly greater pass-through traffic.
- 33 **OBJECTIVE DT-3.3** Connect Downtown to the Lake Washington and Sammamish River
34 waterfronts, and to area parks and open spaces.

Policy **DT-3.3.1** Ensure the sidewalk system is improved to allow for connections to the Burke-Gilman trail and to shoreline access areas established through the Shoreline Master Program permit process.

Policy **DT-3.3.2** Establish a primary and secondary path network in and around Downtown with connections to the waterfront. The primary network consists of sidewalks along streets and the Burke-Gilman Trail. The secondary network consists of off-street non-motorized paths encircling and bisecting Downtown blocks. ~~The primary and secondary network is shown in Figure LU-6. The circulation concept for the northwest quadrant in particular is shown in Figure~~**LU-7.**

Countywide Growth Center

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

GOAL DT-4. ENSURE A VARIETY OF LAND USES IN THE DOWNTOWN CENTER.

OBJECTIVE DT-4.1 Retain a variety of uses and activities in downtown that serves the needs of existing and future residents and businesses.

Policy DT-4.1.1 Promote the countywide growth center as a location for a variety of businesses, including retail, services, office, cultural, and entertainment uses, while ensuring that these uses are compatible with mixed-use development.

Policy DT-4.1.2 Coordinate land use and infrastructure/services planning such that major public and semi-public uses are located within walking distance to transit.

Policy DT-4.1.3 Ensure that transit-supportive land uses² are permitted to maximize increased transit ridership.

Policy DT-4.1.4 Explore opportunities for sustainable, equitable, and resilient transit-oriented development (TOD) that helps create a vibrant downtown. Reduce disparities and improve access to opportunity and equitable outcomes through inclusive community planning.

Policy DT-4.1.5 Create opportunities and incentives for equitable TOD, and through targeted public and private investments that meet the needs of current and future residents and businesses.

Policy DT-4.1.6 Explore public-private partnerships, co-location of facilities, regional facility opportunities, and other creative tools to meet the unique public needs of centers, including utilities, transportation, parks, beautification, civic, social, and other improvements and needs. When reviewing and

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

updating land use and sub-area plans, consider potential location for these public needs.

GOAL DT-5. ACCOMMODATE FOR AND ALLOCATE GROWTH IN THE DOWNTOWN CENTER.

OBJECTIVE DT-5.1 The majority of Kenmore's future growth shall be allocated to Downtown Kenmore.

Policy DT-5.1.1 Focus housing and employment into downtown and high-capacity transit areas consistent with VISION 2050 Regional Growth Strategy and at densities that maximize transit-oriented development potential.

Policy DT-5.1.2 Use State Environmental Policy Act (SEPA) planned actions and exemptions to efficiently accomplish and streamline environmental review in downtown.

GOAL DT-6. EMPHASIZE THE IMPORTANCE OF MULTI-MODAL TRANSPORTATION OPTIONS IN THE DOWNTOWN CENTER

OBJECTIVE DT-6.1 Provide a variety of mobility choices to increase access to, from, and within downtown, with emphasis on walking, bicycling, and transit.

Policy DT-6.1.1 Encourage transit-oriented development within downtown that is within a walkable and bikeable distance of high-capacity transit stops to take advantage of local and regional transit options.

Policy DT-6.1.2 Work with King County Metro and Sound Transit to provide a full range of transit services within the downtown area. Continue to provide and upgrade transit shelters and other amenities, as needed.

Policy DT-6.1.3 Downtown streetscapes should be safe for pedestrians, bicyclists to meet the needs of all community members consistent with the Diversity, Equity, Inclusion and Accessibility (DEIA) strategy.

Policy DT-6.1.4 Support transportation demand management and right-size parking strategies to help manage parking for residents, businesses, and during special events in the downtown area.

GOAL DT-7 ENSURE PARKS, RECREATION AND OTHER CULTURAL AMENITIES ARE KEY ASSETS IN THE DOWNTOWN CENTER

OBJECTIVE DT-7.1 Provide for a variety of parks, plazas, pathways, open spaces and public art in downtown.

Policy DT-7.1.1 Create opportunities for parks, plazas, pathways, and public art throughout the downtown.

Policy DT-7.1.2 Parks and open spaces within downtown should linked or adjacent to one another to provide for connectivity.

Policy DT-7.1.3 Expand hardscapes and other gathering spaces that provide for both small and large events.

IMPLEMENTATION STRATEGIES/PROGRAMS

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

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

REFERENCES

- Berk & Associates (June 2009). Capitalizing on Kenmore's Potential: An Economic Development Strategy. Prepared for City of Kenmore, Seattle, WA.
- Berk (September 2013). City of Kenmore Regional Business Zone Market Analysis. Prepared for City of Kenmore, Seattle, WA.
- Community Attributes, Inc. (July 2018). Economic Development Strategy for the City of Kenmore, Washington.
- City of Kenmore (April 2003). Kenmore Downtown Plan, Kenmore, WA.

- 1 King County Growth Management Planning Council (~~March 2023~~ December 2012). Countywide
- 2 Planning Policies, Seattle, WA.
- 3 Property Counselors (October 2005). Kenmore Downtown Plan Market Study. Prepared for City
- 4 of Kenmore, Seattle, WA.
- 5 Urban Land Institute Northwest (April 2024). Downtown Kenmore TAP Report. Prepared for City
- 6 of Kenmore.
- 7 Puget Sound Regional Council (December 2009). ~~VISION 2040~~, Seattle, WA.
- 8 Puget Sound Regional Council (October 2020) VISION 2050. Seattle, WA.
- 9
- 10

- 1 **Figure LU-6**
- 2 **Downtown Circulation Concept**
- 3

- 1 **Figure LU-7**
- 2 **Northwest Quadrant Circulation Plan**
- 3

- 1 **Figure LU-8**
- 2 **Strategic Civic Investment Area**

Text = deleted text

Text = new text

Text = new since last review, 4/2

COMMUNITY CHARACTER & DESIGN SUB-ELEMENT

INTRODUCTION

Purpose

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

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

Countywide Planning Policies

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

EXISTING CONDITIONS BACKGROUND

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

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

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

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

COMMUNITY CHARACTER & DESIGN POLICY

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

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

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

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

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

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

- Promote inclusivity and sense of belonging through design.

- Site design that protects the natural environment to meet climate action goals.

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

GOALS, OBJECTIVES, AND POLICIES

Following are the community design goals, objectives and policies. In some cases, policies are cross-referenced in more than one Element or Sub-Element, and this is noted by a policy reference in italics (e.g., Policy LUCD-4.5.6).

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

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

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

Figure LU9

Existing Views – Downtown Vicinity

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Policy LU-CD-9.2.1 Promote mixed-use development to reduce vehicle travel between land uses, particularly in the Downtown districts.

Policy LU-CD-9.2.2 Through development review, promote the appropriate location of parking areas to facilitate non-automobile travel.

Policy LU-CD-9.2.3 Require new development and redevelopment proposals to provide pedestrian and bicycle connections to existing trails, community facilities and services, transit, schools and the surrounding neighborhood.

Policy LU-CD-9.2.4 Ensure zoning and subdivision regulations facilitate the creation of useable open space, community facilities and nonmotorized access. Pedestrian mobility should be prioritized and the impact of automobiles on the character of the neighborhood reduced.

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

Policy LU-CD-9.3.1 Identify key local and regional destinations as follows:

- a. State, County, and City parks and open spaces;
- b. Neighborhood, Community, Regional, and Downtown commercial districts;
- c. Public and Private educational facilities;
- d. Transit centers; and
- e. Government facilities including City Hall, Northshore Utility District Headquarters, Fire Stations, Police Stations, Library, Community Centers, and others

Policy LU-CD-9.3.2 Create a hierarchy of tree and vegetation standards, signs, light standards, public art, kiosks, or other features to direct users to key destinations. Apply these visual cues to the arterials, off-street trail network, and key local and regional destinations.

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

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

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

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

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

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

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

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

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

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

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

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

OBJECTIVE 10.3 Encourage pedestrian-oriented street design.

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

OBJECTIVE 10.4 Encourage design and development that promotes public safety.

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

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

OBJECTIVE 10.5 Encourage sustainable design and development.

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

OBJECTIVE 10.6 Support existing neighborhoods.

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

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

GOAL 11. PROMOTE COMPATIBLE DEVELOPMENT IN RESIDENTIAL NEIGHBORHOODS.

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

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

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

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

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

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

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

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

GOAL 12. PRESERVE AND ENHANCE KENMORE'S ~~SMALL-TOWN FEELING~~ UNIQUE IDENTITY AS AN INCLUSIVE AND SUSTAINABLE COMMUNITY AND HIGH QUALITY OF LIFE.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GOAL 12.41 WELCOME TRAVELERS AND RESIDENTS TO THE COMMUNITY

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

Policy ~~LU-CD-12.4.1.11.1.1~~ Define the primary entrances to the City as follows:

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

Policy ~~LU-CD-12.4.1.21.1.2~~ Address secondary entrances to the City along arterials not listed in Policy ~~LU-CD-12.1.1.1~~, as well as ~~waterway~~ entrances from Lake Washington.

Figure LU10

Preservation of Existing and Potential Views – Downtown Vicinity

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

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

OBJECTIVE 12.4.2.11.2 Promote quality urban design and vegetated boulevard treatments along SR-522 encourage street trees and vegetation along SR-522.

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

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

GOAL 13.1 HONOR AND CELEBRATE THE HISTORY OF KENMORE

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

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

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

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

GOAL 14.1 CELEBRATE COMMUNITY DIVERSITY AND PROMOTE CULTURAL AWARENESS

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

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

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

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

GOAL 15.1 SUPPORT ACCESS TO PERFORMANCE AND VISUAL ARTS IN KENMORE

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

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

Policy CD-15.1.3 Expand Kenmore's public art collection to include pieces and programs that represent the cultural diversity of the community.

IMPLEMENTATION STRATEGIES

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

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

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

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

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

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

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

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

REFERENCES

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

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

Planning Commission Questions 4/2/24
Downtown Element and Community Design Element

Downtown Element	
Planning Commission Issues	Staff Response
Pg 4B-1, first bullet: Without deleted language the Vision Statement seems like a generic description of Kenmore as a whole, not of special character of downtown city center. Also, not consistent with description below (Existing Conditions). (MV)	The Vision Statement is a broader statement about the community as a whole, while the Downtown Element is more focused (e.g., pedestrian friendly downtown, civic and cultural space, etc.).
Page 4B-4, Market Area: Is this still true given decline of brick and mortar/auto-oriented retail and shift to online retail? Competing commercial centers have better transit connection and built infrastructure. (MV)	The City can continue to monitor ongoing economic trends through regional and state reporting, as well as any project-specific actions that the City Council may direct staff to complete. See new policy DT-1.4.6
Page 4B-4, Market Area: Does not describe downtown. Lakepointe doesn't exist. Waterfront is industrial today with no plan or economic reason to change. (MV)	Yes, the market area currently describes Kenmore in a broad sense. This section notes the future potential for downtown redevelopment and market area expansion.
Page 4B-5, Demand by Development Type, third bullet: Neighborhood commercial development. How is this relevant to downtown? (MV)	This is described here as a way to tie in the other commercial areas within Kenmore not specific to downtown that play a role in the overall economic importance of the community.
Page 4B-12, Land Use Districts, first bullet: Downtown-Commercial. Emphasis should be on commercial, retail uses that take advantage of high-density housing, pedestrian orientation. (MV)	The current description as noted is consistent with Chapter 18.25 KMC.
Page 4B-12, Land Use Districts, second bullet: Downtown-Residential. High density and range of housing types? (MV)	Same as previous comment. Consistent with KMC.
Page 4B-12, Land Use Districts, third bullet: Manufactured Housing Community. Are MHCs higher density than alternatives? (MV)	Not necessarily. This section recognizes that some MHCs should be preserved. They are one type of higher-density housing in the downtown corridor that are allows for more affordable ownership.
Page 4B-12, Land Use Districts, fourth bullet: Regional Business and Mixed-Use Master Plan Requirements. Aspirational. How would no change 5-10 years out impact planning for/the viability of northern quadrants? (MV)	Staff would continue to monitor growth and land use changes in the area and determine if changes in vision or policy is necessary. Ongoing.
Page 4B-13, Strategic Civic Investment Area: Does this assume City will continue an active role in land use development? If so, should we say so? (MV)	Yes. The City will identify investment or partnership opportunities that will align with the city's vision for downtown. Ongoing.

Planning Commission Questions 4/2/24
Downtown Element and Community Design Element

Page 4B-14, Downtown Kenmore – Countywide Growth Center: Approval status will have significant impact on Kenmore Downtown development strategy. What assumption do we make here/now? (MV)	The City identified downtown as a CGC and was consistent with the County’s goals and policies for a CGC. For the foreseeable future, we don’t anticipate a need to change the current vision. As is the case with other items noted above, staff will continue to monitor.
Page 4B-18, Objective DT-1.4: We need something here that balances cost of development incentives (including taxes/fees foregone), infrastructure and other city investments against the City’s need to generate new revenue sources to fund the cost of current and future service levels. Structural budget deficit. (MV)	Noted. See Policy DT-1.4.1
Page 4B-18, Objective DT-1.4: New Policy – Incentives and investments in support of Downtown redevelopment including tax and fee concessions must be budget neutral (i.e., no negative impact on City budget or service levels). (MV)	See Policy DT-1.4.1
Page 4B-22: To qualify for mortgage financing, owner occupied (condo) units require compliance with different building codes. Does policy seeking diversity of housing choices include condo development that would facilitate family wealth building? (MV)	Need more clarification.
The vision statement doesn’t feel cohesive or even specific to downtown. I would suggest something like: “Kenmore’s downtown should be the fun, vibrant and inclusive hub of life and the focus of future equitable growth in Kenmore, with its own sense of place that accommodates and enhances the unique downtown neighborhoods, which will intentionally offer differing mixes of commercial, higher-density and affordable residential and mixed use development alongside civic, cultural and park spaces – all of which should be pedestrian-friendly and make the most of the proximity to Kenmore’s waterfront by maintaining the available physical or visual access to Lake Washington and the Sammamish River” (DD)	Seek direction from Planning Commission as to whether to add a specific vision for the Downtown Element.
I think we need to explain the waterfront access piece in general as several maps	If a Downtown specific vision statement was considered, would this addressed?

Planning Commission Questions 4/2/24
Downtown Element and Community Design Element

show no public access to waterfront in downtown (launches are beyond the south and east borders of the CGC for example). One existing quadrant has neither physical nor visual access to water and expansion areas also would not. I feel like maybe that is legacy from an overall vision for Kenmore that included downtown? Waterfront is important for some downtown areas but not all - we are investing outside of downtown (and sometimes well outside - eg logboom) for waterfront access and views - so although waterfront access is key to Kenmore I don't know that it defines all of downtown. (DD)	
We introduce 3 frameworks for thinking about downtown on page 1 but then others throughout, without guiding logic as to how they intersect or maps to help visualize them. That makes the line from vision to frameworks to meet vision confusing. ie we have Countywide growth center, larger Downtown area, downtown core, quadrants of downtown (of which downtown core is one), north and south of 522 splits for local and regional commerce set by Lakepointe, and Land Use districts, all introduced separately throughout the document without a guiding framework. If we want to use them all I think they should all be introduced at the start of the existing conditions section as a type of glossary. But we do also need "one ring to rule them all" as it were. What is our guiding framework for thinking about how we achieve the vision for downtown? (DD)	The CGC currently covers four quadrants. The City should consider the need for a focused strategy to identify unique implementation measures for the four quadrants. Discuss at meeting.
On page 3, halfway into the bullet pointed issues they are no longer issues anymore – they become some positive or neutral characteristics about downtown. Would suggest changing this into either an issues an opportunities list or a full SCOT analysis. (DD)	These have been updated based on current conditions.
On page 5, I personally really do not like framing up all development in Downtown as being a function of how it relates to Lakepointe. I feel like that is reductive given our broader plans for downtown, and also	See modified Opportunities for Development, Lakepointe section.

Planning Commission Questions 4/2/24
Downtown Element and Community Design Element

put a lot of eggs in the Lakepointe basket. Leaving Lakepointe as one of the long term opportunities in that section should suffice in my opinion. (DD)	
At points in the draft, single family residential is described as being intended downtown but then it isn't described as one of the development types. We need to resolve that. (DD)	Deleted references to single-family.
On page 10, the inclusion of the existing Downtown plans reads oddly to me. As this draft adds to and amends them it is not including them for historical record. I find them confusing with the later goals section. Therefore I would suggest not listing them here, but instead subsuming the ones we want to keep into the element goals. (DD)	The Downtown Plan as currently written provides broadly guiding principles that are still relevant today. These may be updated once we decide to develop a new Downtown Plan in the future.
The downtown strategies on page 11 and beyond need some support for navigating through them (e.g., with that unifying framework described in point 3 above). They don't represent a unifying framework in themselves in my opinion (at least in current context – they may have represented that in the past). (DD)	Same comment as above.
The ULI plan is a bit confusing at the moment without more context. I think there would be more clarity if we could just use the numbered bullet point level and drop the letter bullet point level for now until there is a full plan (i.e., the framework of Social, Physical, and Economic Infrastructure and the definitions of those are really good, but the sub bullets feel like an incomplete first draft. On this point – can we see the ULI report? (DD)	We've removed the list for now until further direction by Council. ULI report released end of June.
DT-6.3.2 – alternative pathways, additional trail, suggest to include micro-modal transit policy (DW)	See Transportation Element Policy T-2.5.4

**Planning Commission Questions 4/2/24
Downtown Element and Community Design Element**

Community Character & Design Element	
Planning Commission Questions	Staff Response
Policy 11.2.1 – Reflect medium density not just single family. (TB)	Policy amended.
Goal 12: concern with “character” and “high quality of life”. Preserve and enhance Kenmore’s unique identity/sense of place in the context of its inclusive and sustainable values. (TB)	See revised Goal 12.
Consistency with Land Use Element – align with references as neighborhood character was changed in other elements; language should be more inclusive, concern about use of the term “character” as gatekeeping (TB/CO)	Discuss at meeting.
Community “Placemaking” and Design Element? What do other communities call it? (TB/CO)	Changed to original “Community Design”
Brew Row as an opportunity to grow – currently not referenced (DW)	Refer to Economic Development Element.
Page CD-2 remove “residential character” OR rename to “residential livability”, strike “pioneer heritage.” (TB)	Amended as noted.
Page CD-2, add bullet “promote inclusivity and sense of belonging through design.” Add bullet “site design that protects the natural environment to meet climate action goals (TB)	Amended as noted.
Page CD-4 concerning view protection, 7.1.2, tree/vegetation important. (TB)	Noted.
Concern about views and private property development, concern about flexibility in codes (e.g., restricting building height. If a viewshed is impacted what is city role. Implementation measures ensure flexibility in codes. (CO)	Noted. Any development would be required to comply with city tree regulations.
Goal 12, reword “Preserve and enhance Kenmore’s unique identity, in the context of it’s inclusive and sustainable values.(DD)	Noted. See amended Goal 12.
CD-5, Policy 8.1.2, should there be two separate policies, one for environmental and one for safety? Are floodplains considered the same way as landslides, seismic, erosion. Staff to review and develop and	Refer to Natural Environment Element narrative and policies.

**Planning Commission Questions 4/2/24
Downtown Element and Community Design Element**

appropriate policy for environmental protection. (TB/CO)	
Include a public art policy	Added Policy CD-15.1.3
Add policy/language around the role of parking in a suburban community for residents to access businesses, currently limited alternatives. Parking to meet feasible demand. How to meet the transition period before transit is completely viable but where cars are now still needed. (DT/CO/DW)	See Transportation Element policies.