

City of Kenmore



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

City of Kenmore Planning Commission Meeting Agenda

July 20 @ 7 p.m. via Zoom

Log-in Information for the Commission Meeting:

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

<https://us02web.zoom.us/j/84797222341>

Or One tap mobile :

US: +12532158782,,84797222341# or +16699009128,,84797222341#

Or Telephone:

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

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

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

1. CALL TO ORDER

2. PUBLIC COMMENTS

This is an opportunity to express your views on issues that are important to you and to the community. Please email comments to Rita Moreno at rmoreno@kenmorewa.gov by 5:00 p.m. on Tuesday, July 20, 2021. All comments received will be forwarded to the Planning Commission for consideration. You also may use the "raise hand" feature in Zoom during the Citizen Comment portion of the meeting or call in at the number listed above. A 3-minute comment limit applies.

3. APPROVAL OF MINUTES

• [July 6, 2021 Planning Commission Meeting Minutes](#)

4. AGENDA ITEMS

Land Use Element Update: Corner Stores in Residential Areas

[Staff Memo](#)

[Attachment 1 - Seattle Times opinion piece](#)

[Attachment 2 - Images of Circle K](#)

[Attachment 3 - Images of modern markets](#)

[Attachment 4 - Roadway typologies](#)

5. ADJOURNMENT

6. UPCOMING MEETINGS:
August 3, 2021, 7:00 p.m. – via Zoom

**City of Kenmore
Planning Commission Meeting
July 6, 2021 @ 7:00 p.m.**

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

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

Consultants & Staff

Lauri Anderson, Principal Planner
Debbie Bent, Community Development Director
Rita Moreno, Recreation Coordinator/ Admin. Assistant

1. CALL TO ORDER

The meeting was called to order by Chair Ohrenschall at 7:00 p.m.

2. PUBLIC COMMENTS

Tyler Litzenberger introduced his company, Vector Development Company and offered some high-level thoughts on the Lakepointe project.

3. APPROVAL OF MINUTES

June 15, 2021 Meeting Minutes – A motion to approve by unanimous consent was made by Commissioner Thompson. Vice Chair Vanderlinde seconded the motion. The motion passed 7-0.

4. AGENDA ITEMS

- Land Use Element Update: Lakepointe, Glacier Northwest and additional TOD Information

City Staff gave a brief overview of the long-term vision for Lakepointe and Glacier Northwest properties. Staff walked through the recommended amendments to the Land Use Element policy and

answered questions from Commissioners. Commissioners had questions about Lakepointe being designated as a special study area and what it means; what the long-term vision for the site is; whether the community is wanting something different; surface parking; community open space needs/wants; envisioned height limits; and the bus rapid transit consideration for the population of Lakepointe.

City staff also reviewed Land Use Element policy amendment recommendations for Glacier Northwest. Commissioners asked for clarification about the Lakepointe and Glacier properties developing together or as separate properties. Commissioners asked to add in additional amendments to the Glacier Northwest policy addressing protection of fish habitat through improved water quality.

Commissioners expressed their concerns for moving forward with the current vision for mixed use of Lakepointe in an environmentally sensitive area. The commissioners would like to see something that's more environmentally conscious, maybe less infrastructure, additional environmental protection, etc. There should be innovative ways to respect the environment.

7. ADJOURNMENT

Chair Ohrenschall adjourned the meeting at 8:32 p.m.

Planning Commission

Approved by Planning Commission on: _____



City Of Kenmore, Washington

Memorandum

Date: July 13, 2021

To: Planning Commission

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

Regarding: Land Use Element Update: Corner Stores in Residential Neighborhoods

One of the issues raised by the City Council in early discussions about the Comprehensive Plan Land Use Element Update was whether allowing small “corner stores” in residential neighborhoods would be appropriate for Kenmore. The benefits of these small shops closer to home are that residents have an opportunity to walk or bike to shops and services rather than having to drive to a larger commercial area (a neighborhood center or downtown). While the community survey will offer some input into this question, staff will introduce the topic at your July 20 meeting.

Background

Historically, “corner stores” (even if not on a corner) have provided convenience items for those living nearby. According to the Congress for the New Urbanism (CNU), “corner stores are the smallest and most useful type of retail,” ranging in size from 1,500 to 3,000 sq.ft. on the first level. “Convenience stores”—modern corner stores—in 2019 averaged 2,400-2,500 sq.ft. in size. Typically, corner stores offer a limited selection of everyday items like beverages, groceries, and sundries.

There are many advocates of the corner store, particularly those small corner stores located in historic buildings (see Attachment 1). The store cited in the Seattle Times article is approximately 800 sq.ft. in size. Corner store supporters include Strong Towns proponents who cite benefits such as convenience, walkability, neighborhood cohesion, and “eyes on the street.” There are also detractors who express concerns about aesthetics, trash, noise, parking, and increased crime in some neighborhoods. Certainly, “fit” into a neighborhood is critically important.

Since Kenmore does not have old pre-existing commercial buildings in neighborhoods, it is likely that a modern corner store model would be used if this use were permitted. This could range from a Circle K (see Attachment 2) to the latest approach taken by upscale grocers such as Foxtrot, Choice Market and Goods Mart (see Attachment 3).

As the Commission considers corner stores in Kenmore, thinking about design is critical. If the concept in general is attractive, future zoning regulations could address design issues such as maximum size, height, and façade and building treatments. Zoning standards also could require an extra level of community review.

18120 68th Ave NE, Kenmore, WA 98028

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

Potential changes to Kenmore's Comprehensive Plan language would focus on general policies to be used to develop the future regulations.

Policies in Nearby Jurisdictions

- The City of Kirkland has Comprehensive Plan language that addresses corner stores:

Policy LU-3.1: Create and maintain neighborhoods that allow residents and employees to walk or bicycle to places that meet their daily needs.

Policy LU-4.5: Allow neighborhoods to propose small scale neighborhood-oriented commercial uses within residential areas to meet local needs and reduce reliance on vehicle trips to meet daily needs.

Implementing zoning permits this use only in medium density (not low density) residential zones.

- The City of Bothell does not permit this type of use except in specific commercial zoning districts, such as Kenmore's Neighborhood Business zone.
- The City of Shoreline Comprehensive Plan includes the following policy:

LU7: Promote small-scale commercial activity areas within neighborhoods that encourage walkability, and provide opportunities for employment and "third places".

However, as in Kirkland, implementing zoning does not allow corner stores in low density residential areas.

Amendments to Kenmore's Comprehensive Plan

While staff is supportive of the corner store concept, there are several policy questions that must be answered. The Commission's responses to the following questions could be used to develop potential Comprehensive Plan amendments. The questions, and staff's responses and recommendations, follow:

1. Should the City provide an opportunity for small shops to be located in residential neighborhoods?

Staff Response and Recommendations:

While Kenmore has many grocery shopping opportunities, they are clustered along NE Bothell Way and along Juanita Drive. Most neighborhoods are more than ¼ to ½ mile from a store—a typical maximum walking distance, particularly when carrying groceries. Providing opportunities for shops and services closer to home would provide community benefits and staff is generally supportive of the opportunity.

2. Should small-scale service or non-grocery retail uses also be considered?

Staff Response and Recommendations:

While the City Council expressed interest in corner stores, other types of small-scale retail and service uses also could be considered. These uses, such as hair salons,

coffee shops and bakeries, could accomplish the same goal of decreased driving. Staff recommends that a very limited number of other types of businesses be considered along with corner grocery stores.

3. Should specific corner store locations be identified or should a general opportunity be given with the understanding that approval criteria would be developed and that community involvement would be required?

Staff Response and Recommendations:

Providing corner store opportunities could occur in several ways: (1) providing additional nodes of Neighborhood Business (NB) zoning; (2) identifying general locations where accessory commercial units could be considered (<https://www.strongtowns.org/journal/2020/8/15/accessory-commercial-units>); or (3) providing a broader opportunity with some locational specifics and with strict approval criteria. (The accessory commercial concept was first introduced at your February 16 meeting.) Staff recommends options (2) or (3). Both of these approaches would allow the economics of corner store development to identify a specific location within a wider area meeting community preferences.

4. If a general opportunity is provided, should there be separation requirements?

Staff Response and Recommendations:

Clustering of corner stores or service uses could result in a de facto development of an entirely new commercial node. For this reason, staff recommends that if a general opportunity is provided, spacing criteria be part of the locational standards for corner stores.

5. Should corner stores be restricted to busier streets or would corner stores on “local streets” be appropriate? (See Attachment 4 for a definition of Kenmore’s roadway typologies and the associated map.)

Staff Response and Recommendations:

While corner stores on local streets could increase walkability to shops and services, this would be a significant neighborhood change. As an initial approach to the concept, staff recommends that corner stores be restricted to Boulevards or Neighborhood Connections.

6. Should “corner stores” be part of a mixed use development or is a small standalone commercial enterprise appropriate?

Staff Response and Recommendations:

Although a mixed use development would mimic some historic corner store patterns, it might be a disincentive for corner store development to make this a requirement. Using the accessory commercial unit approach would ensure mixed use. For the more general corner store approach, staff recommends against making this a strict condition, although a preference for this type of development could be expressed in policy.

7. Should off-street parking be limited?

Staff Response and Recommendations:

The purpose of a corner store is to encourage walking and biking to shops. Providing a lot of parking works against this outcome, although a shorter car trip for home to shopping or services is also beneficial. Corner stores would certainly have delivery truck traffic. Staff recommends that although some parking may be needed, a maximum parking amount should be specified.

Attachments

Attachment 1: Seattle Times opinion piece on the corner store

Attachment 2: Images of Circle K

Attachment 3: Images of “modern” markets

Attachment 4: Kenmore street types

Bring back corner stores to create a connected, equitable city

June 25, 2021 at 12:25 pm Updated June 25, 2021 at 12:25 pm



Seven Coffee Roasters Market & Cafe in Seattle's Ravenna neighborhood is the type of cozy corner market that used to exist in many Seattle neighborhoods. Many of the markets... (Courtesy Sam Kraft)

By

[Sam Kraft](#)

Special to The Times

I used to live in Ravenna in a fourplex that looked like a large single-family house. I could walk to what was then Boulevard Grocery and buy lunch. In this small one-story gabled market, originally a garage then converted into a grocery in the 1920s, I chatted with neighbors, learned about my

neighborhood and bought sundries. One time we ran out of toilet paper, and I discovered this a little too late. My now-wife ran down to the grocery and picked up a roll to save the day. When we moved, we looked for a house that was close to a commercial hub so we could still walk to shops. This really limited our options because of the current zoning rules.

The fourplex and the grocery are remnants of a historical Seattle. Today, neither are allowed to be built where we were living because it is a single-family zone. These zoning rules are also historical remnants. Allowing only one family to live in a detached house throughout most of the city dates from the 1923 comprehensive plan, authored by Harland Bartholomew. He was writing zoning codes for cities throughout the country [to prevent “colored people” from moving into “finer residential districts.”](#) He was laying the groundwork for racist property covenants and red lining by banks. The effects of these past racist policies are still starkly apparent in the current map of Seattle. But they don’t have to be.

There are a small handful of stores and cafes like Boulevard Grocery (now called Seven Coffee Roasters Market & Cafe) speckled throughout the city’s residential neighborhoods. They have all been in continued operation since at least 1922, weathering the depression, WWII and the Vietnam War, the oil embargo, the Great Recession and now online commerce. Why have they been able to maintain business for 100 years? Because they are beloved local places that connect us — to Seattle’s past; to each other; to the food, drink, art, culture and life of a specific neighborhood. They create more activity on the sidewalk, reducing crime and

cars and increasing walking, biking, skipping, scootering and maybe even laughing. (There's no data yet on that last one.) They create more equity by opening up small business opportunities that tailor their offerings to the neighborhood, generating jobs and keeping economic multipliers in the community.

Many of us will be working from home more than we used to. What if we could stitch together an itinerary walking around our neighborhoods that includes a stop at our block's coworking space to attend a video meeting in a soundproof room, then a haircut and a sandwich at the deli down the street? We wouldn't need to live right near a commercial hub if these businesses were distributed throughout our neighborhoods.

Let's allow corner stores back into our neighborhoods. If you are concerned about this prospect, help to shape how we let them return. Let's keep things human-scaled with local businesses and small structures that will nestle into our neighborhoods, just like the examples we already know. We can decide what uses to allow. Coffee? Yes. Grocery? Yes. Cellphone store? Hmm, I don't think so. Kid's art classes? Yes. Beer and wine on a patio with unamplified music? How about only before 8 p.m.? We can make rules about when deliveries are allowed to happen and where to keep trash. There's much to discuss.

The way we allow corner stores back into our neighborhoods is by amending the land-use code, which requires a vote by the Seattle City Council. Reach out to our council members and tell them you want to bring back corner stores to create a connected, walkable, safe city that replaces

old segregationist rules with a vision for a city that
will be ready when you need that roll of toilet
paper!

Sam Kraft is a principal of D3 Architects and instructor of architecture at the
University of Washington.





shutterstock.com · 1443415148





From the 2015 Comprehensive Plan:

ROADWAY TYPOLOGIES

The following street typologies dictate the form and intended functions of roadways in Kenmore. While some roadways are intended to serve regional travel and vehicle circulation, other facilities provide safe options for a more multimodal user base. A description of each roadway type follows and detailed fact sheets are available in **Appendix D-3**.

The roadway types are as follows and are summarized in **Figure 14**:

- Boulevard – Most conducive for crosstown trips and focus on transit, freight, and auto mobility.
- Urban Avenue – Signals the entry into a higher-density commercial or residential zone. Emphasizes multimodal interactions and travel experience.
- Neighborhood Connection – Provides a safe and enjoyable travel experience for bicycles and pedestrians.
- Local Street – Prioritizes local access (driveways, on-street parking) and pedestrian travel. Bicycles share the roadway.

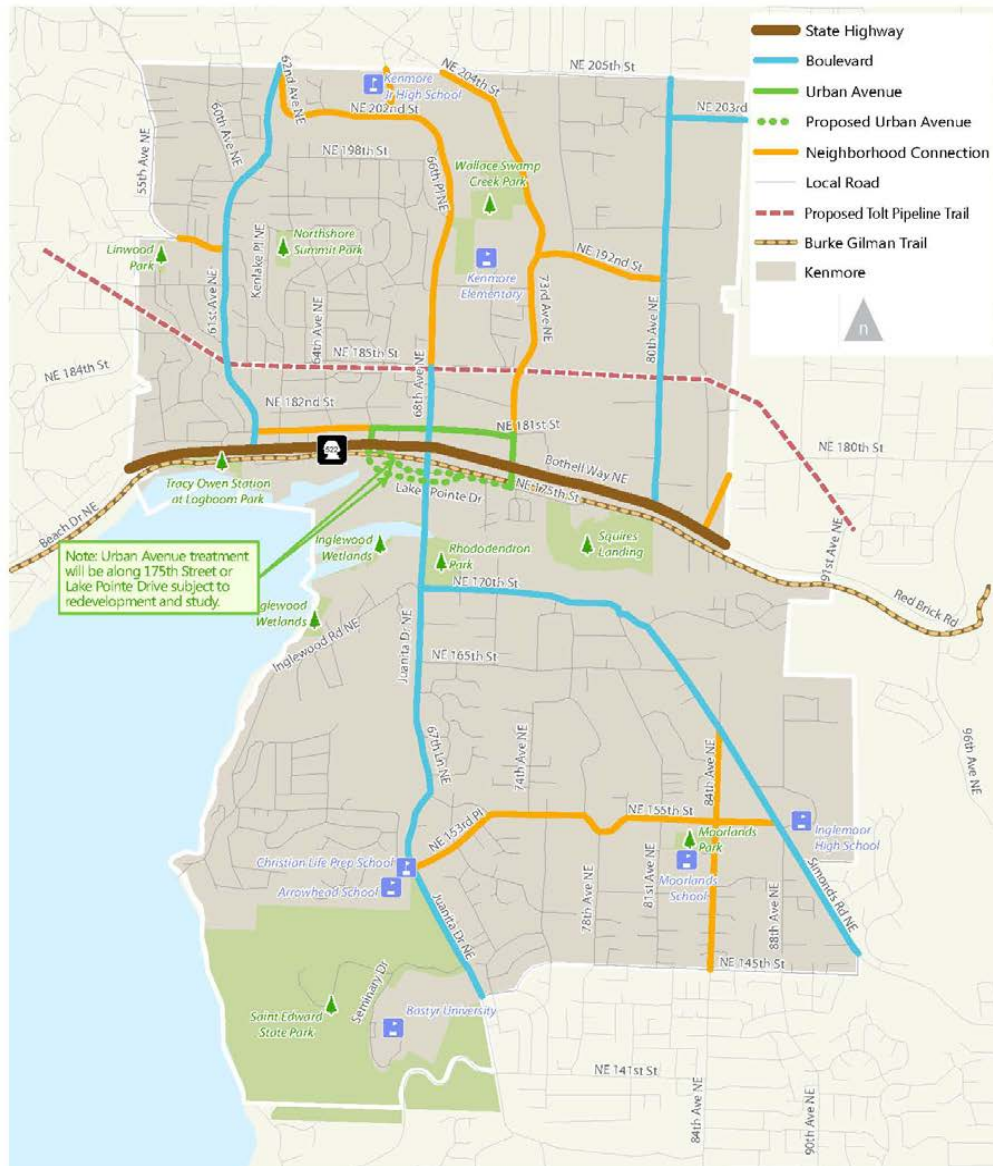


Figure 14.

City's Layered Network

Document Path: \\Fpse03\\fpse2\\Data2\\2013Projects\\SE13-0301_04_Kenmore_TE_T04\\Graphics\\WXD\\fig0x_jyrNet.mxd

