

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, August 20, 2024 - 7:00 PM

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

ZOOM LINK: <https://kenmorewa-gov.zoom.us/j/83956993484>

Or Telephone: Dial US: +1 253 215 8782
Callers please dial *9 to Raise/Lower Hand
Webinar ID: 839 5699 3484

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.

[Planning Commission Virtual Public Comment Request Form](#)

[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 HEARING**

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.

Public Hearing - Downtown Element

[Staff Hearing Memo](#)

[Draft Downtown Element \(clean version\)](#)

[Draft Downtown Element \(strike version\)](#)

5. PUBLIC HEARING

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.

Public Hearing - Community Design Element

[Draft Community Design Element \(clean version\)](#)

[Draft Community Design Element \(strike version\)](#)

6. 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.

7. CONSENT AGENDA

Approval of Previous Meeting Minutes

[07.30 Planning Commission Meeting Minutes](#)

Planning Commissioner Excusals

8. AGENDA ITEMS

Review of the Housing Element and Land Use Element

[Draft Housing Element](#)

[Draft Land Use Element](#)

9. ADJOURNMENT

UPCOMING MEETINGS:

September 3, 2024, 7:00 p.m.



City Of Kenmore, Washington

Memorandum

Date: August 20, 2024

To: Planning Commission

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

Regarding: Comprehensive Plan Update: Public Hearing, Draft Downtown Element & Draft Community Design Element; Review of Housing Element and Land Use Element

A Public Hearing is scheduled for the August 20, 2024, meeting to receive public input on the draft Downtown Element and draft Community Design Element. The Commission's recommendations to City Council for each of the elements will also be requested at the August 20 meeting. The Commission will present their recommendations at the September 9 City Council meeting.

The Commission passed a motion at the July 2, 2024, meeting to move forward with a Public Hearing based on the revised drafts. The Commission's requested changes to each element from the last meeting are denoted in blue.

Also to be reviewed over the next two meetings are the Housing Element and Land Use Element. Updates to these elements are necessary to comply with requirements from King County Affordable Housing Committee (AHC). The AHC reviews draft comprehensive plans to ensure consistency with countywide policy goals in the Countywide Planning Policies (CPPs) Housing Chapter.

Attachments

1. Draft Downtown Element (clean and strike versions)
2. Draft Community Design Element (clean and strike versions)
3. Draft Housing Element
4. Draft Land Use Element

18120 68th Ave NE, Kenmore, WA 98028

Office: (425) 398-8900

Fax: (425) 481-3236

cityhall@kenmorewa.gov

www.kenmorewa.gov

DOWNTOWN 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 Bothell Way/SR-522.

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 City Hall (2010), 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 existing manufacturing home communities provides affordable housing opportunities downtown. Planned partnerships on city property will bring additional affordable housing downtown. New commercial development and office/service development and renovation of existing commercial buildings (Kenmore Camera, Cooley Smiles) all support a vibrant downtown. City sponsored events such as the farmers market, movies at the Town

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 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.

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

- 1 less pleasant for walking. Many such buildings are found within the Downtown area.
2 However, new development must comply with adopted site and building design standards
3 that address these issues.
- 4 • Pole signs are mostly found on the north side of SR-522 between 61st Avenue NE and 80th
5 Avenue NE, where automobile-oriented retail uses predominate. Frequent use of pole signs
6 can create visual clutter, particularly when competing with other street elements such as
7 billboards, telecommunication towers, utility poles, streetlights, etc. New development would
8 have to comply with adopted design standards and sign regulations.
- 9 • The predominance of parking lots in the Downtown area is indicative of the overall auto-
10 oriented nature of the region. The numerous access points to and from the parking lots of
11 establishments along SR-522 create potentially hazardous situations as vehicles enter and
12 exit the traffic flow from SR-522. Consolidating driveway access along SR522 is a
13 requirement when new development occurs.
- 14 • There are few sidewalks in the Downtown area. Although completion of sidewalks on SR522,
15 181st Street from 73rd Ave NE to 67th Ave NE and sidewalks and bike lanes on 68th Ave
16 NE/Juanita Drive have improved access to Downtown.
- 17 • There is little or no street trees along major arterials and along portions of SR-522, with the
18 exception of those separating SR-522 from the Burke-Gilman trail. However, street trees
19 along SR522, along 68th Ave NE/Juanita Drive and NE 181st Street between 73rd Ave NE and
20 67th Ave NE have improved the streetscape and access to Downtown.
- 21 • Parks and open space uses include Log Boom Park and the Burke-Gilman Trail. Nearby parks
22 include Rhododendron Park, ƛ'ax*adis (Tl' awh-ah-dees) Park, and the State Boat Launch
23 facility. The Town Square and Hangar and Jack V Crawford Skate Court and City Hall park
24 also provide opportunities for recreation and gathering.
- 25 • Several major natural features exist within the Downtown area, including Swamp Creek, the
26 Sammamish River, and Lake Washington. Steep hillsides sloping to the north offer views of
27 the Lake.
- 28 • In Kenmore, pedestrian destinations and generators include bus stops, grocery stores and
29 other retail establishments, The Hangar and Town Square, City Hall, the Burke-Gilman Trail
30 and trail-oriented businesses, ƛ'ax*adis (Tl' awh-ah-dees) Park, Jack V Crawford Skate Court,
31 Kenmore Library, the Park and Ride lot, Log Boom Park, and Rhododendron Park. Nearby
32 mobile home parks, apartments, and senior housing complexes also function as pedestrian
33 generators.
- 34 • Sidewalks have been added to SR522 and sidewalks and bike lanes have been added to 68th
35 Ave NE/Juanita Drive improving pedestrian and bicycle access on the City's main north/south
36 and east/west arterials. Crosswalks have been added at key intersections. Nevertheless,
37 SR522 is still a significant barrier. These road corridors essentially "divide" central Kenmore
38 into four quadrants. SR522 is still a significant barrier especially for pedestrian and bike
39 travel, dividing the north and south sides of Downtown.
- 40 • Key pedestrian crossings exist at the intersections of SR-522 and 61st, 68th, 73rd and 80th
41 Avenues NE, with crosswalks and pedestrian signalization in place. Additional pedestrian

crossings along Bothell Way/SR-522 could help break up the considerable distance pedestrians must currently travel to cross SR-522 (e.g. 65th Avenue NE).

- 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.

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 city.

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 43+ 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.

Opportunities for Development

The opportunities for development in Downtown Kenmore, as follows:

Lakepointe

Lakepointe has the potential to offer a high amenity setting for a mix of residential, commercial uses and recreational uses serving a broad market area. Factors affecting its relationship to the Downtown Core are its lakefront site and the barriers represented by SR-522. While Lakepointe may include 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 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.

DOWNTOWN PLANS

The Kenmore Comprehensive Plan focuses upon the establishment of a Downtown core. The following guiding principles support the Downtown vision:

General

- Plan for and implement an attractive, vital, pedestrian-oriented, transit friendly, city center offering commercial, civic, cultural and park spaces, integrated with higher density housing.
- Support redevelopment in accordance with the Vision for the Downtown through investment in public infrastructure including transportation (especially pedestrian and bicycle facilities and other forms of micro-modal transportation), utility, and civic infrastructure.
- Give priority to creating indoor and outdoor public spaces; promote community activities meeting the needs of a range of ages and interests. Outdoor spaces should include plazas, parks, and public green spaces. Encourage the efficient use of space and shared uses where appropriate.
- Give priority consideration to strong linkages between the four Downtown quadrants and the surrounding neighborhoods. Pedestrian crossings, including a grade-separated crossing above or under SR-522, linking the north and south quadrants, should be readily accessible, functional, visually attractive, safe, and inviting links to key destinations, and should provide a Kenmore identity.
- Create a Downtown circulation system that promotes mobility for all modes of travel.
- Create a local pedestrian oriented “main street” on NE 181st Street where parking and motorized transportation is minimized.
- Create an interconnected networks of trails, shared use paths, sidewalks, bikeways, and open spaces in Downtown.
- Promote the revitalization and expansion of business and retail compatible with the character of the Downtown districts. Encourage businesses that draw patrons during both the day and evening. Provide an adequate mix of on-street, surface, and structured parking, and encourage shared parking options. Where feasible, reduce parking requirements.
- Provide high density, high amenity (includes public spaces and private facilities) pedestrian oriented residential neighborhoods meeting the housing needs of a variety of income levels and developed at densities high enough to support transit and commercial uses. Off-street parking should be minimized.
- 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.

- 1 ▪ The Downtown should acknowledge and create a beneficial and symbiotic relationship with
2 SR-522.
- 3 ▪ Integrate and manage Downtown development to support sound ecological principles by
4 responding to natural landforms, providing storm water management, improving water quality
5 and retaining and adding green spaces.
- 6 ▪ Identify Downtown view corridors of significant off-site features (i.e. Lake Washington,
7 Cascades, and surrounding hillsides), giving priority consideration to provision of public
8 physical and visual access from the Downtown quadrants to the waterfront.
- 9 ▪ Locate a multi-modal transportation facility Downtown or close to Downtown, linked with
10 other public facilities and spaces, functioning as a key node within a larger regional system.
- 11 ▪ A large, functional, open, outdoor space should be created to function as a focal point and
12 providing opportunities for public and private gatherings.

13 Given these principles, the City ~~has~~ developed a Downtown strategy (Kenmore Downtown Plan,
14 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

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

- 24 • Downtown – Commercial: To promote a community-serving mixed-use area, north of SR-522,
25 the Downtown Commercial District features a mix of private and public uses designed to
26 create a welcoming community, and pedestrian-friendly environment. Public places,
27 sidewalks, extensive landscaping, transit-orientation, shared or structured parking, protection
28 of environmentally sensitive areas, and high-quality design and signage are key features.
29 Permitted uses emphasize mixed or multiple use developments, and include high-density
30 housing, civic and governmental, offices, small-scale commercial and retail, and locally
31 oriented professional and personal services. Uses not compatible with the Downtown
32 Commercial intent such as those which require vehicle or materials storage, service bays,
33 wide curb cuts, expanses of exterior product display or storage, or produce little customer or
34 visitor activity are discouraged. Park-and-Ride/Transit Centers are promoted along SR-522.
- 35 • Downtown – Residential: The Downtown Residential District in the northeast and northwest
36 quadrants provides higher density residential development in support of the Downtown
37 Commercial Zone. Limited retail and office uses are also allowed as part of mixed-use
38 developments. The District represents an opportunity to provide a range of housing types in
39 the community with attention to appearance and scale.

- 1 • **Manufactured Housing Community:** The existing manufactured housing communities in the
2 Downtown provide higher density housing that is more affordable for seniors and lower-income
3 residents. Some of the communities may be appropriate for long-term preservation; others may
4 not be compatible with the future Downtown vision; particularly as high capacity transit comes
5 to the City.
- 6 • **Regional Business with Mixed-Use Master Plan Requirements:** The Regional Business District
7 encompasses the southwest and southeast quadrants of the 68th Avenue NE/SR-522
8 intersection and includes areas commonly referred to as the Lakepointe and the Plywood
9 Supply areas. Property conditions and overlay districts, and in some locations, design
10 standards, not only recognize Kenmore’s position as a regional transportation center for larger
11 scale commercial, office, and multi-family developments, but also promote a mixed-use,
12 compact development with coordinated internal circulation, shared or structured parking,
13 compatible design and signage, and direct access to public transportation. Emphasis is
14 placed on public access to the waterfront, protection of environmentally sensitive areas,
15 building modulation and façade treatments that help create a human scale, and land
16 use/design transitions and linkages to neighboring districts.

17 **Circulation Plan**

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

19 **Strategic Civic Investment Area**

20 Revitalization of Downtown will involve partnerships. A public private partnership was
21 instrumental in the development of the 9.6 acre Kenmore Village property. The City actively
22 pursues and identifies potential partnerships to encourage private development that aligns with
23 the Downtown Vision. The vast majority of property in Downtown is and will remain in private
24 ownership. Private property owners will determine their property investment and development.
25 City plans and regulations will guide and encourage development to meet the community vision.
26 It is anticipated that private development will likely occur according to market forces in the
27 southwest and southeast quadrants of the 68th Avenue NE and SR-522 intersection, due to the
28 desirability of the Lake Washington and Sammamish River location, and with the spillover effects
29 of the Lakepointe development. It is likely that incentives will be needed to stimulate
30 development in the northwest and northeast quadrants of the intersection, due to the numerous,
31 small, privately owned parcels.

32 The City recently provided a “central place” for the community with the development of The
33 Hangar and Town Square. The Hangar acts as an indoor/outdoor community building, while
34 Town Square is essentially an “outdoor living room” and extension of The Hangar space. City Hall
35 and the Kenmore Library, both constructed in the 2010s, as well as street and infrastructure
36 improvements such as road realignment, sidewalks, and street trees, improve the look and add
37 vibrancy to downtown. These improvements support existing businesses and complement
38 private investment of commercial, office, and multi-family uses located in downtown.

Implementation Programs

Implementation programs are an identification of activities that, if pursued, would further the concepts found in the Comprehensive Plan and implementing plans and regulations. Implementation Programs are identified at the conclusion of this Chapter.

DOWNTOWN KENMORE – COUNTYWIDE GROWTH CENTER

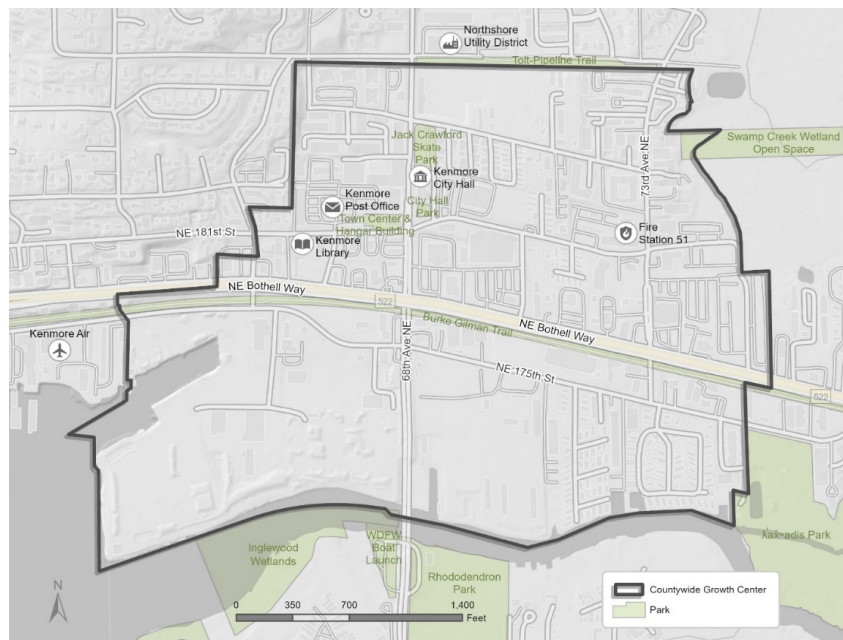
As mentioned previously, Downtown Kenmore was designated as a candidate Countywide Growth Center (CGC) by the King County Growth Management Planning Council in December 2021. Countywide Growth Centers, as defined by King County, are areas for equitably concentrating jobs, housing, shopping, and recreational 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.

As noted in the descriptions above, downtown Kenmore is divided into 4 quadrants, with 68th Avenue NE and Bothell Way/SR-522 as the two road corridors separating the quadrants.

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

Figure D-1 Countywide Growth Center



Source: City of Kenmore GIS

1 **Center Criteria**

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

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

9

10 **KEY RECOMMENDATIONS AND ADOPTION OF A NEW DOWNTOWN PLAN**

11 Because many of the key components of the original Downtown Plan have been implemented
12 since the original Plan's adoption in 2003, there is a need to revisit and develop an updated
13 Downtown Plan. In March 2024, City staff collaborated with the Urban Land Institute (ULI)¹ to
14 evaluate existing conditions and help City staff consider the next "lifecycle" of Kenmore
15 downtown planning. Through a 2-day "TAP" working session, ULI expert panelists interviewed
16 key community stakeholders, evaluated current economic and demographic trends, and
17 developed several recommendations as part of a report titled *Downtown Kenmore TAP Report*.
18 This document serves as a guide that City leaders and the community may consider when
19 updating the next Downtown Plan.

¹ Urban Land Institute is an interdisciplinary, worldwide membership organization which represents all aspects of real estate and urban development. ULI Northwest conducts one-and-a-half-day TAPs offering objective and responsible advice to local decision-makers on a wide variety of land use and real estate issues ranging from site-specific projects to public policy questions. The TAP program is intentionally flexible to provide a customized approach to specific land use and real estate issues. In fulfillment of ULI's mission, this technical assistance report is intended to provide objective advice that will promote the responsible use of land to enhance the environment.

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, 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 pursuant to VISION 2050 and the King County Countywide Planning Policies. HCTs 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.

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 Districts.

Policy DT-1.2.1 Continue to implement and evaluate land use regulations that support the different districts of downtown by encouraging regional serving development south of SR-522 and local serving development north of SR-522.

1	Policy DT-1.2.2	Focus public investment, as well as mixed uses, in the northwest
2		quadrant of the 68 th Avenue NE and SR-522 intersection.
3	Policy DT-1.2.3	Foster public/private partnerships to stimulate development consistent
4		with Downtown character.
5	Policy DT-1.2.4	Develop a Main Street, such as 181 st Street, that emphasizes architectural
6		integration, promotes walkability, and helps develop and reinforce a
7		sense of place and identity of downtown Kenmore.
8	OBJECTIVE DT-1.3	Define varying development intensities and scales within the Downtown.
9	Policy DT-1.3.1	Continue to implement and evaluate different intensity or density
10		standards that address the different characters of different areas of
11		Downtown. Types of land uses allowed may be more intensive in regional-
12		serving districts than in local-serving districts.
13	Policy DT-1.3.2	Continue to implement and evaluate design and development standards by
14		district such as floor area ratios, building heights, ground-level and upper-
15		story setbacks, building modulation, and façade treatments, dependent
16		upon the regional-serving or local-serving nature of the differing areas.
17		Development standards also should consider topography, view corridors,
18		and compatibility with adjacent residential uses surrounding the different
19		areas of the Downtown.
20	Policy DT-1.3.3	Consistent with the Climate Action Plan and Element, promote density near
21		high frequency transit, and encourage infill and redevelopment in and near
22		the Downtown area.
23	OBJECTIVE DT-1.4	Identify development and redevelopment incentives and infrastructure
24		phasing in the Downtown.
25	Policy DT-1.4.1	Invest in transportation, surface water, civic, and park infrastructure and
26		facility improvements in portions of the Downtown where public
27		investment has the most potential to stimulate private reinvestment and
28		redevelopment where strategically financially feasible and sustainable.
29	Policy DT-1.4.2	Identify Downtown as a receiving area for density transfers from properties
30		with environmentally sensitive areas or to preserve existing affordable
31		housing.
32	Policy DT-1.4.3	Give Downtown locations the highest priority when siting City and
33		government facilities which have significant employment or destination
34		potential.
35	Policy DT-1.4.4	Encourage innovative, quality development and redevelopment through a
36		variety of regulatory, incentive, and program strategies. Possible
37		approaches include:
38		a. Special development standards for infill or redevelopment sites;

- | | | | |
|----|-------------------------|--|---|
| 1 | | b. | Assembly and resale of sites to providers of affordable housing or |
| 2 | | | mixed-use developments; |
| 3 | | c. | Impact mitigation fee structures that favor infill or redevelopment; |
| 4 | | d. | Expedited permit processes; |
| 5 | | e. | Greater regulatory flexibility; |
| 6 | | f. | Reduced permit fees and/or delayed fees; and |
| 7 | | g. | Joint public/private loan guarantee pools. |
| 8 | | h. | Financial incentives such as Multi-Family Tax Exemption, Tax |
| 9 | | | Increment Financing. |
| 10 | | i. | Tax Increment Financing |
| 11 | Policy DT-1.4.5 | | Facilitate development in the Downtown that meets the community vision. |
| 12 | | | Guide Downtown implementation strategies with input from key Downtown |
| 13 | | | and community stakeholders. |
| 14 | Policy DT-1.4.6 | | Monitor ongoing economic trends to anticipate future development |
| 15 | | | opportunities and assist the City in amending development regulations. |
| 16 | OBJECTIVE DT-1.5 | Beautify Downtown with attractive, functional, and enduring buildings | |
| 17 | | and places. | |
| 18 | Policy DT-1.5.1 | | Focus design review standards and guidelines towards Downtown as well |
| 19 | | | as commercial and multi-family development Citywide. Ensure that |
| 20 | | | provisions allow for creativity and flexibility while meeting common design |
| 21 | | | principles. (see <i>Policy LU-10.1.2</i>) |
| 22 | Policy DT-1.5.2 | | Promote the concept of a “center” through the use of common design |
| 23 | | | themes such as street and landscape materials and building style and |
| 24 | | | materials. |
| 25 | Policy DT-1.5.3 | | Enhance the aesthetic quality and compatibility among land uses through |
| 26 | | | landscaping, building orientation and setbacks, traffic control and other |
| 27 | | | measures to reduce potential conflicts. Distinctive or historical local |
| 28 | | | character and natural features should be reflected in development design |
| 29 | | | to provide variety within Downtown. |
| 30 | Policy DT-1.5.4 | | Identify and encourage the creation of parks, plazas, and public green |
| 31 | | | spaces which enhance the aesthetics and social and environmental health |
| 32 | | | of Kenmore. |
| 33 | Policy DT-1.5.5 | | Require screening of unsightly views, such as heavy machinery, storage |
| 34 | | | areas, loading docks, and parking areas to minimize their visibility from |
| 35 | | | adjacent properties and from arterials. |

1	Policy DT-1.5.6	Provide locations for public gatherings in civic and commercial
2		developments where appropriate. (see <i>Policy LU-12.1.2</i>)
3	Policy DT-1.5.7	Regulate signs to contribute to the visual coherence of Downtown, while
4		reducing glare and other adverse visual impacts on nearby residents.
5	GOAL DT-2. PROMOTE DOWNTOWN AS A VITAL, PEDESTRIAN-FRIENDLY CENTER.	
6	OBJECTIVE DT-2.1	Increase pedestrian activity in the city center and encourage pedestrian-
7		oriented uses and designs.
8	Policy DT-2.1.1	Encourage transit, bicycle, and pedestrian travel through compact
9		development patterns. Multistory construction, structured parking, and
10		other techniques to use land efficiently should be encouraged.
11	Policy DT-2.1.2	Through zoning regulations, master plan and site plan reviews, or other
12		methods, group compatible uses to reduce conflicts among uses and to
13		increase convenience for businesses, employees, users and pedestrians.
14	Policy DT-2.1.3	Provide routes for pedestrian, auto, bicycle, transit and truck travel with
15		convenient access to each major destination. Buildings should be close to
16		sidewalks to promote walking and browsing, with parking areas located on
17		the side or rear of buildings.
18	Policy DT-2.1.4	Off-street parking should not disrupt pedestrian access to commercial uses.
19		Front yard parking should be discouraged, and interconnection of parking
20		lots should be required.
21	Policy DT-2.1.5	Identify the most desirable placement and orientation of new buildings to
22		improve the overall pedestrian activity and improve the aesthetics of the
23		center.
24	Policy DT-2.1.6	Improve and add sidewalks in the Downtown in accordance with
25		Transportation Element goals, objectives, and policies.
26	OBJECTIVE 2.2	Create a Downtown circulation system that promotes mobility for all
27		modes of travel to and within Downtown.
28	Policy DT-2.2.1	Design and implement a sidewalk system in the Downtown. Ensure that
29		crosswalks are identifiable and contribute to the design and intended
30		character of the Downtown.
31	Policy DT-2.2.2	Provide trail connections to the Burke-Gilman Trail through a pedestrian
32		bridge crossing SR-522 and at signalized intersections.
33	Policy DT-2.2.3	Continue coordination with Sound Transit in the development of future bus
34		rapid transit (BRT) service in Kenmore, as well as a future garage at
35		Kenmore Park & Ride.

1	Policy DT-2.2.4	Implement a Transportation Improvement Program that emphasizes
2		improvements facilitating Downtown redevelopment and traffic movement
3		consistent with the Transportation and Capital Facility Elements.
4	Policy DT-2.2.5	Promote pedestrian-friendly streets with street furniture and trees.
5		Develop street trees and vegetation standards that unify the Downtown,
6		define Downtown streets, and allow for appropriate business visibility.
7		Incorporate street furniture and art into Downtown street standards,
8		including benches, trash and recycling receptacles, tree grates,
9		streetlamps, and other amenities.
10	Policy DT-2.2.6	For safety and aesthetic purposes, promote the use of landscape buffers
11		between curbs and sidewalks, particularly along arterials. Ensure
12		appropriate levels of illumination. Encourage bus stops to have shelters
13		and benches. Provide crosswalks at key locations in Downtown, as well as
14		on SR-522 near Park and Ride lots and transit stops.
15	OBJECTIVE DT-2.3	Encourage mixed-use development which contains a variety of uses
16		having activity levels at different times of day.
17	Policy DT-2.3.1	Adopt land use and zoning regulations that encourage a mix of uses either
18		within the same structures or within an overall site development.
19		Incentives could include density bonuses, reduced parking rates for uses
20		with alternate peak parking utilization, or other mechanisms.
21	Policy DT-2.3.2	Encourage housing development within and surrounding the Downtown to
22		encourage evening utilization of the Downtown.
23	Policy DT-2.3.3	Encourage concentrations of housing and commercial and service
24		activities with complementary activity levels such as office and
25		entertainment complexes, housing and office uses, and other
26		combinations.
27	OBJECTIVE DT-2.4	Provide housing and commercial development that supports transit.
28	Policy DT-2.4.1	Establish minimum housing densities for Downtown development
29		districts.
30	Policy DT-2.4.2	Establish minimum floor area ratios or employment levels, and/or
31		implement business retention and expansion activities, for Downtown
32		development districts to support transit.
33	Policy DT-2.4.3	Allow joint parking facilities in the vicinity of the development they serve.
34	OBJECTIVE DT-2.5	Provide a variety of housing choices within and surrounding Downtown to
35		support commercial businesses and alternative modes of transportation.
36	Policy DT-2.5.1	Designate appropriate locations for multi-family land use and zoning
37		districts accommodating a variety of housing types such as townhomes,
38		apartments and manufactured housing communities.

1	Policy DT-2.5.2	Encourage multi-family housing as part of mixed-use developments within
2		Downtown.
3	Policy DT-2.5.3	Allow multi-family housing in stand-alone complexes within Downtown
4		districts subject to locational criteria, such as sites along secondary
5		access points or sites that would not inhibit commercial or mixed-use
6		development in prime locations.
7	GOAL DT-3. LINK DOWNTOWN TO THE REST OF THE COMMUNITY.	
8	OBJECTIVE DT-3.1	Strengthen the connections between Downtown and other
9		neighborhoods.
10	Policy DT-3.1.1	Develop an integrated and hierarchical street tree, signage, and public art
11		program to identify Downtown, government facilities, and parks throughout
12		the community.
13	Policy DT-3.1.2	Ensure that appropriate development, design, and buffering techniques
14		allow for a graduated transition between the Downtown and adjacent
15		neighborhoods.
16	OBJECTIVE DT-3.2	Provide safe pedestrian, bicycle, and automobile connections across SR-
17		522 and the Sammamish River.
18	Policy DT-3.2.1	Consider sidewalk priorities consistent with the Transportation Element,
19		and provide a continuous sidewalk system on 68 th Avenue NE.
20	Policy DT-3.2.2	Establish an identifiable and safe bicycle route across SR-522.
21	Policy DT-3.2.3	Endeavor to reduce traffic volumes through an intra-community transit
22		system.
23	Policy DT-3.2.4	Consider capacity improvements cautiously to ensure that the
24		improvements will not attract significantly greater pass-through traffic.
25	OBJECTIVE DT-3.3	Connect Downtown to the Lake Washington and Sammamish River
26		waterfronts, and to area parks and open spaces.
27	Policy DT-3.3.1	Ensure the sidewalk system is improved to allow for connections to the
28		Burke-Gilman trail and to shoreline access areas established through the
29		Shoreline Master Program permit process.
30	Policy DT-3.3.2	Establish a primary and secondary path network in and around Downtown
31		with connections to the waterfront. The primary network consists of
32		sidewalks along streets and the Burke-Gilman Trail. The secondary
33		network consists of off-street non-motorized paths encircling and
34		bisecting Downtown blocks.
35		
36		

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 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.

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.

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 PROGRAMS

As the City embarks on the new updated Downtown Plan, it is important to identify key implementation programs. The following implementation programs may be considered to implement the Downtown Vision:

- Business Retention
- Economic Development
- Infrastructure/Services
- 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.
- King County Growth Management Planning Council (~~March 2023~~ December 2012). Countywide Planning Policies, Seattle, WA.
- Property Counselors (October 2005). Kenmore Downtown Plan Market Study. Prepared for City of Kenmore, Seattle, WA.
- Urban Land Institute Northwest (June 2024). Downtown Kenmore TAP Report. Prepared for City of Kenmore.

Text = deleted text

Text = new text

Text = changes from 7/2 meeting

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 Bothell Way/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 housinghome communities Downtown provides single-family affordable housing opportunities downtown. Planned along with partnerships on city property will bring to develop newadditional affordable housing downtown. 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, 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.~~

~~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 Court 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 and trail-oriented businesses, Xax'adis (Tl' awh-ah-dees) Park, Jack V Crawford Skate Court, 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/SR-522 could help break up the considerable distance pedestrians must currently travel to cross SR-522 (e.g. 65th Avenue NE).
- 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 city Kenmore.

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 5943+ 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.

**Figure LU-4
Downtown Inventory**

DRAFT

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

DRAFT

DOWNTOWN PLANS

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

General

- Plan for and implement an attractive, vital, pedestrian-oriented, transit friendly, city center offering commercial, civic, cultural and park spaces, integrated with higher density housing.
- ~~Address the different characteristics of Downtown by encouraging regional serving development south of SR-522 and local serving development north of SR-522.¹~~
- Support redevelopment in accordance with the Vision for the Downtown through investment in public infrastructure including transportation (especially pedestrian and bicycle facilities and other forms of non-motorized micro-modal transportation), utility, and civic infrastructure.
- Give priority to creating indoor and outdoor public spaces; promote community activities meeting the needs of a range of ages and interests. Outdoor spaces should include plazas, parks, and public green spaces. Encourage the efficient use of space and shared uses where appropriate.
- Give priority consideration to strong linkages between the four Downtown quadrants and the surrounding neighborhoods. Pedestrian crossings, including a grade-separated crossing above or under of SR-522, linking the north and south quadrants, should be readily accessible, functional, visually attractive, safe, and inviting links to key destinations, and should provide a Kenmore identity.
- ~~Create a Downtown circulation system that promotes mobility for all modes of travel, emphasizing a loop road circulation system.~~
- Create a local pedestrian oriented “main street” on NE 181st Street where parking and motorized transportation is minimized.
- Create an interconnected system networks of trails, shared use paths, sidewalks, bikeways, and open spaces in Downtown.
- Promote the revitalization and expansion of business and retail compatible with the character of the Downtown districts. Encourage businesses that draw patrons during both the day and evening. Provide an adequate mix of on-street, surface, and structured parking, and encourage shared parking options. Where feasible, reduce parking requirements.
- Provide high density, high amenity (includes public spaces and private facilities) pedestrian 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
8 Holt properties. The City actively pursues and identifies potential partnerships to encourage
9 private development that aligns with the Downtown Vision. The vast majority of property in
10 Downtown is and will remain in private ownership. Private property owners will determine their
11 property investment and development. City plans and regulations will guide and encourage
12 development to meet the community vision. It is anticipated that private development will likely
13 occur according to market forces in the southwest and southeast quadrants of the 68th Avenue
14 NE and 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 Programs Strategies**

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

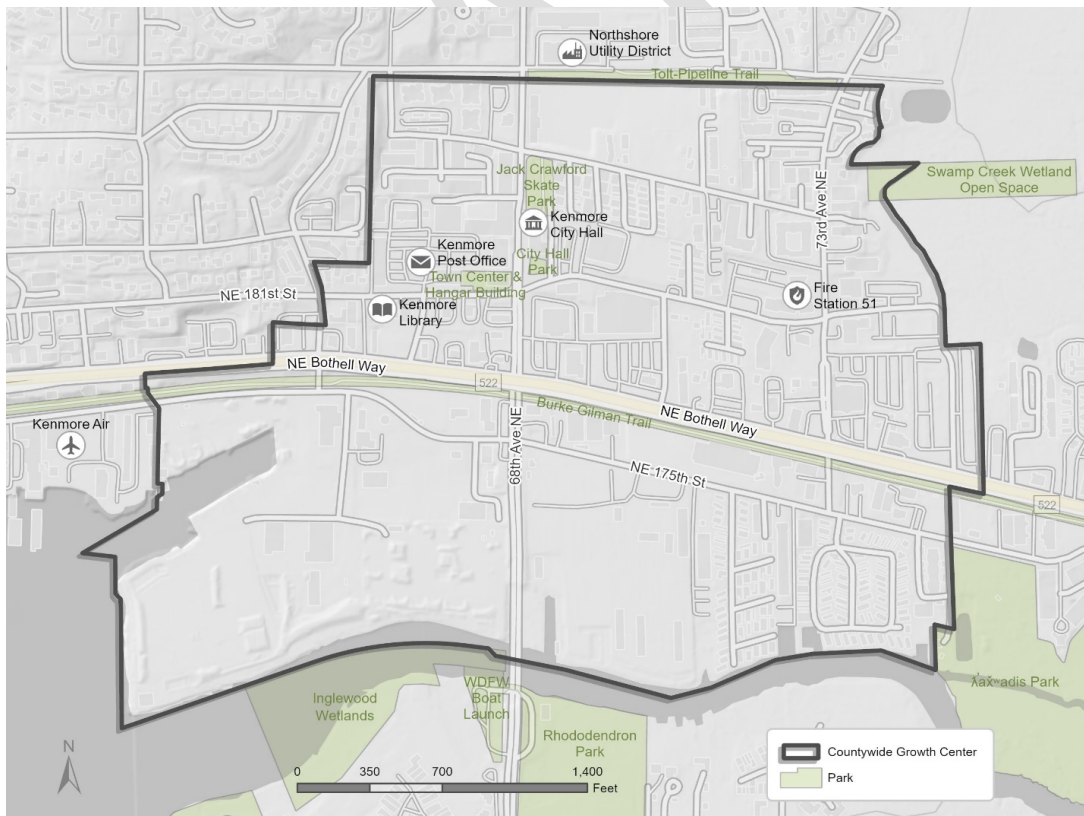
As mentioned previously, Downtown Kenmore was designated as a candidate Countywide Growth Center (CGC) by the King County Growth Management Planning Council in December 2021. Countywide Growth Centers, as defined by King County, are areas for equitably concentrating jobs, housing, shopping, and recreational 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.

As noted in the descriptions above, downtown Kenmore is divided into 4 quadrants, with 68th Avenue NE and Bothell Way/SR-522 as the two road corridors separating the quadrants.

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

Figure D-1 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 **policy** 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)² to evaluate existing conditions and help City staff consider the next "lifecycle" of Kenmore downtown planning. Through a 2-day "TAP" working session, ULI expert panelists interviewed key community stakeholders, evaluated current economic and demographic trends, and developed several recommendations **as part of a report titled Downtown Kenmore TAP Report. This document serves as a guide** that City leaders and the community may consider **when in** updating the **next** 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**
 - c) **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.**

² Urban Land Institute is an interdisciplinary, worldwide membership organization which represents all aspects of real estate and urban development. ULI Northwest conducts one-and-a-half-day TAPs offering objective and responsible advice to local decision-makers on a wide variety of land use and real estate issues ranging from site-specific projects to public policy questions. The TAP program is intentionally flexible to provide a customized approach to specific land use and real estate issues. In fulfillment of ULI's mission, this technical assistance report is intended to provide objective advice that will promote the responsible use of land to enhance the environment.

- 1 a) ~~Reforest Kenmore~~
- 2 b) ~~Continue Public Investments to Improve Livability and Value~~
- 3 c) ~~Green Loop~~
- 4 d) ~~Build a 522 Bridge Connecting North & South Downtown Areas~~
- 5 e) ~~Execute the Park and Ride TOD~~
- 6 f) ~~Continue Reinvestment and Redevelopment of Downtown~~
- 7 3. ~~Economic Infrastructure – Provide the framework to support quality of life, economic~~
- 8 ~~opportunity, and vitality of local business~~
- 9 a) ~~Infill Development Incentives, Permits, and Regulation Certainty~~
- 10 b) ~~Invest in Community – Programs and Placemaking – Constraint Research~~
- 11 c) ~~Strategic Parcel Identification and Support~~
- 12 ~~More detail may be found in the Downtown Kenmore ULI TAP Report.~~

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~~. ~~HCTs~~ Larger 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 DT-1.1.3 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 Districts s-Character.

Policy DT-1.2.1 Continue to implement and evaluate land use regulations that support implement ~~Provide for land use districts that address~~ the different characteristics districts of downtown by encouraging regional serving

1 development south of SR-522 and local serving development north of
2 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 and sustainable.~~

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.

Policy DT-1.4.4 Encourage innovative, quality development and redevelopment through a variety of regulatory, incentive, and program strategies. Possible approaches include:

- a. Special development standards for infill or redevelopment sites;
- b. Assembly and resale of sites to providers of affordable housing or mixed-use developments;
- c. Impact mitigation fee structures that favor infill or redevelopment;
- d. Expedited permit processes;
- e. Greater regulatory flexibility;
- f. Reduced permit fees and/or delayed fees; and
- g. Joint public/private loan guarantee pools.
- h. Financial incentives such as Multi-Family Tax Exemption, Tax Increment Financing.
- i. Tax Increment Financing

Policy DT-1.4.5 ~~Implement a Downtown plan to~~ Facilitate development in the Downtown that meets the community vision. Guide Downtown implementation strategies with input from key Downtown and community stakeholders.

Policy DT-1.4.6 Monitor ongoing economic trends to anticipate future development opportunities and assist the City in amending development regulations.

OBJECTIVE DT-1.5 Beautify Downtown with attractive, functional, and enduring buildings and places.

Policy DT-1.5.1 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-10.1.2)

Policy DT-1.5.2 Promote the concept of a “center” through the use of common design themes such as street and landscape materials and building style and materials.

Policy DT-1.5.3 Enhance the aesthetic quality and compatibility among land uses through landscaping, building orientation and setbacks, traffic control and other measures to reduce potential conflicts. Distinctive or historical local character and natural features should be reflected in development design to provide variety within Downtown.

Policy DT-1.5.4 Identify and encourage the creation of parks, plazas, and public green spaces which enhance the aesthetics and character—social and environmental health of Kenmore.

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.

Policy DT-1.5.6 Provide locations for public gatherings in civic and commercial developments where appropriate. (see Policy LU-12.1.2)

Policy DT-1.5.7 Regulate signs to contribute to the color and character visual coherence 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.

GOAL DT-2. PROMOTE DOWNTOWN AS A VITAL, PEDESTRIAN-FRIENDLY CENTER.

OBJECTIVE DT-2.1 Increase pedestrian activity in the city center and encourage pedestrian-oriented uses and designs.

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.

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.

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.

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.

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.

Policy DT-2.1.6 Improve and add sidewalks in the Downtown in accordance with Transportation Element goals, objectives, and policies.

OBJECTIVE 2.2 Create a Downtown circulation system that promotes mobility for all modes of travel to and within Downtown.

~~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.~~

- 1 Policy DT-2.2.1 Design and implement a sidewalk system in the Downtown. Ensure that
2 crosswalks are identifiable and contribute to the design and intended
3 character of the Downtown.
- 4 Policy DT-2.2.2 Provide trail connections to the Burke-Gilman Trail through a pedestrian
5 bridge crossing SR-522 and at signalized intersections.
- 6 Policy DTLU-2.2.3 ~~In cooperation with Metro, Sound Transit, and Community Transit,~~
7 ~~establish Downtown as an intra-community transit hub allowing for intra-~~
8 ~~community and regional transportation connections. Structured facilities~~
9 ~~with ground floor retail should be promoted~~ Continue coordination with
10 Sound Transit in the development of future bus rapid transit (BRT) service
11 in Kenmore, as well as a future garage at Kenmore Park & Ride.
- 12 Policy DT-2.2.4 Implement a Transportation Improvement Program that emphasizes
13 improvements facilitating Downtown redevelopment and traffic movement
14 consistent with the Transportation and Capital Facility Elements.
- 15 Policy DT-2.2.5 Promote pedestrian-friendly streets with street furniture and trees.
16 Develop street trees and vegetation standards that unify the Downtown,
17 define Downtown streets, and allow for appropriate business visibility.
18 Incorporate street furniture and art into Downtown street standards,
19 including benches, trash and recycling receptacles, tree grates, street
20 lamps, and other amenities.
- 21 Policy DT-2.2.6 For safety and aesthetic purposes, promote the use of landscaped buffers
22 between curbs and sidewalks, particularly along arterials. Ensure
23 appropriate levels of illumination. Encourage bus stops to have shelters
24 and benches. Provide crosswalks at key locations in Downtown, as well as
25 on SR-522 near Park and Ride lots and transit stops.
- 26 **OBJECTIVE DT-2.3 Encourage mixed-use development which contains a variety of uses**
27 **having activity levels at different times of day.**
- 28 Policy DT-2.3.1 Adopt land use and zoning regulations that encourage a mix of uses either
29 within the same structures or within an overall site development.
30 Incentives could include density bonuses, reduced parking rates for uses
31 with alternate peak parking utilization, or other mechanisms.
- 32 Policy DT-2.3.2 Encourage housing development within and surrounding the Downtown to
33 encourage evening utilization of the Downtown.
- 34 Policy DT-2.3.3 Encourage concentrations of housing and commercial and service
35 activities with complementary activity levels such as office and
36 entertainment complexes, housing and office uses, and other
37 combinations.
- 38 **OBJECTIVE DT-2.4 Provide housing and commercial development that supports transit.**
- 39 Policy DT-2.4.1 Establish minimum housing densities for Downtown development
40 districts.

1	Policy <u>DT-2.4.2</u>	Establish minimum floor area ratios or employment levels, and/or
2		implement business retention and expansion activities, for Downtown
3		development districts to support transit.
4	Policy <u>DT-2.4.3</u>	Allow joint parking facilities in the vicinity of the development they serve.
5	OBJECTIVE <u>DT-2.5</u>	Provide a range variety of housing choices opportunities within and
6		surrounding Downtown to support commercial businesses and alternative
7		modes of transportation.
8	Policy <u>DT-2.5.1</u>	Designate appropriate locations for multi-family land use and zoning
9		districts accommodating a variety of housing types such as townhomes,
10		apartments and manufactured housing communities.
11	Policy <u>DT-2.5.2</u>	Encourage multi-family housing as part of mixed-use developments within
12		Downtown.
13	Policy <u>DT-2.5.3</u>	Allow multi-family housing in stand-alone complexes within Downtown
14		districts subject to locational criteria, such as sites along secondary
15		access points or sites that would not inhibit commercial or mixed-use
16		development in prime locations.
17	GOAL <u>DT-3.</u>	LINK DOWNTOWN TO THE REST OF THE COMMUNITY.
18	OBJECTIVE <u>DT-3.1</u>	Strengthen the connections between Downtown and the other
19		neighborhoods.
20	Policy <u>DT-3.1.1</u>	Develop an integrated and hierarchical street tree, signage, and public art
21		program to identify Downtown, government facilities, and parks throughout
22		the community.
23	Policy <u>DT-3.1.2</u>	Ensure that appropriate development, design, and buffering techniques
24		allow for a graduated transition between the Downtown and adjacent
25		neighborhoods.
26	OBJECTIVE <u>DT-3.2</u>	Provide safe pedestrian, bicycle, and automobile connections across SR-
27		522 and the Sammamish River.
28	Policy <u>DT-3.2.1</u>	Consider sidewalk priorities consistent with the Transportation Element,
29		and provide a continuous sidewalk system on 68 th Avenue NE and Juanita
30		Drive.
31	Policy <u>DT-3.2.2</u>	Establish an identifiable and safe bicycle route across SR-522 and the
32		Sammamish River.
33	Policy <u>DT-3.2.3</u>	Endeavor to reduce traffic volumes through an intra-community transit
34		system and a loop road around Downtown.
35	Policy <u>DT-3.2.4</u>	Consider capacity improvements cautiously to ensure that the
36		improvements will not attract significantly greater pass-through traffic.

OBJECTIVE DT-3.3 Connect Downtown to the Lake Washington and Sammamish River 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 uses³ 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.

³ 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.

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 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 advance 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.

- 1 Community Attributes, Inc. (July 2018). Economic Development Strategy for the City of
2 Kenmore, Washington.
- 3 City of Kenmore (April 2003). Kenmore Downtown Plan, Kenmore, WA.
- 4 King County Growth Management Planning Council (~~March 2023~~ December 2012). Countywide
5 Planning Policies, Seattle, WA.
- 6 Property Counselors (October 2005). Kenmore Downtown Plan Market Study. Prepared for City
7 of Kenmore, Seattle, WA.
- 8 Urban Land Institute Northwest (June 2024). Downtown Kenmore TAP Report. Prepared for City
9 of Kenmore.
- 10 ~~Puget Sound Regional Council (December 2009). VISION 2040, Seattle, WA.~~
- 11 Puget Sound Regional Council (October 2020) VISION 2050. Seattle, WA.

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

DRAFT

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

DRAFT

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

DRAFT

COMMUNITY DESIGN ELEMENT

INTRODUCTION

Purpose

Although not required by State law, the purpose of the Community Design Element is to guide future development and redevelopment that creates the visual identity of Kenmore, ensuring that the city continues to develop as a vibrant waterfront community, the natural environment is protected and , enhanced, ensuring compatible residential and commercial development , and the streetscape and landscape 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.

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 pole 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 along the corridor lack a continuity of form, 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 included 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, the Hanger and Town Square, as well as several privately-funded mixed-use developments, a new Downtown Kenmore is emerging, particularly along the NE 181st corridor between 66th Avenue NE & 73rd Avenue NE. .

COMMUNITY DESIGN POLICY

The Vision for Kenmore is multi-faceted, addressing community pride, residential livability, creation of a vibrant central place, enduring and attractive buildings and 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 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.

While these priorities and objectives can be divided into separate topics and addressed in other Elements, as they are elsewhere in this Comprehensive Plan, the Community Design Element goals, objectives, and policies are intended to bring together interrelated issues that affect the community 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 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 Element, and this is noted by a policy reference in italics (e.g., *Policy CD-4.5.6*).

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

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

Policy CD-7.1.1 Identify important public view corridors to Lake Washington and the Sammamish River. Methods to retain existing views include, but are not limited to:

- 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, ʔaxʔadis (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 CD-7.1.2 Evaluate alternative development regulations and tools to maintain and enhance public view corridors to Lake Washington and the Sammamish River. 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 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.

1	OBJECTIVE 7.2	Maintain and enhance the public’s ability to physically access and visually enjoy the Lake Washington and Sammamish River waterfronts.
2		
3	Policy CD-7.2.1	Consistent with the Parks, Recreation and Open Space Element, establish
4		and implement plans, development policies, regulations, and incentives to
5		provide increased public access to the waterfront.
6		
7	GOAL 8. PROVIDE FOR ENVIRONMENTAL QUALITY, OPEN SPACE, AND	
8	VEGETATION.	
9	OBJECTIVE 8.1	Protect and reduce impacts to natural and environmentally critical areas, open space, trees, vegetation, natural terrain, and drainage.
10		
11	Policy CD-8.1.1	Through development standards, protect wetlands, streams and lakes,
12		retaining habitat value and flood control. Ensure development is designed
13		to be responsive to the environment.
14	Policy CD-8.1.2	Through density and development guidelines, minimize development in
15		environmentally sensitive areas such as landslide, erosion, seismic and
16		flood hazard areas.
17	Policy CD-8.1.3	During development review, encourage use of natural terrain and drainage,
18		and native plants and landscaping to minimize erosion and promote the
19		efficient use of renewable resources, water and energy.
20	Policy CD-8.1.4	Promote the adequate provision of peripheral and internal open space and
21		recreation uses in new development, including trails and parks.
22	OBJECTIVE 8.2	Integrate landscaping into streetscapes and developments and increase the biomass in the community.
23		
24	Policy LU 8.2.1	Continue to require tree management and protection plans for
25		development and redevelopment proposals in Kenmore.
26	Policy CD-8.2.2	Include requirements in development regulations to increase vegetation
27		such as perimeter landscaping, parking stall/tree ratios, maximum
28		impervious surface ratios, and other techniques. Consider incentives, such
29		as density bonuses, to provide additional usable landscaped areas.
30	Policy CD-8.2.3	Require developments to retain exceptional trees and include substantial
31		landscape materials to achieve noticeable biomass.
32	OBJECTIVE 8.3	Encourage cluster residential development along with open space for efficient service delivery and greater environmental protection.
33		
34	Policy CD-8.3.1	In development regulations consider allowing lot size averaging, lot
35		clustering, flexible setback requirements, and other techniques to protect
36		environmentally sensitive areas or to achieve greater neighborhood
37		compatibility. Requirements should include that when these techniques are

1 used, the development should be consistent with development surrounding
2 the site.

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

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

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

- 10 a. Allow emergency vehicle access 24 hours a day;
- 11 b. Allow for the development of a comprehensive pedestrian and bicycle
12 network;
- 13 c. Encourage transit and non-single occupant vehicle travel; and,
- 14 d. Address aesthetic and environmental characteristics as well as
15 function and safety.

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

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

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

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

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

29 Policy CD-9.2.5 Encourage a “park once downtown” to encourage multi-modal transit
30 options.

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

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

- 34 a. State, County, and City parks and open spaces;

- | | | |
|----|-----------------|--|
| 1 | | b. Neighborhood, Community, Regional, and Downtown commercial |
| 2 | | districts; |
| 3 | | c. Public and Private educational facilities; |
| 4 | | d. Transit centers; and |
| 5 | | e. Government facilities including City Hall, Northshore Utility District |
| 6 | | Headquarters, Fire Stations, Police Stations, Library, Community |
| 7 | | Centers, and others |
| 8 | Policy CD-9.3.2 | Create a hierarchy of tree and vegetation standards, signs, light standards, |
| 9 | | public art, kiosks, or other features to direct users to key destinations. |
| 10 | | Apply these visual cues to the arterials, off-street trail network, and key |
| 11 | | local and regional destinations. |

12 **GOAL 10. CREATE ATTRACTIVE, FUNCTIONAL, AND ENDURING BUILDINGS AND**
13 **PLACES.**

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

- | | | |
|----|------------------|--|
| 16 | Policy CD-10.1.1 | Through development quality, signage standards, landscape treatments, |
| 17 | | and public investment visible at community gateways and in a central |
| 18 | | Downtown, create a sense of identity and place for Kenmore. |
| 19 | Policy CD-10.1.2 | Focus design review standards and guidelines towards Downtown as well |
| 20 | | as commercial and multi-family development Citywide. Ensure that |
| 21 | | provisions allow for creativity and flexibility while meeting common design |
| 22 | | principles. (see <i>Policy CD-4.5.1</i>) |
| 23 | Policy CD-10.1.3 | Based upon input from residents and the business community, periodically |
| 24 | | update sign regulations to achieve the following: |
| 25 | | a. Create hierarchy of signage sizes and types addressing regionally- |
| 26 | | oriented mixed-use and commercial districts and locally-oriented |
| 27 | | mixed-use and commercial districts; |
| 28 | | b. Minimize sign clutter in business and mixed-use districts; |
| 29 | | c. Encourage signs which orient to non-motorists as well as motorists; |
| 30 | | d. Reduce the prevalence of billboards; and, |
| 31 | | e. Allow for sufficient visibility to support businesses. |
| 32 | Policy CD-10.1.4 | Require screening of unsightly views, such as heavy machinery, storage |
| 33 | | areas, loading docks, and parking areas to minimize their visibility from |
| 34 | | adjacent properties, particularly residential districts, and from arterials. |
| 35 | | (see <i>Policy CD-4.5.5</i>) |

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

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

1	OBJECTIVE 10.5	Encourage sustainable design and development.
2	Policy CD-10.5.1	Support green building.
3	OBJECTIVE 10.6	Support existing neighborhoods.
4	Policy CD-10.6.1	Consider establishing a matching grant fund for improvement projects
5		proposed by neighborhood or business groups.
6	Policy CD-10.6.2	Allow for neighborhood entry markers in sign regulations.
7	GOAL 11. PROMOTE COMPATIBLE DEVELOPMENT IN RESIDENTIAL	
8	NEIGHBORHOODS.	
9	OBJECTIVE 11.1	Prepare and implement development standards and regulations that
10		acknowledge neighborhood character.
11	Policy CD-11.1.1	Consider amendments to permitted uses, lot and building dimensional
12		standards, street allowances, and other requirements to achieve
13		compatible development in single-family, multi-family, and mixed-use
14		districts.
15	Policy CD-11.1.2	Provide a variety of options such as driveways and joint-use driveways in a
16		manner that allows for integration of new development into existing
17		neighborhoods. Match improvement standards to the number of lots to be
18		served. Encourage the interconnection of the local street pattern.
19	OBJECTIVE 11.2	Ensure that new housing is compatible with surrounding development in
20		scale and/or design, and provides adequate on-site parking.
21	Policy CD-11.2.1	Ensure dwellings are designed in accordance with zoning code requirements
22		applied to achieve compatible housing patterns yet allow for individuality, as
23		well as improvement over time.
24	Policy CD-11.2.2	Develop and apply multi-family design guidelines and standards to achieve
25		quality development and compatibility with surrounding uses. Variation in
26		facades, roof lines, and other building design features should be used to give
27		a residential scale and identity to multi-family developments at the
28		development edge. Require multi-family residential development to provide
29		both common and private open space.
30	Policy CD-11.2.3	In design guidelines and standards, ensure the provision of common
31		facilities in multi-family developments, such as open space, internal
32		walkways, roads, parking, laundry rooms, solid waste and recycling areas,
33		and mailboxes.
34	Policy CD-11.2.4	Ensure multi-family parking standards address sufficient off-street parking
35		to accommodate residents and visitors.

GOAL 12. PRESERVE AND ENHANCE KENMORE'S UNIQUE IDENTITY AS AN INCLUSIVE AND SUSTAINABLE COMMUNITY.

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

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

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

Policy 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 compatible development in residential neighborhoods.

Policy 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 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

1 should consider appropriate building form, location of activities on the site,
2 transitions and buffers as appropriate to achieve compatibility.

3 **OBJECTIVE 12.3 Seek to integrate development that protects environmental quality, and**
4 **enhances the community's quality of life.**

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

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

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

13 **GOAL 12.4 WELCOME TRAVELERS AND RESIDENTS TO THE COMMUNITY**

14 **OBJECTIVE 12.4.1 Promote the development of primary gateways to the City through**
15 **development quality, design and landscape standards, land use**
16 **regulations, and street standards.**

17 Policy CD-12.4.1.1 Define the primary entrances to the City as follows:

18 a. The vicinity of the western city limits along Bothell Way;
19 b. The vicinity of the eastern city limits along Bothell Way;
20 c. The vicinity of the southern city limits along Juanita Drive;
21 d. The vicinity of the southeastern city limits along Simonds
22 Road; and,
23 e. The Kenmore Park & Ride.
24 f. The Burke Gilman Trail.

25 Policy CD-12.4.1.2 Address secondary entrances to the City along arterials not listed in
26 Policy CD-12.1.1.1, as well as waterway entrances from Lake
27 Washington.

28

- 1 Policy CD-12.4.1.3 Define gateway entrances through coordinated streetscape
2 improvements such as gateway markers, landscaping, or other
3 methods.
- 4 Policy CD-12.4.1.4 Through land use and development regulations as well as strategic
5 investment, ensure quality development and infrastructure define
6 Kenmore.
- 7 **OBJECTIVE 12.4.2.1 Promote quality urban design and encourage street trees and vegetation**
8 **along SR-522.**
- 9 Policy CD-12.4.2.1 Apply design and signage regulations to commercial and mixed-use
10 developments along SR-522 addressing building size, orientation,
11 access points, linked parking areas, and other measures to ensure
12 noticeable, attractive visual appeal. Recognize the need for view
13 corridors to business signs
- 14 **GOAL 13.1 HONOR AND CELEBRATE THE HISTORY OF KENMORE**
- 15 Policy CD-13.1.1.1 Collaborate with Kenmore Heritage Society to foster knowledge and
16 appreciation of the city's historical resources and heritage.
- 17
- 18 Policy CD-13.1.1.2 Participate with local, county, state, and national historical
19 organizations to educate Kenmore residents about the value of local
20 cultural and historical resources through educational and
21 informational exhibits, brochures, events, and the City's website.
- 22 Policy CD-13.1.1.3 Continue to collaborate with community partners to provide
23 information that interprets the history of Kenmore, including
24 historical displays, programs, activities, special events, landmark
25 plaques, and interpretive signage.
- 26 Policy CD-13.1.1.4 Support the preservation of historical buildings, such as the Kenmore
27 Community Clubhouse, former St. Edward Seminary (The Lodge at
28 St. Edward), and the Thomsen Estate, as well as other buildings and
29 sites with historical significance.
- 30
- 31 **GOAL 14.1 CELEBRATE COMMUNITY DIVERSITY AND PROMOTE CULTURAL AWARENESS**
- 32 Policy CD-14.1.1 Connect and partner with community, business, and social service
33 groups and organizations to celebrate the diversity and cultural
34 heritage of Kenmore.
- 35 Policy CD-14.1.2 Continue to facilitate city-wide, neighborhood, and community cultural
36 events.
- 37 Policy CD-14.1.3 Support programs which engage and educate residents and
38 community leaders about diversity and cultural awareness.

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

4 **GOAL 15.1 SUPPORT ACCESS TO PERFORMANCE AND VISUAL ARTS IN KENMORE**

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

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

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

12

13 **IMPLEMENTATION STRATEGIES**

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

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

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

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

- 25 • Community events sponsorships
- 26 • Capital infrastructure plans
- 27 • Nuisance/violation regulations and enforcement
- 28 • Development standards addressing neighborhood character and compatibility with
- 29 surrounding development
- 30 • Sign regulations
- 31 • Sidewalk standards
- 32 • Landscape standards
- 33 • Street standards
- 34 • Tree retention requirements
- 35 • Cluster development regulations.

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

- 3 • Coordination with WSDOT regarding improvements and access along SR-522.
- 4 • Support the revival and growth of business and retail in the Downtown district, aligning
5 with its unique character. Foster attractions that appeal to patrons throughout the day
6 and evening. Offer a balanced mix of on-street, surface, and structured parking
7 options, along with shared and multi-modal alternatives. Whenever possible, reduce
8 parking requirements.

9

10 **REFERENCES**

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

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

Text = deleted text

Text = new text

Text = changes from 7/2 meeting

COMMUNITY 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 ing 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 included 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 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 (TI' 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~~-8.2.2raT 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.

Policy CD-9.2.5 Encourage a "park once downtown" to encourage multi-modal transit options.

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.
- f. The Burke Gilman Trail.

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.

1 ~~Figure LU10~~

2 **Preservation of Existing and Potential Views – Downtown Vicinity**

3

DRAFT

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.

- Support the revival and growth of business and retail in the Downtown district, aligning with its unique character. Foster attractions that appeal to patrons throughout the day and evening. Offer a balanced mix of on-street, surface, and structured parking options, along with shared and multi-modal alternatives. Whenever possible, reduce parking requirements.

REFERENCES

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

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

**City of Kenmore
Planning Commission Meeting Minutes
July 30, 2024 @ 7:00 PM**

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

Dwight Thompson, Chair
Tracy Banaszynski
David Dorrian
Saad Qadri - Virtual
Chris Olson
Mike Vanderlinde

Excused, Derek Wyckoff

Staff

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

Derek Wyckoff was excused from the last meeting.

Consent agenda unanimously approved.

6. AGENDA – Surface Water Element update

Richard Sawyer presented the blue line edits on the Surface Water Element.

MOTION: Commissioner Olson moved to accept all edits in blue to the Surface Water Element and allow for any last-minute grammatical changes staff may have to make. Commissioner Qadri seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

MOTION: Vice Chair Vanderlinde moved to adopt the amendments to the Capital Facilities Element. Commissioner Olson seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

MOTION: Chair Thompson moved to move the Surface Water as amended to the Public Hearing on September 3rd. Commissioner Banaszynski seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

6. AGENDA cont. – Natural Environment Element update

Todd Hall and Debbie Bent presented the blue line edits on the Natural Environment Element.

MOTION: Vice Chair Vanderlinde moved to accept all edits in blue to the Natural Environment Element and allow for any last-minute grammatical changes staff may have to make. Commissioner Qadri seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

Questions/Comments:

4D-27 lines 10-14 – Policy NE 3.1.9 is the wording what we intended. Discussion around this wording.

MOTION: Commissioner Dorrian moved change the wording to “control public access to trails and ensure, where allowed...(cut this) critical habitats and species...” Commissioner Olson seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

Discussion on 4D-28 Policy NE 3.2.4 discussion on placement of parentheses for right effect. Staff will work on clarifying with information from Fish and Wildlife.

Discussion on 4D-28 Policy NE 3.2.4 the goals of it do not seem to parallel the other policies. It is a statement rather than an exultation like the others.

MOTION: Commissioner Dorrian moved change the wording of Policy NE 3.2.4 to "Increase riparian cover and add thermal refugia so that areas of river will be cool enough to support..." Also remove the date 2025. Commissioner Vanderlinde seconded the motion.

Discussion – 2025 was recommended by Fish and Wildlife so recommend putting it back in.

Chair Thompson moved to amend the motion and put 2025 back in. Commissioner Banaszynski seconded. All in Favor

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

MOTION: Commissioner Qadri moved change the wording of Policy NE 4.1.6 to insert the word "approved" before projects. Commissioner Banaszynski seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

All blue line edits to the Natural Environment Element are approved.

MOTION: Commissioner Banaszynski moved change the wording of 4D 13 line 33 to be "includes" striking excludes. Chair Thompson seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

Follow up from Richard Sawyer on this language change. This may have come from an Environmental Site Assessment report. Todd and Richard will look into it.

MOTION: Commissioner Banaszynski moved change the wording of 4D 16 line 6 to strike parentheses and put word "using" between the dates. Chair Thompson seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

Question about accuracy of maps.

Answer: Wetland maps are not accurate by the foot. They are estimates based on data from multiple agencies. We can make a footnote reflecting that on the map.

Commission gives staff permission to make grammatical changes etc.

MOTION: Chair Thompson moved change the wording of 4D 13 line 33 to go back to the original "excludes". Commissioner Olson seconded the motion.

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

MOTION: Commissioner Banaszynski moved to move the Natural Environment as amended to the Public Hearing on September 3rd. Chair Thompson seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

Comments on the Technical Terms and Land Use Definitions:

Chart was done in 2019 and approved by the Dept of Ecology and the next update will be done in 2026/7.

18.55.320 there is a disparity between what we proposed and what the code allows.

Answer: This is more substantive and always changing so we will have a consultant on board to help when we do the update.

MOTION: Chair Thompson moved to move the Regulations portion of the Natural Environment Element to the Public Hearing on September 3rd. Vice Chair Vanderlinde seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

MOTION: Commissioner Olson moved to move to strike "no more than five (5) feet in width and" in the sentence "They should be limited to pervious surfaces..." on 18.55.320 line 27 & 28. Vice Chair Vanderlinde seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

MOTION: Chair Thompson moved to move the Regulations portion of the Natural Environment Element to the Public Hearing on September 3rd. Vice Chair Vanderlinde seconded the motion. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

MOTION: Chair Thompson moved to send the summary clean copy of the Natural Environment Element to the Public Hearing on September 3rd. **VOTE:** 6 For, 0 Against, 0 Abstain. Motion Carried.

Upcoming meetings:

August 20th – Public Hearing – Downtown and Community Design Elements
September 3rd – Public Hearing – Surface Water and Natural Environment
Elements plus two chapters for the Natural Environment

7. ADJOURNMENT

Chair Thompson adjourned the meeting at 8:28 PM.

Planning Commission
Approved by Planning Commission on: _____

Text = deleted text
Text = new text

HOUSING ELEMENT

INTRODUCTION AND BACKGROUND

Purpose

Access to adequate and affordable housing is crucial for promoting socially and economically diverse neighborhoods, where Kenmore residents have access to quality facilities, services, amenities, and employment opportunities. This Housing Element is intended to plan for a range of densities and housing types for all needs and incomes, through preserving, improving, and expanding housing stock. City housing policy should be financially sustainable—supportive of strong neighborhoods with efficient service provision. Strategically planned and well-designed housing neighborhoods can serve as a climate resilience strategy, promoting sustainable transportation networks, housing options, access to services, amenities, employment opportunities and preserving the natural environment, natural spaces, wetlands, streams, and fish and wildlife habitats. To achieve this, a diverse range of housing choices options should be located within Kenmore's neighborhoods, downtown and along SR-522 where amenities and services are conveniently accessible. By ensuring adequate homeownership and rental housing choice availability in the city, this creates greater opportunity for current and future generations Kenmore residents to thrive and broadens access to social and economic benefits for all Kenmore residents. Consistent with the Natural Environment Element of this Plan, new housing should be located to protect the natural environment, including wetlands, streams, and fish and wildlife habitats of importance.

Growth Management Act Requirements

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

Countywide Planning Policies

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

- Preserving, improving, and expanding its housing stock;

- 1 • Promoting fair and equitable access to housing for all people; and
- 2 • Taking actions that eliminate race-, place-, ability-, and income-based housing disparities.

3
4 The CPPs identify the countywide housing needs of low-, very low-, and extremely low-income
5 households, which are equal to 19 percent (51-80 percent Area Median Income AMI), 15 percent
6 (31-50 percent AMI), and 15 percent (30 percent and below AMI), respectively, of all County
7 households. The CPPs also state that each city should address the housing needs of all economic
8 segments and strive to provide housing affordability to accommodate a proportionate amount of
9 the countywide needs.

10
11 The county-wide population growth forecast has been established by the Washington State
12 Office of Financial Management (OFM), as required by the GMA. In the CPPs, each jurisdiction in
13 King County agreed to a housing target (population allocations converted into households) for
14 the years 2019-2044. Kenmore's housing growth target is 3,070 housing units. The city is
15 committed to ensuring Kenmore has capacity in the Comprehensive Plan and implementing
16 regulations to meet this target. Actual growth would occur based upon market forces.

17 18 **Affordable Housing Committee Recommendations**

19
20 The Affordable Housing Committee (AHC) of the Growth Management Planning Council serves
21 as a regional advisory body, responsible for recommending action and assessing progress
22 towards implementing the Regional Affordable Housing Task Force Action Plan for King County.
23 This Plan was developed in 2018 to address the affordable housing crisis in King County.

24
25 The Plan states that, at its core, the housing crisis is driven by a supply and demand challenge that
26 is two- fold. First, King County's population has grown faster than new homes have been built,
27 Second, King County's population has not grown evenly across the income spectrum. In response
28 to demand for housing by high-earner households, housing developers have focused new projects
29 to serve the upper end of the market and many of what were once existing affordable units have
30 increased in price beyond what many middle- and low-income working individuals and families can
31 afford.

32
33 The Action Plan includes seven goals, with strategies to achieve the goals, and actions to
34 implement the strategies. Goals include: Increase construction and preservation of affordable
35 homes for households earning less than 50 percent area median income; prioritize affordability
36 accessible within a half mile walkshed of existing and planned frequent transit service, with a
37 particular priority for high-capacity transit stations; preserve access to affordable homes for
38 renters by supporting tenant protections to increase housing stability and reduce risk of
39 homelessness; and promote greater housing growth and diversity to achieve a variety of housing
40 types at a range of affordability and improve jobs/housing connections throughout King County.

41 42 **A Regional Coalition for Housing (ARCH)**

43
44 ARCH, a partnership between King County and East King County Cities, including Kenmore,
45 collaborates to preserve and expand housing for low- and moderate-income households in the
46 region. ARCH assists member governments in developing housing policies, strategies, programs,
47 and regulations. The ARCH Housing Trust Fund invests local funding from ARCH member cities in
48 the creation and preservation of affordable homes for low and moderate income individuals and
49 families. Additionally, through ARCH, the City of Kenmore administers affordable housing
50 programs, including the ARCH trust fund that supports the creation of affordable housing for
51 vulnerable populations. ARCH also plays a role in region-wide planning efforts, including
52 addressing homelessness through regional strategies.

History of Discriminatory Racially Disparate Land Use and Housing Practices

Like many communities, Kenmore has a documented history of discriminatory racial disparities in land use and housing practices, including the placement of racially discriminatory housing covenants over some local neighborhoods. These actions prevented people of color from access to housing and from living in parts of the City. Too, widespread zoning of areas exclusively for single-family housing has kept out those with lower incomes or those who can afford are able to only afford rental housing. A new focus Recognition of diversity, equity and inclusion, as well as an understanding that local housing practices cannot fully remediate or prevent harms of past or current discrimination, is part of this Housing Element. Although several of these structural elements fall outside the purview of municipal government, City of Kenmore remains dedicated to actively promoting equity. In particular, a new emphasis on "Missing Middle" housing types is one way to reverse this pattern of exclusion. The City adopted the Diversity, Equity, Inclusion, and Accessibility (DEIA) Strategic Plan in 2023, which focuses on strategies to cultivate an inclusive community through city services and amenities. Housing and Human Services is a key focus of the DEIA Plan, which is aimed at meeting the basic needs of all residents. Additionally, Housing Element policies address displacement and potential mitigations, particularly for lower-income residents and People of Color (BIPOC).

Displacement Risk

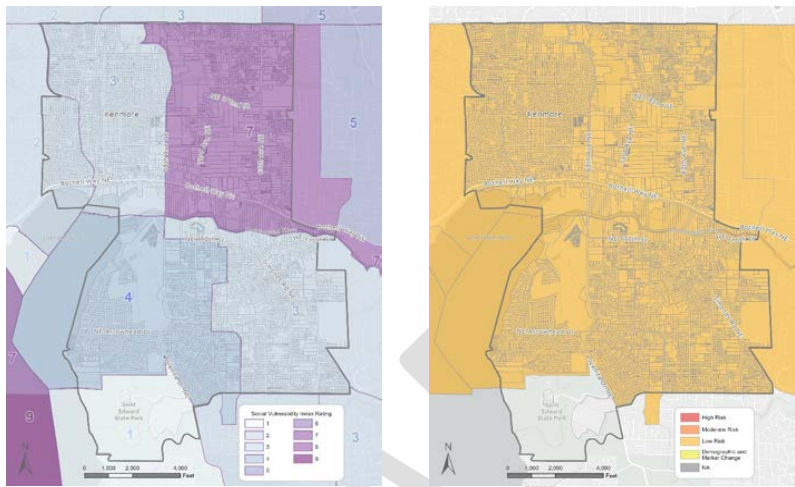
The Puget Sound Regional Council (PSRC) has developed a "displacement risk mapping tool" to identify areas in the region where current residents and businesses are at risk of displacement as growth occurs. The mapping tool uses a variety of indicators across five major categories, including socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement. No census tract in Kenmore was identified as a "high" displacement risk. Two tracts, both of which overlap with the City of Bothell to the east, identify as "moderate" displacement risk. A portion of This area is located Kenmore east of 68th Avenue NE and north of Bothell Way/SR-522, is identified on this map as an area of moderate displacement risk.

Housing Element policies address displacement and potential mitigations, particularly for lower-income residents and People of Color.

Figures H-1 and H-2 identify the socioeconomic vulnerability index and displacement risk within the City of Kenmore.

Commented [DB1]: can we add something from DEIA strategic plan?

FIGURES H-1 and H-2
SOCIAL VULNERABILITY INDEX AND DISPLACEMENT RISK



Source: City of Kenmore GIS, WA State Dept. of Health

Source: WA Department of Commerce, US Census

Relationship to the Natural Environment

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

Commented [TH2]: Not sure why this is here considering the entirety of the document is about housing. And we already talk about compatibility in the Nat. Env. Element already. Suggest deletion.

EXISTING CONDITIONS

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

Population and Population Age Demographics and Household Characteristics

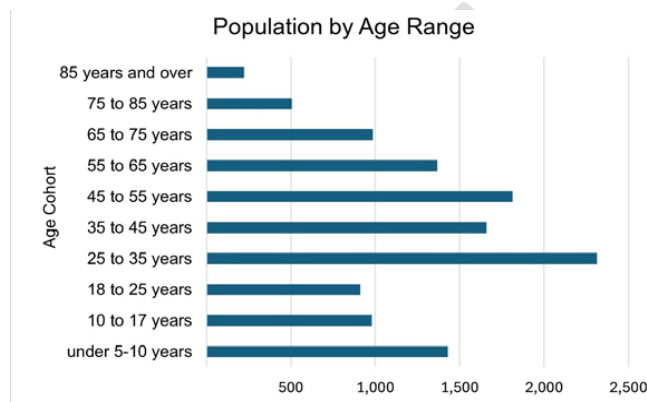
The City of Kenmore has an estimated population of 24,448 (September 2023), an increase of 3,078, or approximately 14 percent since the last Comprehensive Plan update in 2014. The annual growth rate (1.35 percent) is slightly lower than the countywide growth rate (1.7 percent) during this period. Table H-A below shows the population profile. Figure H-3 shows the age distribution in Kenmore.

Table H-A, Population Profile, 2023

Population	24,448
Households	9,505
Median Age	41.3
Median Male Age	40.6
Median Female Age	42.1

Source: Data Axle, Inc., Esri Community Analyst, 2023.

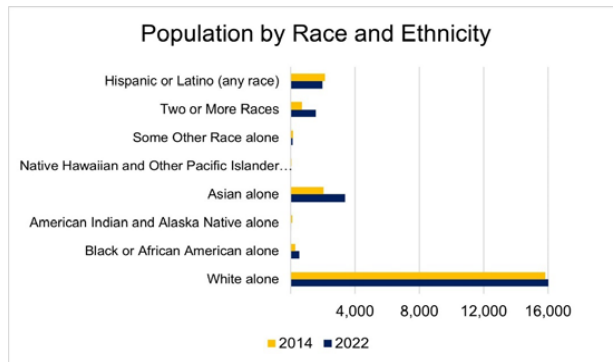
FIGURE H-31 POPULATION AGE COHORTS, KENMORE



Source: ACS 5-year estimates (Table B01001), 2022.

People of Color (BIPOC) comprise approximately 35.22 percent of the Kenmore population overall, the highest of which are Asian alone. The proportion of residents defining themselves as "White alone" declined from 74 percent in 2014 to 68 percent in 2022, while persons defined as "Asian alone" increased from 10 percent to 14 percent of the population. Self-identified Hispanic/Latino residents dropped slightly from 10 percent in 2014 to 8 percent in 2022. The highest percentages of these groups (26 to 28 percent) appear in the youngest age categories, below 45 years old. See Figure H-42.

FIGURE H-24 POPULATION BY RACE AND ETHNICITY



Source: ACS, 5-year estimates, 2022

Households and Household Types

Kenmore averaged 8,858 total households from 2015 to 2019, currently has approximately 9,220 households, 11-15 percent more than in 2010 last reported in the comprehensive plan in 2014, but the composition of household types changed very little. The household size decreased slightly from 3.03 to 2.53. Compared to King County overall (Figures H-2 and H-3 below), the city has greater percentages of married-couple families (59-55 percent) and families with children (33-57 percent). The city also maintains a somewhat lower proportion of one- and two-person households (57 percent) than the rest of King County (64 percent).

HOUSEHOLDS BY TYPE

FIGURE H-52
KENMORE, 2015–2019

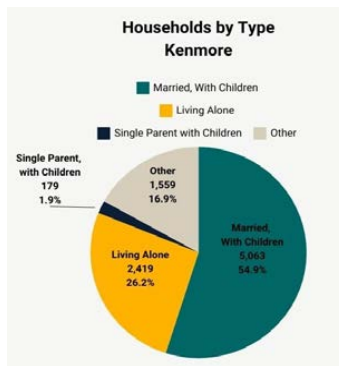
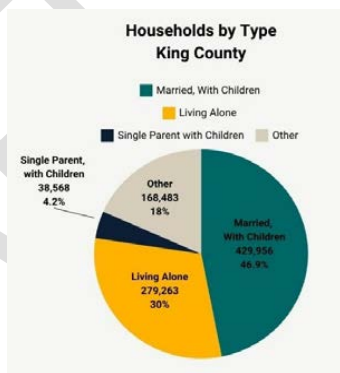


FIGURE H-634
KING COUNTY, 2015–2019



Source: ACS 5-Year estimates, 2022

Jobs and Wages

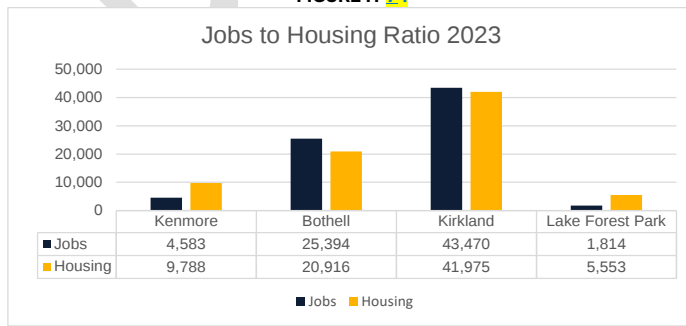
Employment can be an important contributor to housing demand within a community, both in terms of the amount and affordability of housing. Jobs are mostly concentrated along the SR-522 corridor. As of September 2023, there are approximately 4,583 jobs/employees within Kenmore. According to U.S. Census data, only 2 percent of working Kenmore residents are employed inside the City. There are over 3.5 times as many residents working outside the city for employment versus those coming into the City. This indicates the limited availability of jobs in the city and residents work in job sectors that Kenmore does not offer (i.e., education and services instead of high-tech, financial). Kenmore still serves largely as a bedroom community for surrounding employment centers.

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

A jobs/housing ratio is a measure of the amount of employment compared to the amount of housing in a specific geographic area. By monitoring this metric, this allows the City to plan for and improve geographic distribution of housing and employment opportunities in the community. Generally, a low jobs/housing ratio indicates that a community is housing-rich and may be classified as a "bedroom community," while a high jobs/housing ratio indicates that the community is an employment center. The goal target is a balance of jobs and housing, while also considering that the housing available in the community is affordable to workers at different income levels.

Kenmore, with approximately 4,583 jobs and 9,788 housing units, has a 1:2 jobs to housing ratio, which is a little less than half the number of jobs per housing units available. Figure H-7 shows the jobs/housing ratio for Kenmore, as well as other nearby jurisdictions and King County for comparison. For comparison, Bothell has slightly more jobs than housing, Kirkland has an almost equal balance of jobs and housing, and Lake Forest Park has significantly more housing than jobs by a 3:1 margin.

FIGURE H-74



Source: Data Axle Inc., ESRI Community Analyst, 2023

Commented [DB3]: is monitoring an implementation measure?

Commented [TH4R3]: Yes, added an additional one from ED Element.

Along with relatively low employment opportunities in the city, jobs in Kenmore tend toward the lower-paying types; 60 percent pay less than \$50,000 a year (Figure H-5, below).

FIGURE H-5
WAGES OF JOBS IN KENMORE

Commented [TH5]: This is addressed in Economic Development Element.

Household Incomes

Approximately 22-19 percent of the households in Kenmore fall within the standards defined as extremely low- or very low- income (Table H-AB, 2016-2020). This, which is slightly lower than countywide figures, but higher than east King County. The rental market is the primary source of housing for these populations.

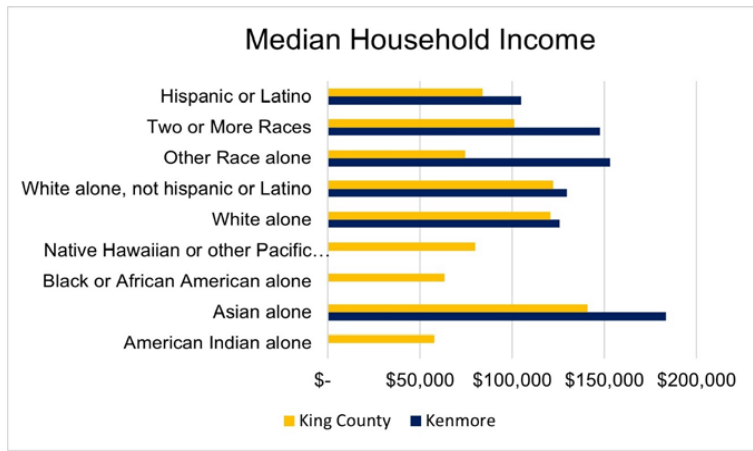
Figure H-68 provides information on median household income by race/ethnicity.

TABLE H-AB HOUSEHOLDS BY INCOME CATEGORY

HOUSEHOLD INCOME CATEGORY	PERCENT OF TOTAL HOUSEHOLDS			
	KENMORE		KING CO.	
	2006-2014 2018-2020	2014-2018 2020	2006-2014 2018-2020	2014-2018 2020
< 30% of median: Extremely Low-Income	11%	12%	12%	13%
30% to 50% of median: Very Low-Income	6%	10%	10%	11%
50% to 80% of median: Low-Income	10%	11%	11%	12%
> 80% of median: Middle- and Higher-Income	70%	68%	67%	76%
"Median" refers to the Area Median Income (King and Snohomish counties). Some totals exceed 100% due to rounding.				

Source: Comprehensive Housing Affordability Strategy (CHAS) 5-Year Estimates (U.S. Housing and Urban Development).

FIGURE H-86
MEDIAN HOUSEHOLD INCOME



Source: ACS 2019-2022 5-Year Estimates (U.S. Census Bureau). * Not all data not available for Kenmore.

Northshore School District records show that 13.5 percent of the students qualify, based on income, for free or reduced lunches at school (Northshore website).

Existing Housing Types

Housing Types

Kenmore added 14 percent more housing units since 2006—somewhat slower than King County and the rest of the Eastside. The city's mix of housing types changed little since 2000. As of 2023, Kenmore added 14 percent more housing units since 2010, which is slower than King County and other neighboring cities (see Table H-8C, below).

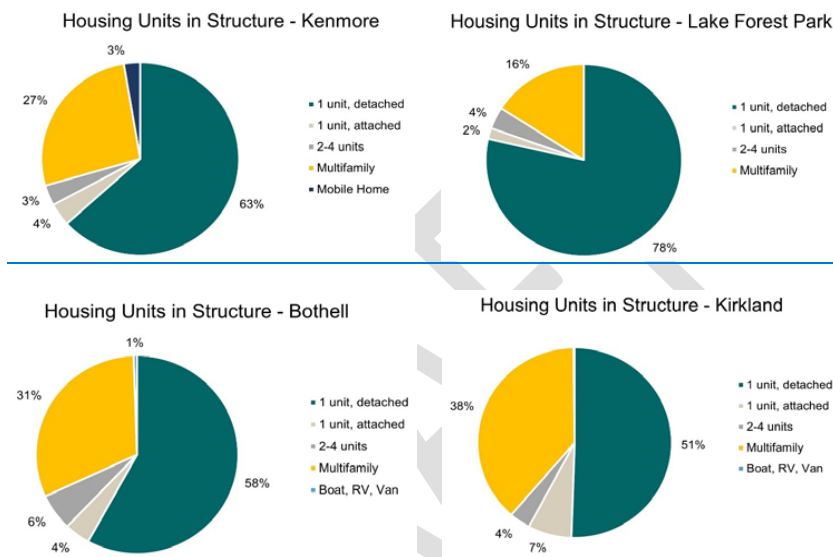
TABLE H-8C
NUMBER AND TYPE OF HOUSING UNITS, KENMORE

TYPE OF HOUSING	2000		2010		2021-2023	
	UNITS	% OF TOTAL	UNITS	% OF TOTAL	UNITS	% OF TOTAL
Single-family	5,235	70%	6,024	70%	6,625	69.68%
2 or more-family	1,892	25%	2,254	26%	2,753	28.29%
Mobile Homes	361	5%	291	3%	291	3%
Total Units	7,488		8,569		9,669	100%

Source: WA State Office of Financial Management (OFM), Postcensal Estimates of Housing Units, April 1, 2020 to April 1, 2023; U.S. Census Bureau, 2000 Census, and Washington State Office of Financial Management (OFM), 2021.

Compared to [King County and most of east-most jurisdictions in](#) King County, Kenmore has a low percentage (27.2 percent) of multi-family housing [\(see Figure H-97, below\)](#).

FIGURE H-97
HOUSING UNITS BY UNITS IN STRUCTURE



Source: [2010 Census and 2019-2022](#) American Community Survey, 5-Year Estimates (U.S. Census Bureau).

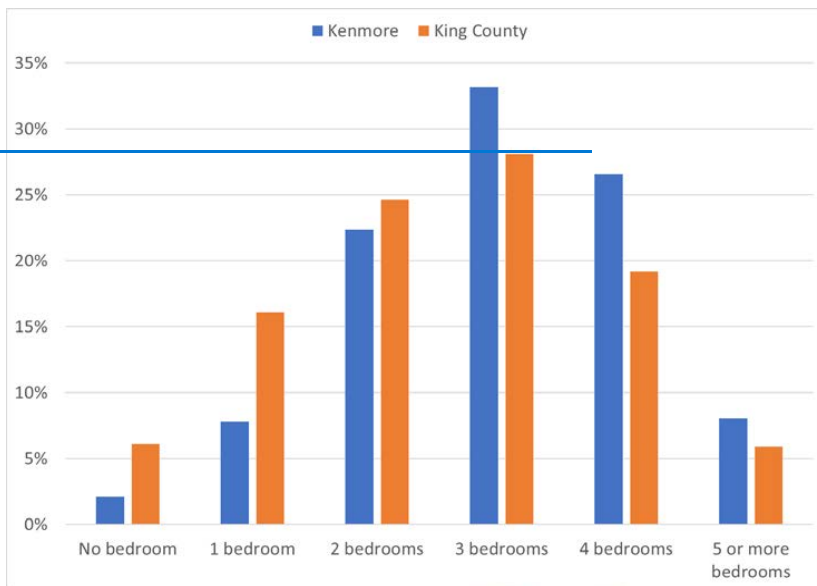
Kenmore is one of the few communities in east King County with a significant number of manufactured homes (close to 300; Washington State OFM, [2023](#)). Most of Kenmore's manufactured homes are located in six parks with a small number located on individual lots. Units are primarily owner occupied, sited on rental pads. The manufactured housing communities are an important housing resource for many Kenmore residents. More than half of the households living in manufactured homes are low-income. Two of the manufactured housing communities are reserved for seniors. In many cases, manufactured housing communities provide the opportunity of unsubsidized home ownership to households that cannot afford to purchase other types of housing. Homes are in a wide range of physical condition, including some units that are getting past their useful life. Other concerns include long-term park maintenance and replacement of aging infrastructure. Overall availability of manufactured housing has been decreasing in King County as parks are redeveloped with other uses. Of concern is that when parks are closed and replaced with more expensive housing, homeowners lose most of their investment. Future redevelopment of some of the mobile home parks to higher densities could provide additional housing units with affordability requirements.

Kenmore has permitted more than 60 accessory dwelling units as of 2021. In 2020, the City

Commented [TH6]: This paragraph still seems accurate/relevant.

amended its ADU regulations to encourage development of ADUs, including extinguishment of the owner occupancy requirement after the first six months of consecutive occupancy.

Commented [TH7]: This should be revised by K-H team as part of middle housing. Don't necessarily need the permitted ADUs just background and additional info within context of middle housing/existing regs.



Source: ACS 2015 – 2019 5-Year Estimates

Market Rate Housing Prices

Homeownership

Kenmore has a homeownership rate of 73.69 percent, which is among the highest for ARCH compared to cities and greater than the countywide rate (57.56%). Black, Indigenous, and other People of Color (BIPOC) householders are 19 percent of Kenmore's households and 18 percent of the homeowners. Asian householders (not Hispanic or Latino) are 13 percent of the total households and 14 percent of the homeowners. Other BIPOC householders are 6 percent of the total and 4 percent of Kenmore's homeowners.

The average home sale price value in 2020–June 2024 in Kenmore was \$1,055,872.730,000 (Zillow, 2024). Washington Center for Real Estate Research.

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

Commented [TH8]: Can't find updated data for condos, average home price should be adequate.

DRAFT

Rental Housing

Rental housing makes up about 27-31 percent of housing supply in Kenmore, a significantly smaller portion of overall housing than in east King County and King County as a whole. The median gross rent (including utilities) in Kenmore in 2020-2022 was \$1,850, the lowest among east King County cities except Beaux Arts Village, and 10-5 percent below the county-wide median (Table H-CD).

TABLE H-CD
MEDIAN GROSS RENTS, 2015-2019 5-YEAR AVERAGES
(2019 DOLLARS)

LOCATION	BEDROOMS				AVERAGE
	0	1	2	3	All Units
Bothell	\$1,472 1,845	\$1,480 1,857	\$1,724 2,200	\$2,205 2,782	\$1,719 2,174
Kenmore	\$1,236 1,169	\$1,287 1,677	\$1,391 1,864	\$2,071 2,417	\$1,433 1,850
ShorelineLake Forest Park	\$1,193 N/A	\$1,362 1,717	\$1,592 2,206	\$1,925 2,417	\$1,574 1,992
King County	\$1,307 1,552	\$1,420 1,738	\$1,671 2,070	\$2,030 2,569	\$1,606 1,950

Source: ACS 2015-2019 5-Year Estimates.

Rental vacancy data indicate that Kenmore has relatively few apartments available (Table H-D, below). The average 5-year rental vacancy rate in Kenmore, according to 2022 ACS data, averaged 4.4 percent.

TABLE H-D
RENTAL HOUSING VACANCIES

	PERCENT OF ALL RENTAL HOUSING UNITS	
	2006 – 2010 average	2015 – 2019 average
Total vacant	7.8%	6.5%

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

Rental Housing for People Needing Supportive Services Emergency Housing, Emergency Shelters and Permanent Supportive Housing

Kenmore has a range of housing for people who need emergency shelters, transitional housing, emergency housing, and permanent supportive housing ("STEP") supportive services, particularly for the elderly, persons with disabilities, persons with medical conditions, and those individuals with physical disabilities. The housing includes adult family homes, assisted living facilities, boarding homes, group living, and nearby nursing homes.

An estimated four (4) 2.6 percent of the people in Kenmore are over the age of 80 years. Supplemental Security Income supports people with disabilities in about two percent of Kenmore households.

Commented [TH9]: Most of this is outdated, and it changes frequently. So I just simplified with the statement above.

Commented [TH10]: Tambi/Debbie review.

Kenmore has one licensed assisted living facility (boarding home) with 100 beds and 26 licensed adult family homes with 150 beds. Adult family home residents include elderly people, individuals with limited mobility (use of wheelchair), developmental disabilities, mental illness, diabetes, terminal illnesses, brain injury, and those recovering from strokes. The number of persons living in supported living situations (i.e., group quarters) has increased 35% since 2010, a somewhat lower rate than the growth across east King County (44 percent). The closest nursing home to Kenmore is in Bothell. Bothell Health Care (707 228th St. SW) nursing home has 99 beds.

Income- and Price-Restricted Housing

Land Use and Tax Incentives

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

	Apartments	Spencer 68 Apartments benefits from an exemption from property taxation on their buildings (not the land) for 12 years—through 2029—and, in exchange, reserves 56 affordable units for the life of the property.
50% AMI	5	
85% AMI	51	
Market Rate	166	

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

Public and other Funding Programs

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

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

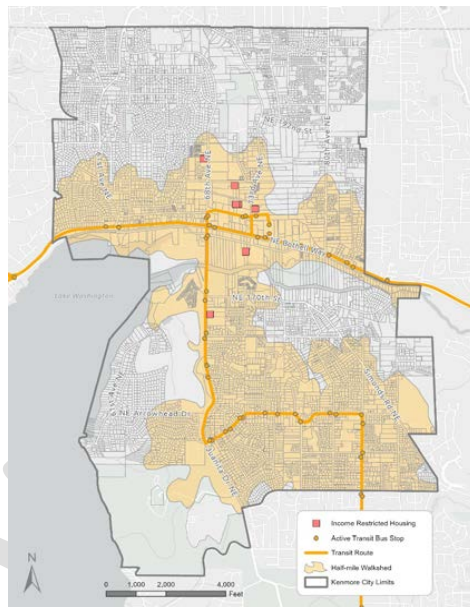
Commented [DB11]: double check with Sam about any other projects who have either used MFTE or provided affordable units.

Commented [TH12R11]: According to Sam, no new MFTE units

Commented [TH13]: This list was all verified by Tambi Cork, HHS Mgr.

All of these income- and price-restricted housing units are located within a half mile of transit service (see Figure H-10).

FIGURE H-10
INCOME RESTRICTED HOUSING WITHIN HALF-MILE OF WALKSHED OF TRANSIT



Source: City of Kenmore GIS

In addition, the Housing Authority operates a voucher program (Housing Choice Vouchers) for the rental of privately held units. This federal program currently assists approximately 122 Kenmore households with rental subsidies. Lower income tenants in the City of Kenmore may also apply for emergency funding from King County in the event they are faced with eviction due to nonpayment of rent. This assistance is available through the Multi-Service Center of Northeast King County.

Housing for the Homeless

Although Kenmore-specific information is not available, the 2020 Point in Time Count of the homeless found that there were 204 sheltered homeless individuals and 56 unsheltered

homeless individuals (living on the streets) in north King County, which includes Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville.

Three facilities in Kenmore provide or have recently provided temporary shelter. Mary's Place (18118 73rd Avenue NE) provides emergency family shelter. In 2018 and 2021, Camp Unity Eastside was located at Northlake Lutheran Church (6620 NE 185th Street) and provided shelter for about 40 men, women and couples without children. Hopelink's Kenmore Place shelter also provides temporary housing. Mary's Place (18118 73rd Ave NE) provided emergency family shelter for several years but the facility closed June 2024.

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

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

HOUSING AFFORDABILITY

The costs of purchasing or renting homes in Kenmore have increased dramatically. While all households are affected, renter households, Hispanic/Latino households, and lower-income households (regardless of tenure) in Kenmore allocate a larger portion of their income toward housing.

According to policies established by the U.S. Department of Housing and Urban Development, a household should spend no more than 30 percent of its income on housing, including utilities. A household that is considered "cost burdened" when they spend more than 30 percent of their household income on housing. In 2020, approximately 25 percent of all households in the city fell into the cost-burdened category, a little over 2,300 households. Among them, over 854 households were severely cost-burdened, they are considered "housing cost burdened." Table H-E shows incomes and affordable housing costs for various income levels.

TABLE H-E
AFFORDABLE HOUSING COSTS BASED ON KING COUNTY MEDIAN INCOME, 2021

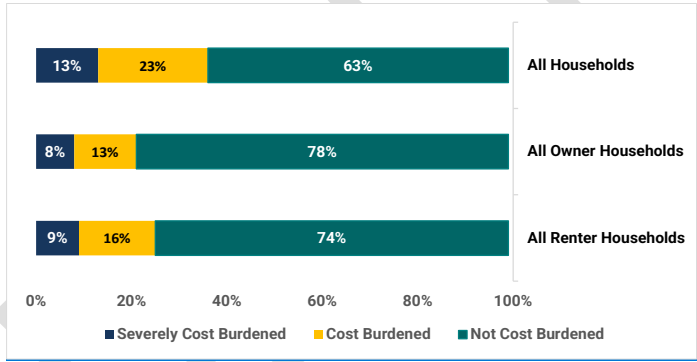
Household Size	EXTREMELY LOW-INCOME		VERY LOW-INCOME		LOW- INCOME	
	30% of Area Median		50% of Area Median		80% of Area Median	
	Annual Income	Affordable Monthly Cost	Annual Income	Affordable Monthly Cost	Annual Income	Affordable Monthly Cost

1	\$24,297	\$607	\$40,495	\$1,012	\$64,792	\$1,620
2	\$27,768	\$694	\$46,280	\$1,157	\$74,048	\$1,851
3	\$31,239	\$781	\$52,065	\$1,302	\$83,304	\$2,083
4	\$34,710	\$868	\$57,850	\$1,446	\$92,560	\$2,314
5	\$37,487	\$937	\$62,478	\$1,562	\$99,965	\$2,499

Source: ARCH.

Figure H-9 illustrates the percentage of renter and owner households based on their cost-burden status. Renter households were significantly more likely to experience cost burden during this period – 36 percent compared to only 21 percent of owner households. Figure H-10 shows the cost burden by household income.

FIGURE H-9 PROPORTION OF ALL HOUSEHOLDS BY COST BURDEN AND TENURE (2020)

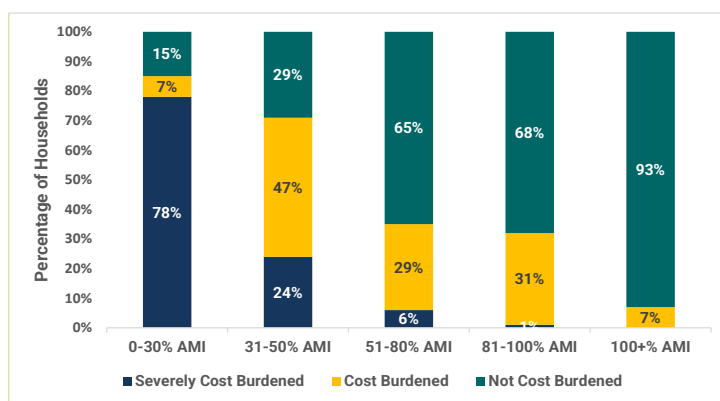


Source: HUD CHAS data (based on 2016-2020 ACS 5-year estimates)

Note: HUD does not calculate cost burden status for households with zero or negative income. These are represented as "Not Calculated", which is the one-percent remaining to equal 100-percent.

1
2

FIGURE H-10 COST BURDEN BY HOUSEHOLD INCOME



3

Source: CHAS 2015-2019

4

5

6

7

8

9

10

11

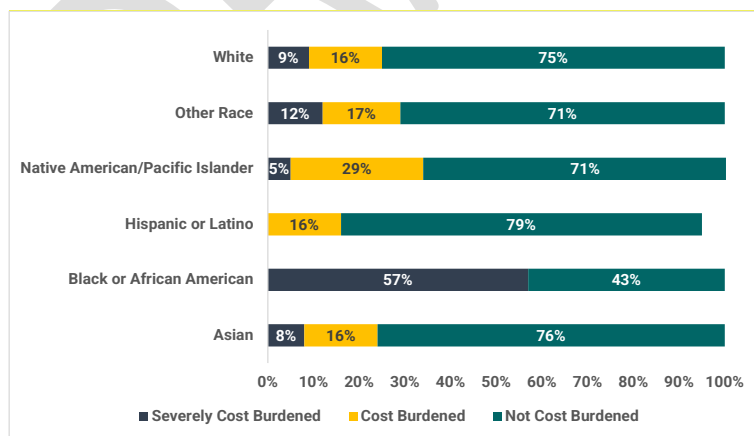
12

13

14

Examining the proportion of all households by race (Figure H-11), Households of Color have similar rates of cost-burden as White households. However, Hispanic/Latino households are more likely to be cost-burdened with a notably higher percentage spending 30 – 50 percent of their income on housing compared to other racial groups.

FIGURE H-11 COST BURDEN BY RACE/ETHNICITY



15

16

17

Source: CHAS 2015-2019

Using the federal affordability definition, 12% of Kenmore's housing is affordable to extremely low- and very low-income households and 12% to low-income households. The amount of housing affordable to extremely low- and very low-income families is similar to Bothell and King County, but higher than east King County cities as a group (7%). The amount of housing affordable at the low-income level is again similar to Bothell, but higher than east King County overall (8%), and lower than the countywide figure (16%). Table H-F compares the housing affordability of Kenmore, east King County, and King County overall against countywide housing needs.

Most of Kenmore's housing affordable to lower incomes is rental housing. Thirty-two (32) percent of the rental units in Kenmore were affordable to extremely low- or very low-income families in 2018. This is greater than the countywide figure (24%), and much higher than other cities in east King County (13%).

About nine percent (9%) of the owner-occupied housing units in Kenmore are affordable to families earning up to 80 percent of median income, and an additional eight percent (8%) are affordable to families earning 80 to 100 percent of median income. These figures are similar to east King County (6% and 5%, respectively), but somewhat lower than King County (13% and 11%). Note that Kenmore has a relatively high percentage of homes affordable to low-income households, which may be partially attributable to the city's relatively high number of manufactured homes.

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

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

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

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

Cost-Burdened Households

Overall, housing cost burden improved in Kenmore since 2010, from 38 percent to 28 percent of all households (comparable to all of East King County). For some segments of the community, however, cost burden worsened. Close to half (48 percent) of the renting households are housing cost-burdened, up from 42 percent. This is high compared to other ARCH cities (35 percent) and King County as a whole (42 percent). On the positive side, Kenmore's percentage of severely cost-burdened renters (paying more than half their incomes on housing) has fallen from 21 percent

Commented [TH15]: Simplifying with 3 tables above instead of long narrative from ARCH report.

to 17 percent.

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

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

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

Source: CHAS 2014–2018 5-year Estimates.

See Appendix — for more information about cost burdened households.

HOUSING TARGETS AND CAPACITY

Commented [TH16]: Review with Debbie

The city's 2019-2044 growth target established by the King County Countywide Planning Policies is 3,070 housing units. On an annualized basis, this means the city should expect and plan for 123 additional units each year. The Kenmore Land Use Plan provides enough zoned capacity to exceed the 2044 housing target, as shown in Table H-HF. Mixed-use areas provide a very large percentage of the city's present capacity for new housing.

Within ~~1/2~~ one-half mile of high-capacity transit, there is capacity for approximately 3,500 additional new housing units, including new development in the medium density residential classification. Existing housing units in that area total nearly 7,000 units.

TABLE H-HF
EXISTING HOUSING UNITS, AND 2021 CAPACITY, KENMORE

Housing Type	2018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Single-family Dwellings	6,808	72%	418	11%	7,226	53%
Multi-family Dwellings, total	2,621	28%	3,717	89%	6,338	47%
In residential-only zones			184	5%		
In mixed-use zones			3,533	95%		
Total	9,429		4,135		13,564	

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

Approximately seventy (70) percent of the city's residential capacity, however, is zoned for "medium high" and "high" densities, and if developed to capacity Kenmore will provide a variety of housing similar to that of other similarly-sized cities (Table H-G). Of Kenmore's total city acreage, 78% is zoned exclusively for residential uses (all R and MHC zones). Of that acreage, the area zoned exclusively for single-family residential development comprised 95% of the total in 2023. New allowances for middle housing will reduce this percentage and provide more opportunities for additional housing types in the City (Figure H-12).

TABLE H-G
AREA BY ALLOWED HOUSING DENSITY

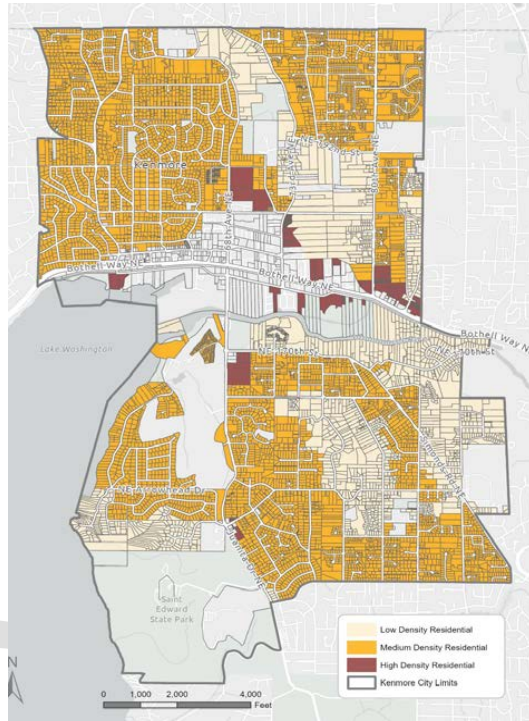
Row Labels	Sum of Acres	% Area
High Density Residential	80.539	3.33%
Low Density Residential	744.221	30.77%
Medium Density Residential	1593.565	65.90%
Grand Total	2418.325	100.00%

Source: City of Kenmore GIS

Commented [DB17]: will Table H-G and Figure H-12 need to be adjusted based on MMH ?

Commented [TH18R17]: Yes

FIGURE H-12
LAND ZONED FOR HOUSING BY DENSITY



Source: City of Kenmore GIS

Affordable Housing Needs

Countywide Planning Policy (CPP) H-1 requires that all jurisdictions, “Plan for and accommodate the jurisdiction’s allocated share of countywide future housing needs for moderate-, low-, very low- and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing.”

The growth allocations stem from multicounty planning policies outlined in VISION 2050, which establish a regional framework for centers and define the role of each community. Kenmore, as a High-Capacity Transit Community, designates Downtown Kenmore as a candidate Countywide Growth Center. The VISION 2050 Regional Growth Strategy envisions Kenmore accommodating growth while contributing significantly to the region’s housing supply.

Kenmore’s adopted housing targets are for 3,070 new units from 2020-2044. Table H-H shows the adopted housing growth target overall and by income band. Approximately 2,000 units are needed for households earning 30% AMI or less, including approximately 559 units of permanent

supportive housing that include wrap-around services for people who need support to maintain residency.

In Kenmore, there are currently very limited options for emergency housing, emergency shelter, and permanent supportive housing. Each of these options assist those who are unhoused or facing eviction in Kenmore. Emergency housing and shelters both provide temporary services, whereas emergency housing provides overnight accommodation and shelters may not. Permanent supportive housing is a long-term housing option for those who need comprehensive support services to retain tenancy. As of 2024, Kenmore Place, a transitional shelter operated by Hopelink, is located in Kenmore.

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

TABLE H-H CITY OF KENMORE ADOPTED HOUSING GROWTH TARGETS (2020-2044)

Total Housing Need ¹	0 - < 30% AMI ²		>30 - <50% AMI	>50 - <80% AMI	>80 - <100% AMI	>100 - <120% AMI	>120% AMI	Emergency Housing Beds ³
	PSH ⁴	Non-PSH						
3,070	559	1,422	1,318	1,576	1,352	1,602	4,830	620

Source: 2021 King County Countywide Planning Policies (amended 2023).

TABLE H-I AFFORDABLE HOUSING NEEDS

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

Commented [TH19]: This is from older ARCH report

¹ King County adopted housing target (2019-2044), based on 2020 WA State OFM, 2014-2018 Comprehensive Housing Affordability Strategy, and 2020 Public Use Microdata Sample data on the distribution of units at different income levels. These data sources are used to align with the Dept. of Commerce countywide need baseline data, even though the King County growth target setting process began in 2019.

² AMI = area median income.

³ Emergency housing includes emergency housing and shelter and is in addition to permanent housing needs.

⁴ PSH = permanent supportive housing.

51–80% AMI	24,465 11%	59,666 19%	85,201
Over 80% AMI	179,617 81%	160,156 51%	19,460

Sources: CHAS, OFM, ARCH

Note that the CPPs encourage local governments and their comprehensive plans to work in collaboration with other jurisdictions and non-governmental agencies.

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

For an extensive housing analysis, including a summary of emergency housing a, shelters, and permanent housing, refer to Appendix A, East King County Housing Analysis, authored by ARCH in November 2022. This document also indicates how member cities, including City of Kenmore, comply with the King County Housing CPPs.

The following section includes a summary of housing strategies to address local housing needs in Kenmore.

SUMMARY OF LOCAL HOUSING STRATEGIES

The city has taken action in several areas to address local housing needs. These include:

- In 2003, the city rezoned a former Park and Ride site on 68th Avenue NE to enable a multifamily development, with a requirement that 25 percent of the units address local affordable housing needs. Spencer68 apartments opened in 2015, providing 56 affordable units, five for low-income households. To help enhance affordability on the property, the city approved a twelve-year property tax exemption on residential improvements.
- The city waived a portion of impact fees for a project that incorporated housing affordable to low-income households.
- The city has been an ongoing member of ARCH. Through the ARCH Trust Fund process, the city has regularly committed local funds for affordable housing projects in Kenmore and throughout the region, assisting with nearly 200-100 units affordable to lower-income households.
- Through participation in the countywide CDBG Consortium, local homeowners receive

Commented [TH20]: Review this section with Debbie to make sure this is up to date.

Commented [DB21]: This seems vague, I can't remember which project this is referring to, so perhaps should delete?

Commented [DB22]: double check with ARCH on the amount of units and provide a timeframe

Commented [TH23R22]: Checked with Mike S. (ARCH). Revise to "nearly 100 units."

Housing Repair loans (9 applications in 2021).

- In 2015, the city adopted increased density allowances in the Transit Oriented Development District Overlay area with requirements for including affordable housing in new development. Regulations were amended in 2022 with a requirement that twenty-five percent of units must be affordable to those at the 50% AMI level or below for rental units or 80% AMI for ownership units.
- In 2017, the city approved a Housing Strategy Plan identifying potential strategies to address affordable housing needs and prioritizing them for future consideration.
- In 2019, the city:
 - o rezoned ~~some of~~ the City's manufactured housing communities in order to preserve existing affordable housing in those communities. The adopting ordinance was appealed and as of July 2024, the appeal has not been resolved.
 - o amended zoning for portions of the Community Business zoning district, including incentives for development of affordable housing.
 - o expanded the area eligible for a Multifamily Tax Exemption to the Transit-Oriented Development District.

In 2020 the City adopted regulations to allow flexible re-use of tax-exempt or publicly-owned sites through a special process to increase housing supply and enable more diverse forms of housing if linked to providing some affordable housing.

- The City has adopted several residential renter protection regulations. In 2019, the city adopted an enhanced notice of rent increase. From March 20, 2021 through January 15, 2022, the city adopted a temporary moratorium on residential tenant evictions related to the Covid-19 pandemic. In June 2021, the City adopted four renter protections that remained in place through the Washington State and City of Kenmore declared emergency related to the Covid-19 pandemic:
 - o Creates a defense to eviction for rental debt accrued due to pandemic-related hardship.
 - o Creates a defense to eviction if a tenant has a rental assistance application in process.
 - o Bans late fees for rent that became due during the pandemic.
 - o Requires landlords to certify that they have attempted to obtain rental assistance before filing for eviction due to unpaid rent accrued during the pandemic.
- In 2022 the City ~~also is considering~~ adopted additional residential tenant protections. In 2023 the tenant protection ordinances were appealed and as of July 2024, the appeal has not been resolved. Tenant protections adopted included:
 - o Notice of rent increase required
 - o Cap on late fees
 - o Cap on move in fee
 - o Right to Payment Plan
 - o ~~Rental unit registration program~~
 - o Just cause eviction program
 - o ~~Right to relocation assistance~~
 - o Criminal background checks prohibited
 - o Bars discrimination due to immigration status
 - o Bars requirement of social security number
 - o Bans abusive, deceptive, and unfair practices in rental housing
 - o Rent due date may be altered due to tenant's fixed income
 - o ~~Landlord may not demand child or person with disability to be signatory to lease if tenant of record is already a signatory~~
- In 2021, the city:
 - o created a reduced permit review process for projects containing affordable housing.
 - o updated regulations to allow Accessory Dwelling Units, with over 60 ADUs permitted to date.

~~In 2022, the City Council authorized spending approximately 3 million dollars in federal American Rescue Plan Act (ARPA) funding for a project containing a minimum of 10% of dedicated affordable housing for those earning less than 30% AMI. The Council also authorized use of City surplus property for this development. It is anticipated that the development proposal will be submitted to the annual State and County funding pipeline in 2022.~~

- The Approach at Kenmore, a proposed multifamily rental and ownership building, will provide an affordable housing option for families in the downtown Kenmore area. Habitat for Humanity SKKC will create 20 affordable for-sale units, while Imagine Housing will operate the rental units and will partner with a complementary community service partner to provide access to essential services for on-site residents and the broader community.

GOALS, OBJECTIVES, AND POLICIES

RESIDENTIAL NEIGHBORHOODS

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

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

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

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

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

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

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

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

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

OBJECTIVE H-1.4 Promote safe, physically accessible, well maintained, and well-designed residential environments with associated open spaces.

- 1
 - 2
 - 3
 - 4
 - 5
 - 6
 - 7
 - 8
 - 9
 - 10
 - 11
 - 12
 - 13
 - 14
 - 15
 - 16
 - 17
 - 18
 - 19
 - 20
 - 21
 - 22
 - 23
 - 24
 - 25
 - 26
 - 27
 - 28
 - 29
 - 30
 - 31
 - 32
 - 33
 - 34
 - 35
 - 36
 - 37
 - 38
 - 39
 - 40
 - 41
 - 42
 - 43
 - 44
 - 45
 - 46
 - 47
 - 48
 - 49
 - 50
 - 51
 - 52
- Policy H-1.4.1 Encourage housing design and development that promotes public safety including "Crime Prevention through Environmental Design" components as described in the Community Design Sub-Element.
- Policy H-1.4.2 Ensure development regulations address accessible housing and transportation services. Residential structures as well as physical improvements, such as parking, streets, and sidewalks, should allow for mobility and accessibility by all residents, including the elderly and persons with disabilities, consistent with the Transportation Element. Promote awareness of Universal Design improvements that increase housing accessibility.
- Policy H-1.4.3 Support well-maintained neighborhoods through an active code enforcement program.
- Policy H-1.4.4 Prepare and implement development and design standards that further the community vision consistent with Land Use and Community Design Element goals and policies.
- Policy H-1.4.5 Encourage energy and water efficiency in existing and new housing developments, as addressed in the Utilities Element.
- Policy H-1.4.6 Ensure adequate setbacks, landscaping, and buffering are required between housing developments of significantly differing densities and between housing and commercial areas.
- Policy H-1.4.7 Ensure critical area regulations protect environmentally sensitive areas and that the regulations are fully implemented. Restrict intrusion into sensitive areas by nearby residents and visitors.
- Policy H-1.4.8 Encourage cluster residential development along with open space, to protect and preserve environmentally-sensitive areas.
- Policy H-1.4.9 Plan for residential neighborhoods that promote the health and well-being of all residents by supporting active living and by reducing exposure to harmful conditions.
- GOAL H-2. PROVIDE HOUSING OPPORTUNITIES IN KENMORE FOR PEOPLE WITH SPECIAL NEEDS.**
- OBJECTIVE H-2.1 Provide opportunities for the development of short-term and permanent housing for people with special needs.**
- Policy H-2.1.1 Allow opportunities for assisted housing, for people with special needs, by:
- a. Permitting group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision in accordance with state and federal laws; and,
 - b. Encouraging developers and owners of assisted housing units to

- 1 undertake activities to establish and maintain positive relationships
2 with neighbors. Encourage neighbors to similarly maintain those
3 relationships.
4
- 5 Policy H-2.1.2 Ensure that group home providers have received appropriate licenses from
6 federal or state agencies where appropriate.
7
- 8 Policy H-2.1.3 Support housing options and services that enable seniors to stay in their
9 homes or neighborhoods.
10
- 11 **OBJECTIVE H-2.2 Support and promote community facilities and programs that are**
12 **important to the safety, health, and social needs of residents.**
13
- 14 Policy H-2.2.1 Increase coordination among providers of social, health, counseling, and
15 other services to individuals, families, children, and persons with special
16 needs including senior citizens, persons with physical or mental disabilities,
17 persons with terminal illness, or other special needs.
18
- 19 Policy H-2.2.2 Work with transit and transportation providers to increase access between
20 special needs housing and community facilities and programs in
21 Kenmore or the Northshore area.
22
- 23 Policy H-2.2.3 Support the location of social, recreational, health, safety, and other
24 services in Kenmore to serve people with special needs.
25
- 26 Policy H-2.2.4 Support efforts by providers of social, health, counseling, and other
27 services to assist newly-arrived immigrant populations.
28
- 29 Policy H-2.2.5 Support a range of housing options and services to help homeless
30 persons and families stay sheltered.
31
- 32 Policy H-2.2.6 Work with other jurisdictions, the Regional Homelessness Authority, and
33 health and social service organizations to develop a coordinated, regional
34 approach to homelessness.
35

36 37 38 **RESIDENTIAL GROWTH**

39
40 **GOAL H-3. PLAN APPROPRIATE LAND USE DESIGNATIONS AND ZONING**
41 **CATEGORIES TO ACCOMMODATE PROJECTED HOUSEHOLD GROWTH.**
42

43
44 **OBJECTIVE H-3.1 Plan for an adequate supply of land to accommodate projected**
45 **household growth.**
46

- 47 Policy H-3.1.1 Ensure zoning regulations accommodate a range of housing styles and
48 types in appropriate locations, such as single-family detached dwellings,
49 size-limited houses on smaller lots, duplexes, triplexes, cottage housing,
50 townhouses, apartments, accessory dwellings, manufactured homes, and
51 other types. Consider neighborhood compatibility as well as housing
52 needs and surrounding environmental conditions when applying zones,
53 land use, and development standards.

- 1
2 Policy H-3.1.2 Take an incremental approach to expanding medium density
3 housing opportunities in the City.
4
5 **OBJECTIVE H-3.2 Identify and support Kenmore's Downtown as a center for commercial,**
6 **civic, cultural, park, and higher density housing uses and activities**
7 **consistent with its designation as a Countywide Growth Center.**
8
9 Policy H-3.2.1 Develop mixed-use, higher density districts in Downtown Kenmore,
10 meeting community goals to develop community identity, provide vital
11 business and service opportunities, concentrate higher density housing
12 close to high-capacity transit, and provide multi-modal transportation
13 services and connections to those services.
14
15 Policy H-3.2.2 When higher densities are applied to residential and mixed use development
16 in the Downtown, include requirements for the provision of affordable
17 housing.
18
19 Policy H-3.2.3 Offer density bonuses and density transfers, where appropriate, to
20 achieve a compact, vital Downtown, as well as meet environmental and
21 affordable housing goals.
22
23 Policy H-3.2.4 Encourage property consolidation in the Downtown, through density bonuses
24 or other incentives, to create mixed-use and multi-family developments
25 that offer a range of site and community benefits such as private and
26 public open spaces and plazas, structured parking, and other amenities.
27
28 Policy H-3.2.5 Address issues of diversity, equity and inclusion for historically-
29 marginalized groups when developing Kenmore's Countywide Growth
30 Center approaches.
31
32 Policy H-3.2.6 East of Downtown, in the area of transit-supportive development near the
33 Park and Ride, require long-term low-cost housing as a condition of
34 development.
35
36
37

HOUSING AFFORDABILITY

38
39
40 **GOAL H-4. MAKE ADEQUATE PROVISIONS FOR A PROPORTIONATE AMOUNT OF THE**
41 **EXISTING AND PROJECTED COUNTYWIDE NEED FOR HOUSING AT ALL INCOME**
42 **LEVELS.**
43

- 44 **OBJECTIVE H-4.1 Encourage retention of the existing housing stock in Kenmore as a**
45 **source of affordable housing.**
46
47 Policy H-4.1.1 Promote the use of housing rehabilitation assistance (from King County,
48 for example) to lower-income homeowners and to landlords who rent to
49 lower-income people.
50
51 Policy H-4.1.2 Support the acquisition, rehabilitation, and preservation of existing
52 affordable housing by agencies and organizations as an alternative to new

1		construction.
2		
3	Policy H-4.1.3	Allow existing legally created duplexes, triplexes, and other medium-
4		density housing types in the low and medium density residential
5		classifications to continue without "nonconformance" limitations related
6		to density, setbacks, height, or lot size.
7		
8	Policy H-4.1.4	Aspire to preserve and maintain existing manufactured housing
9		communities.
10		
11	Policy H-4.1.5	When displacement is unavoidable, determine who is most likely to be
12		harmed and ensure that the brunt of the impact is not carried by the
13		same communities in Kenmore. Support relocation assistance and
14		development of replacement housing where feasible, to help very low- and
15		low-income households. For mobile home parks in particular, consider a
16		funding pool to assist low- and moderate-income residents in
17		deteriorating and obsolete mobile homes to find alternative housing in
18		the community, or help to establish preferences in nearby housing for
19		persons giving up their homes.
20		
21	OBJECTIVE H-4.2	Adopt programs and regulations that support housing affordable to
22		extremely low-, very low-, low-, and moderate-income households,
23		comparable to the countywide need.⁵
24		
25	Policy H-4.2.1	Support efforts of private developers, both for-profit and not-for-profit, to
26		preserve or develop affordable housing, including housing with on-site
27		services, for extremely low-, very low-, low- and moderate-income
28		families. Consider the following roles for the City's active participation:
29		
30		a. Whenever possible, integrate affordable housing plans into
31		proposals for development of publicly owned properties.
32		
33		b. Play a partnership role with nonprofit housing project sponsors by
34		supporting applications for CDBG, HOME, and other Federal, State,
35		or local funding sources for the projects.
36		
37		c. Enter into a long-term partnership with one or more nonprofit
38		housing developers to identify sites and identify opportunities for
39		public funding.
40		
41		d. Actively support affordable housing projects by expediting the
42		permitting process, reducing development fees, or similar
43		measures.
44		
45		e. Consider regulatory changes such as reducing parking
46		requirements, updating building codes to promote innovative, low-
47		cost development, and expanding the Multifamily Tax Exemption
48		(MFTE) program to support more affordable housing development.
49		
50	Policy H-4.2.2	Participate in A Regional Coalition for Housing (ARCH) to help develop
51		and preserve affordable housing in the community and region. Maintain

⁵ See Countywide Planning Policies

1		data demonstrating the impact in the City of Kenmore and communicate the results to the community for continued understanding and support.
2		
3		
4	Policy H-4.2.3	Identify and catalogue real property owned by the City that is no longer required for its purposes and is suitable for the development of affordable housing for extremely low- to moderate income households. Engage with community partners on how best to use these resources.
5		
6		
7		
8		
9	Policy H-4.2.4	Use local resources, as available, to leverage other public and private funding for the creation or preservation of affordable housing.
10		
11		
12	Policy H-4.2.5	Use density bonuses, inclusionary programs, and other methods with mixed-use and multi-family developments to provide housing affordable to extremely low- to moderate-income households.
13		
14		
15		
16	Policy H-4.2.6	As part of any rezone that increases residential capacity, consider requiring that a portion of the new units be affordable to extremely low-, very low- or low-income households.
17		
18		
19		
20	Policy H-4.2.7	Before implementing a new policy or regulation, consider how it will impact the cost to build a home.
21		
22		
23	Policy H-4.2.8	Focus on projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color (BIPOC) communities.
24		
25		
26		
27	Policy H-4.2.9	Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops
28		
29		
30		
31	Policy H-4.2.10	Collaborate with other organizations or entities to evaluate ways to address transitional homeless housing or provide an additional housing type.
32		
33		
34		
35	Policy H-4.2.11	Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.
36		
37		
38	Policy H-4.2.12	Collaborate with other local governments directly and through membership associations (e.g., Puget Sound Regional Council) on regional housing strategies, especially related to providing extremely low- and very low-income housing.
39		
40		
41		
42		
43	Policy H-4.2.13	Support legislation and funding at the local, county, state, and federal levels that would promote the city's housing goals and policies.
44		
45		
46	OBJECTIVE H-4.3	Provide zoning and development standards that integrate affordable housing compatibly into the community.
47		
48		
49	Policy H-4.3.1	Allow designated manufactured homes built to state standards on single-family lots.
50		
51		
52	Policy H-4.3.2	Allow and accommodate accessory dwelling units in low and medium

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52

- density residential districts.
- Policy H-4.3.3 Pursue land use policies and regulations that:
- a. Result in lower development costs without loss of adequate public review, environmental quality, or public safety; and,
 - b. Do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.

HOUSING EQUITY

- GOAL H-5. ACKNOWLEDGE THE HISTORICAL INEQUITIES THAT LIMITED THE ABILITY OF ALL RESIDENTS TO LIVE IN THE NEIGHBORHOOD OF THEIR CHOICE AND WORK TO REDUCE DISPARITIES IN ACCESS TO NEIGHBORHOODS WITH GOOD SCHOOLS, PARKS, AND OTHER AMENITIES.**
- OBJECTIVE H-5.1 Promote fair housing for all persons regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.**
- Policy H-5.1.1 Utilize the City's Diversity, Equity and Inclusion (DEI) program to ensure that city housing policies, programs, regulations, or decisions do not result in housing discrimination.
- Policy H-5.1.2 Work with the legislature, King County, or other agencies to authorize homeowners to easily remove discriminatory restrictive covenants from deeds and other property documents.
- Policy H-5.1.3 Support use of housing choice vouchers in Kenmore.
- Policy H-5.1.4 Consider environmental health in neighborhoods where affordable housing exists or is anticipated, and plan for environmentally healthy neighborhoods for all residents.

IMPLEMENTATION STRATEGIES

- To organize and carry out these goals, objectives and policies, as well as to prepare the City for the next Comprehensive Plan update, the City will undertake the following:
- Work with neighborhoods and historically underrepresented groups when new policies, plans or programs are proposed to ensure that their unique issues are considered.
 - Adopt development standards for medium density residential housing types, such as duplexes, triplexes, and cottage housing.
 - Adopt development standards for reduced minimum lot sizes with maximum house size restrictions in some low (R-6) and medium density classifications. When considering

maximum house sizes for smaller houses on smaller lots, remain mindful of the needs of multigenerational and large families. Also take into account open space needs and environmental protection, as well as accessory dwelling unit standards.

- Revise the Strategy Plan as needed to achieve the Housing Element's goals, objectives, and policies.
- Implement the Housing Strategy Plan.
- Maintain communications with, or participation in, regional agencies and projects.
- Monitor housing needs and supply over time, especially data that evaluates progress toward meeting a proportionate share of the countywide needs for affordable housing and improved access to opportunity for Black, Indigenous, and People of Color (BIPOC) communities. Reassess and adjust policies and regulations as necessary to achieve City goals.
- Cooperation on a regional basis towards economic diversification and land capacity monitoring.
- Evaluate and report results of the Strategy Plan and how the goals, objectives, and policies of this Housing Element have been achieved.

REFERENCES

A Regional Coalition for Housing (2022). East King County Housing Analysis, Redmond, WA.

ENDNOTES

"2019 Estimated Supply" is the number of housing units in 2019, according to the Washington Office of Financial Management (OFM), distributed to each affordability category by the percentages in each jurisdiction's housing supply, according to the Comprehensive Housing Affordability Strategy (CHAS) estimates of 2014 – 2018 5-Year Estimates. (CHAS 2015 – 2019 estimates are not yet available.) For example, from 2014 – 2018, Kenmore averaged 3 percent of its housing units affordable to households with incomes at or below 30% of the Area Median Income (AMI). That percentage was applied to the city's 2019 total for an estimated 278 housing units affordable at that level.

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

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

Text = deleted text

Text = new text

LAND USE ELEMENT AMENDMENTS

INTRODUCTION

Purpose

The Land Use Element plays the central role of directing land use patterns and guiding land use decision-making. It provides the basis for housing, transportation, public service, utility, and capital facility plans. The primary objective of the Land Use Element is to create a harmonious and thriving community in Kenmore. It achieves this by preserving the community's distinct features and quality of life while accommodating growth, welcoming new residents, and ensuring easy navigation throughout the city. The Land Use Element serves as a guide for future development, determining suitable locations for various land uses, setting intensity levels for each use, and identifying areas for open space preservation. Key emphases include supporting diversity, equity, and inclusion, addressing housing and job needs in the broader Puget Sound Region, promoting affordable housing options, and enhancing public access while continuing to protect natural areas. The Land Use Element includes sub-elements due to the variety and complexity of issues:

• Downtown

• Community Design

• Natural Environment

• Shorelines

• Economic Development

Growth Management Act

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

- Distribution/location/extent of land uses: Agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses
- Population densities, building intensities, and estimates of future population growth

- Protection of the quality and quantity of ground water used for public water supplies
- Urban planning approaches that promote physical activity. In Kenmore, goals, objectives and policies related to this responsibility also are included in the Parks, Recreation and Open Space Element.
- Drainage, flooding, and stormwater runoff within and nearby the jurisdiction as well as guidance for corrective actions to mitigate or clean discharges to waters of the state. In Kenmore, goals, objectives, and policies related to this responsibility also are found in the Surface Water Element.

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

VISION 2050

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

High Capacity Transit Communities include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities... As the region's transit system grows, these 34 communities play an increasingly important role as hubs to accommodate regional employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

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

The Multi-County Planning Policies required by the Growth Management Act are part of VISION 2050 and provide a common regionwide framework for countywide and local planning in the central Puget Sound region. Policies address regional collaboration, the regional growth strategy, the environment, climate change, development patterns, housing, economy, transportation, and public services. The policies reflect the commitment in the VISION 2050 vision statement to provide an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy."

Countywide Planning Policies

The 2021 King County Countywide Planning Policies (CPPs) define an Urban Growth Area within which urban development should occur. The City of Kenmore is included within the Urban Growth Area. The overall land use goal is that "growth in King County occurs in a compact, centers-focused pattern that uses land and infrastructure efficiently, connects people to opportunity, and protects Rural and Natural Resource Lands.

1 Growth is to be focused within Regional Growth Centers such as Seattle's Northgate and
2 Kirkland's Totem Lake areas. Countywide Growth Centers, including Kenmore, accommodate
3 housing, employment and services in a compact form and at sufficient densities to support
4 existing or planned high capacity transit service and to make efficient use of urban land. As in
5 VISION 2050, Kenmore is identified as a "High Capacity Transit Community."

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

9
10

11 **EXISTING CONDITIONS**

12 **History of Kenmore**

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

15 **Native Americans**

16 The Native Americans who lived in the Sammamish River Valley Area were known as the Simump
17 Tribe. Local settlers called them the Squaks, a corruption of the word "Squowh." According to
18 historical accounts, approximately 200 Native Americans lived along Lake Sammamish or the
19 Sammamish River Valley when white settlers arrived in the 1860s. Numerous arrowheads were
20 found by early settlers at the mouth of the Sammamish River along Lake Washington.

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

26 **White settlers**

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

35 John McMasters leased property from Squire and operated McMasters' Shingle Mill from 1900
36 to 1920, the first commercial business in Kenmore. The mill was located just east of the current
37 Kenmore Pre-Mix site. It was McMasters who named the community Kenmore because it
38 reminded him of his birthplace Kenmore, 40 miles south of Ottawa, in Canada. This in turn had

1 been named after Kenmore, Scotland, which has similar geography with its large lake and
2 surrounding mountains.

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

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

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

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

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

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

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

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

1 **Historic Structures and Places**

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

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

8

9 The above sites are located on **Figure LU-1**. The City's local landmark properties are described
10 more fully below.

11 *Charles Thomsen House*

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

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

Kenmore Community Clubhouse

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

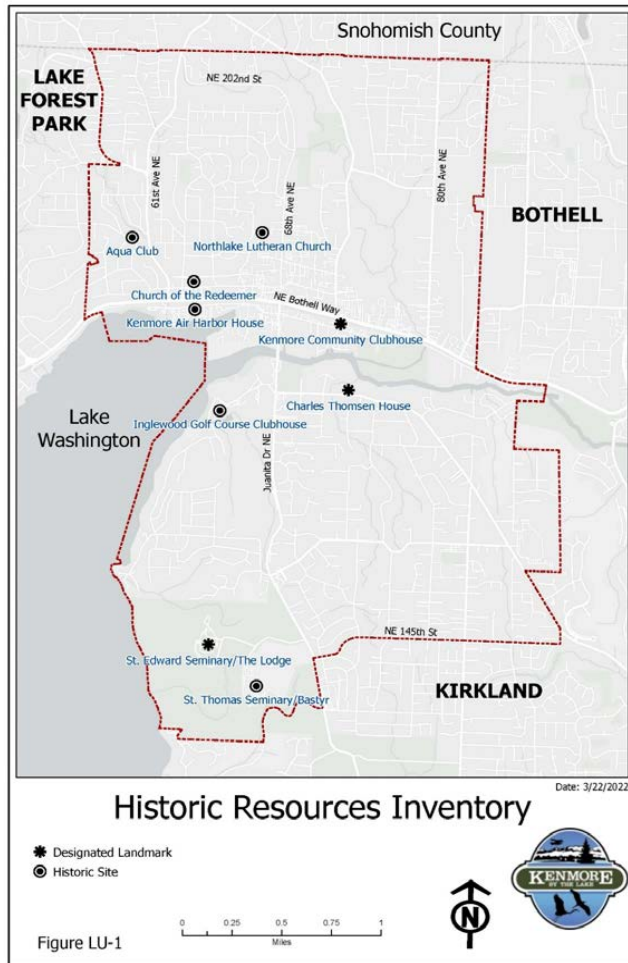
St. Edward Seminary/Lodge at St. Edward State Park

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

The St. Edward Seminary is listed on the State of Washington Heritage Register and in the National Register of Historic Places. It was awarded local landmark status in 2018 at the same time the property was rehabilitated and restored into the Lodge at St. Edward State Park.

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

FIGURE L-1: HISTORICAL RESOURCES INVENTORY



Source: City of Kenmore GIS

1 **Land Use Patterns**

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

4 **Existing Land Uses**

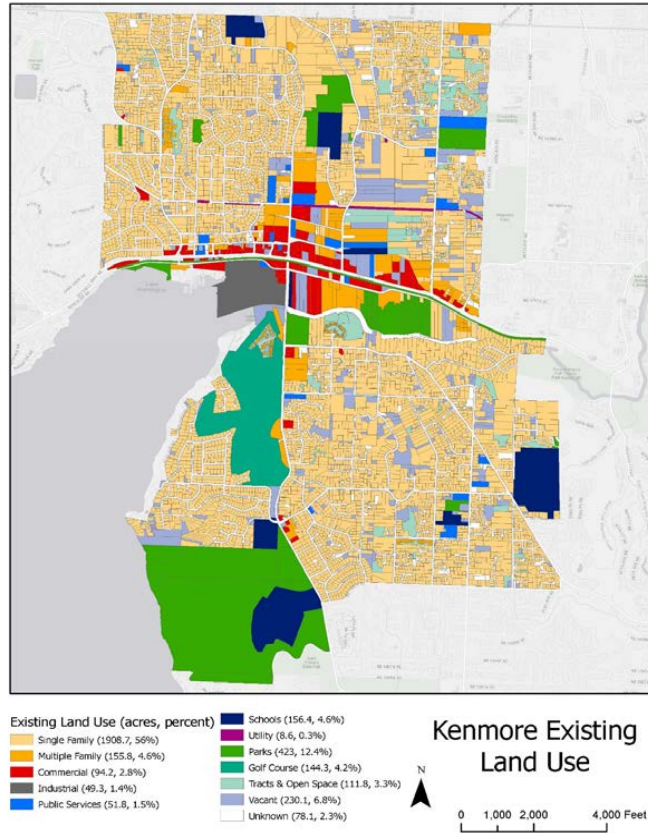
5 The City of Kenmore boundaries encompass approximately 6.1 square miles of land. The City
6 contains primarily single-family residential land uses, but also includes a variety of other uses as
7 shown in **Table LU-A and Figure LU-2**. Kenmore is largely a built-out community with a limited
8 amount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

10 **TABLE LU-A**
11 **2022 LAND USE BY PARCELS - CITY OF KENMORE**

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

Source: King County Department of Assessments

FIGURE LU-2: EXISTING LAND USE



Source: City of Kenmore GIS

Most of the Kenmore's single-family residential growth will occur on remaining vacant parcels, or as a result of infill development of partially developed properties. However, most of Kenmore's commercial growth would occur as redevelopment of developed lands.

Kenmore's Air Harbor

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

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

During the summer season, approximately 110 "operations" per day (single takeoffs or landings) occur at Kenmore's Air Harbor. On a typical winter day, 10 operations could be expected. In 2019, approximately 65,000 passengers were served. July and August are the Air Harbor's busiest months. ~~During its summer peak, the Air Harbor employs approximately 250 people.~~

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

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

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

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

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

~~Landing patterns at Kenmore Air Harbor are determined by wind direction, as aircraft normally land into the prevailing wind. If the wind is from the north, as it is during a typical summer day, aircraft fly northbound up the middle of the lake from the Sand Point area, then land to the north at Kenmore and taxi in to the dock. If the wind is from the south, which is more common during the winter months, aircraft fly a standard left rectangular traffic pattern and land to the south on~~

Commented [TH1]: This narrative about wind and landing/takeoff patterns is unnecessary.

the lake. The downwind leg of this pattern is flown over the golf course, the base leg just east of 68th Avenue NE, and the final approach leg approximately over the CalPortland property. On an annual basis, approximately 75% of all landings are northbound and 25% southbound.

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

FUTURE LAND USE

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

- **Neighborhoods offering a variety of residential housing types and densities ranging from low-density single-family areas to multi-family development in Downtown.** A key concept of the Vision Statement is to support a diversity of housing types to provide accommodations affordable to all residents.
- **Concentration of commercial and business uses locations where they are currently located or in areas where compatibility can be ensured.** New commercial development would primarily occur in the form of redevelopment in Downtown and adjoining areas to minimize intrusion into predominantly residential neighborhoods and to effectively concentrate these uses where alternative transportation modes are or will be available. However, new opportunities for small-scale retail enterprises or services meeting the daily needs of residents may be located in neighborhoods if compatibility concerns are addressed.
- **Phasing out of heavy manufacturing and industrial uses in favor of mixed uses (commercial and residential) and clean light manufacturing.** Existing heavy manufacturing and industrial uses would be phased out over time through market and regulatory forces, and mixed uses and clean light manufacturing would replace them. New heavy manufacturing and industrial uses are prohibited.
- **Continued development of a vibrant downtown in Kenmore.** Kenmore is both a High Capacity Transit Community and a Candidate Countywide Growth Center. Downtown is central to this vision—providing a focal point for community growth and development, including centrally located multi-family and both mixed-use and standalone commercial development with access to high capacity transit, civic buildings such as City Hall, the Post Office, the Library, the Hangar and Town Square, and other amenities. The southeast and southwest quadrants of Downtown would be developed with larger-scale private mixed-use master planned developments that restore and protect the Sammamish River and Lake Washington and provide public access to the waterfront. For more specific details about Kenmore's downtown, see the Downtown Element.
- **Transit-oriented development in the area centered on the Metro/Sound Transit Park and Ride.** This concentration of pedestrian-oriented mixed use residential development is at intensities that support and are supported by multi-modal transportation options, including bus rapid transit. Transit-oriented development reinforces Kenmore's designation as a High Capacity Transit Community.

Commented [DB2]: should there be a reference to the Downtown Element?

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

Development Capacity

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

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

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

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

The City's 2019-2044 housing unit growth target established by the King County Countywide Planning Policies is 3,070 housing units. The adopted Land Use Plan would provide enough zoned capacity, and a more than sufficient market cushion, to exceed the 2044 housing unit target. Calculated residential capacity in 2021 was 4,135 dwelling units—a 1,065 unit surplus.

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

PLAN AMENDMENTS

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

The City is required to institute a public participation program identifying procedures whereby proposed amendments or revisions of the comprehensive plan are considered by the City Council no more frequently than once every year, except that amendments may be considered more frequently under the following circumstances:

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

10 Aside from the exceptions above, all proposals are to be considered by the City Council

11 concurrently so the cumulative effect of the various proposals can be ascertained.

12 **GOALS, OBJECTIVES, AND POLICIES**

13 Following are the general land use goals, objectives and policies.

14 **GOAL 1. *ENHANCE KENMORE'S QUALITY OF LIFE AS A PLACE FOR PEOPLE OF ALL***

15 ***AGES TO LIVE, RAISE CHILDREN, RECREATE, WORK, SHOP, AND***

16 ***SOCIALIZE.***

17 **OBJECTIVE 1.1 *Provide a community atmosphere that is friendly and inclusive,***

18 ***supporting diversity and fostering a sense of belonging and pride in all***

19 ***residents.***

20 Policy LU-1.1.1 Recognize and support people of color, indigenous and immigrant

21 populations, and other individuals or groups who have historically been

22 underrepresented in community goal-setting and implementation.

23 Policy LU-1.1.2 Encourage the involvement of historically-marginalized groups when

24 discussing policies that will impact their neighborhoods and

25 communities. Provide outreach in multiple formats and languages.

26 Policy LU-1.1.3 Consider the impact of City policies, programs and projects on groups

27 whose voices may not regularly be heard.

28 Policy LU-1.1.4 Evaluate planning approaches for potential residential and commercial

29 displacement and use a range of strategies to mitigate displacement

30 impacts.

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

32

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

1	Policy LU-1.2.1	Create healthy, viable, and safe neighborhoods where all people can live,
2		work and play, regardless of color, age, income, or ability.
3	Policy LU-1.2.2	Through land use policies and development regulations that are consistent
4		with state and federal laws, limit land uses and activities that may result in
5		harmful secondary effects to the community, such as crime, vandalism, or
6		neighborhood deterioration. Consider spacing requirements, buffers,
7		landscaping, access, signage controls, business license and operating
8		requirements, as well as other mechanisms to control secondary impacts.
9	Policy LU-1.2.3	Ensure fairness and equity in distributing community amenities such as
10		parks and community facilities to provide all residents with opportunities
11		to enjoy the benefits of a rich social and physical environment.
12	Policy LU-1.2.4	Strive to make City capital projects and community events accessible to
13		those with physical impairments.
14	Policy LU-1.2.5	Use incentives, regulations and programs to support land use patterns and
15		development standards that encourage physical activity through walking
16		and bicycling.
17	Policy LU-1.2.6	Consider small-scale, neighborhood commercial uses within walking or
18		bicycling distance of homes to increase residents' opportunities to meet
19		their daily needs without having to drive.
20	Policy LU-1.2.7	Continue to support projects that improve the quality of both the built and
21		natural environments to support a thriving community and reduce
22		disparate health and environmental impacts, especially to low-income
23		and disadvantaged communities. Clean air, water and soil, and a healthy
24		ecosystem are critical for human health.
25	OBJECTIVE 1.3	Endeavor to provide a complete community, compatible in character and
26		design, containing housing, shops, work places, schools, parks, civic
27		facilities, and community services.
28	Policy LU-1.3.1	Ensure that Kenmore's plans consider all the issues, resources and needs
29		that make a community whole, including land use, civic, cultural, recreation,
30		transit, health, human services, natural environment, and the provision of
31		infrastructure and other services.
32	Policy LU-1.3.2	Provide adequate land capacity for residential growth, and for a full range of
33		commercial uses in Kenmore. This land capacity should include both
34		redevelopment opportunities as well as opportunities for development on
35		vacant lands.
36	Policy LU-1.3.3	Integrate non-residential uses such as governmental, utility, religious,
37		social, and other institutional uses, where appropriate, into residential
38		neighborhoods to create quality communities which have a full range of

1		public facilities and services. These uses should be sited, designed, and
2		scaled to be compatible with existing residential character.
3	OBJECTIVE 1.4	Encourage the availability of healthy, affordable, culturally acceptable
4		food for all community residents.
5	Policy LU-1.4.1	Through land use regulations and economic development, encourage
6		locally-based food production, distribution and choice.
7	Policy LU-1.4.2	Where appropriate, encourage the development of community gardens and
8		farmers' markets as a means to encourage community-building, support
9		local agriculture and promote economic development.
10	OBJECTIVE 1.5	Maintain and enhance all residential neighborhoods by improving
11		infrastructure and walkability, and establishing appropriate site
12		development standards.
13	Policy LU-1.5.1	Ensure that zoning regulations provide for a range of housing types and
14		densities, such as lower density single-family neighborhoods, medium
15		density neighborhoods that combine single-family housing with duplexes,
16		triplexes and cottage housing, and neighborhoods with larger-scale
17		multifamily developments.
18	Policy LU-1.5.2	Provide development standards that create a consistent and compatible
19		pattern of development within residential neighborhoods. Development
20		standards should address housing densities, lot dimensions, building
21		setbacks and height, impervious surface limitations, management of
22		surface water with an emphasis on low impact development, tree retention,
23		access, parking, and other standards. Regulations addressing building
24		size and design also may be appropriate in some locations.
25	Policy LU-1.5.3	Provide regular and appropriate levels of investment in transportation,
26		surface water and parks maintenance and improvements within residential
27		neighborhoods, consistent with the City's capital improvement priorities.
28		Encourage special districts to provide services and maintain infrastructure
29		within residential neighborhoods consistent with adopted service and
30		capital improvement plans.
31	OBJECTIVE 1.6	Create a climate that fosters business creation and retention that
32		positively contributes to the City's quality of life.
33	Policy LU-1.6.1	Provide adequate land for commercial development of a character which
34		enhances the community's goals, augments the tax base, and does not
35		adversely affect the natural environment.
36	Policy LU-1.6.2	Support the large number of home-based businesses in Kenmore and
37		recognize their importance as a way to keep jobs closer to home.

1	Policy LU-1.6.3	Ensure zoning regulations accommodate a range of allowable business
2		and commercial uses in appropriate locations at the neighborhood,
3		community, and regional levels.
4	OBJECTIVE 1.7	Identify and prioritize properties for public acquisition and use.
5	Policy LU-1.7.1	During the 20-year planning period, identify community needs and site the
6		following facilities or uses in accordance with the Capital Facilities
7		Element, the Housing Element, and the Parks, Recreation and Open Space
8		Element:
9		• Public Works facility
10		• Affordable housing
11		• Parkland, particularly on the waterfront or in under-served areas
12		• Open space to preserve environmentally sensitive areas, including
13		those areas that protect and enhance the City's wetlands and
14		receiving water bodies, where regulatory measures alone are
15		insufficient.
16	Policy LU-1.7.2	Encourage public and private community service providers, including the
17		City of Kenmore, to share or reuse facilities when appropriate, to reduce
18		costs, conserve land and provide convenience and amenity for the public.
19		Joint siting and shared use of facilities should be encouraged for schools,
20		community centers, health facilities, cultural facilities, libraries, swimming
21		pools, institutional properties, and other social and recreational facilities.
22	Policy LU-1.7.3	Promote site development which provides utilities and infrastructure that
23		are maintainable, aesthetically pleasing, and have several functions, such
24		as surface water facilities designed as accessible open spaces for a
25		development.
26	GOAL 2.	PROVIDE FOR ORDERLY DEVELOPMENT.
27	OBJECTIVE 2.1	Implement the Comprehensive Plan Land Use Map.
28	Policy LU-2.1.1	Designate the proposed general distribution, general location and extent of
29		the uses of land, where appropriate, for housing, commerce, offices,
30		recreation, open spaces, public utilities, public facilities, and other land
31		uses. The official Comprehensive Plan Land Use Map is included as Figure
32		LU-3 .
33	Policy LU-2.1.2	Implement a range of residential, commercial, and public land use
34		classifications:

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

LAND USE	IMPLEMENTING ZONING DISTRICT
Low Density Residential	R-1, R-4, R-6
Medium Density Residential	R-6, R-12
High Density Residential	R-18, R-24, R-48, UR
Manufactured Housing Community	MHC
Downtown Residential	DR
Neighborhood Business	NB
Community Business	CB
Waterfront Commercial	WC
Urban Corridor	UC
Regional Business	RB
Downtown Commercial	DC
Public and Private Facilities	PSP
Special Study Area	n/a

Commented [DB3]: We might need to adjust this table to reflect allowing middle housing in R1 and R4. In 2022 the direction was allowing medium density in areas of R6 close to the two transit corridors. State law now requires a broader approach.

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

- Residential: The purposes of the Residential land use classifications are to implement Comprehensive Plan policies for housing quality, diversity, and affordability, and to efficiently use land, public services (including high-capacity transit), and energy while ensuring environmental protection.
- Low Density Residential: In this classification, land uses are predominantly single detached dwelling units on lot sizes that vary according to district but with an overall base density of one to six dwelling units per acre. In the R-1 and R-4 districts, uses are clustered as appropriate in relation to environmental constraints.
- Medium Density Residential: In this classification, a diversity of compatible housing types is expected at base densities generally between six and 18 dwelling units per acre. Higher densities may be permitted to allow particular "Missing Middle" housing types. Housing may include single detached dwelling

Commented [DB4]: we may need to adjust the narrative for low and medium residential to comply with MMH

- 1 units, duplexes, triplexes, cottage housing, and small-scale
2 apartment buildings, depending on district.
- 3 ▪ High Density Residential: In this classification, land uses are
4 predominantly larger apartment or condominium buildings
5 with a variety of densities according to district. Base densities
6 generally exceed 18 dwelling units per acre. In the area near
7 the Metro/Sound Transit Park and Ride, development
8 intensities support and are supported by multi-modal
9 transportation options, including high capacity transit. The
10 provision of affordable housing is a key feature of this transit-
11 oriented development.
- 12 • Manufactured Housing Community: The Manufactured Housing
13 Community classification is intended to ensure consistency with
14 RCW 36.70A.070(2)(c) which requires that sufficient land be
15 available for all types of housing including manufactured housing.
16 The Manufactured Housing Community classification promotes
17 residential development that is higher density than single-family,
18 but single-family in character. This land use classification is
19 assigned to existing manufactured housing communities.
- 20 • Downtown Residential: The Downtown Residential
21 classification provides higher density residential development in
22 support of the Downtown Commercial classification. Limited
23 retail and office uses are also allowed as part of mixed-use
24 developments. The classification represents an opportunity to
25 provide a range of housing types in the community with attention
26 to appearance and scale.
- 27 Some limited existing uses requiring vehicle storage that
28 continue to contribute to the economic vitality of downtown are
29 permitted to continue their business on existing properties, but
30 are encouraged to transition the use of their properties to those
31 more in keeping with the first paragraph of this intent statement.
- 32 • Neighborhood Business: The purposes of the Neighborhood
33 Business classification are to provide convenient daily retail and
34 personal services for a limited service area, to minimize the
35 impacts of commercial activities on nearby properties, and to
36 provide for limited residential development.
- 37 • Community Business: The purpose of the Community Business
38 classification is to provide pedestrian-friendly, mixed-use
39 development that both supports larger mixed-use and
40 commercial areas with its residential development, and provides
41 small-scale retail, educational, and personal service uses, and
42 offices, for the local community. Allowable uses include office

1 uses and mixed-use (housing and retail/service) developments.
2 Commercial uses with extensive outdoor storage and industrial
3 uses would be discouraged in the Community Business
4 classification.

5 • Waterfront Commercial: The purpose of the Waterfront
6 Commercial classification is to focus on existing water-
7 dependent uses, but also to allow eating and drinking places,
8 temporary lodging and other uses to support marina and airport
9 development. Compatible light manufacturing would be
10 appropriate. Office and mixed use multifamily development are
11 desirable for the future.

12 • Urban Corridor: The Urban Corridor classification is located along
13 SR-522. The overall vision is to convert the area on the south side
14 of the highway from a commercial strip corridor to an area of
15 primarily office and multifamily development, taking advantage of
16 lake views and proximity to transit.

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

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

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

29 • Regional Business: The purposes of the Regional Business
30 classification include to provide for the broadest mix of retail,
31 office, wholesale, and service uses, with compatible storage and
32 light manufacturing uses, serving regional market areas and
33 offering significant employment opportunities. These purposes
34 are accomplished by supporting existing businesses, while
35 encouraging compact and mixed-use development that is
36 supportive of transit and pedestrian travel for the future. Industrial
37 and heavy manufacturing uses are no longer appropriate in this
38 classification.

39 • Downtown Commercial: The Downtown Commercial
40 classification features a mix of private and public uses designed
41 to create a pedestrian-friendly downtown consistent with

1 Kenmore's designation in the Regional Growth Strategy as a
2 High Capacity Transit Community and as a Candidate King
3 County Countywide Growth Center. Public places, sidewalks,
4 extensive landscaping, transit-orientation, shared or structured
5 parking, protection of environmentally sensitive areas,
6 affordable housing, and high quality design and signage are key
7 features. Permitted uses emphasize mixed or multiple use
8 developments, and include high-density housing, civic and
9 governmental uses, offices, small-scale commercial and retail
10 businesses, and locally oriented professional and personal
11 services.

12 Uses not compatible with the Downtown Commercial intent
13 such as those which require vehicle or materials storage, service
14 bays, wide curb cuts, expanses of exterior product display or
15 storage, or produce little customer or visitor activity are
16 discouraged.

17 Some limited existing uses that require vehicle storage and
18 continue to contribute to the economic vitality of downtown
19 Kenmore are permitted as existing uses on existing properties,
20 though the use is encouraged to transition use of the property to
21 those more in keeping with the first paragraph of this purpose
22 statement.

- 23 • Public and Private Facilities: The purpose of the Public and
24 Private Facilities classification is to identify and retain public and
25 private lands primarily utilized for parks, recreation, schools,
26 utilities, government buildings, and other administrative or
27 institutional uses. In some locations, housing may also be an
28 appropriate use. Master plans would be encouraged to
29 determine the type and extent of these primary uses as well as
30 compatible accessory uses. Development regulations include a
31 process to reclassify smaller properties to the zone most
32 prevalent immediately surrounding the site subject to the
33 provision of information by the institution about the need to
34 convert to a different use.
- 35 • Special Study Area – Bastyr University: The City has designated
36 the St. Thomas Seminary property, owned by Bastyr University
37 as a Special Study Area recognizing the Bastyr University Master
38 Plan approved in December 2009 that will guide the
39 development of the property. The land use designation for the
40 Campus is Public and Private Facilities and development
41 activities on the Campus will be limited to activities and levels of
42 use as specified in the approved Master Plan and implementing
43 zone of Public and Semi-Public.
44

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16

17
18
19
20
21
22
23
24

25
26
27
28
29
30
31
32
33
34
35

36
37
38
39
40
41
42
43
44
45
46
47
48

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

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

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

- Lakepointe: The City has designated Lakepointe as a Special Study Area recognizing its significant size and waterfront location on both the Sammamish River and Lake Washington. A cohesive development plan should be prepared for the site to guide development of the property consistent with the following goals:

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

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19

20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51

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

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

- a. Primarily located in or near the Downtown area and in the area of transit-oriented development near the Metro/Sound Transit Park and Ride

1		c.	A demonstration of why existing Comprehensive Plan guidance should not continue in effect or why existing criteria no longer apply;
2			
3			
4		d.	A statement of how the amendment complies with the Growth Management Act's goals and specific requirements;
5			
6		e.	A statement of how the amendment complies with the Kenmore Vision Statement;
7			
8		f.	A statement of how functional plans and capital improvement programs support the change; and
9			
10		g.	Public review of the recommended change, necessary implementation (including area zoning if appropriate) and alternatives.
11			
12			
13	Policy LU-2.1.6		Ensure proposed Comprehensive Plan policy amendments result in changes to development regulations, modifications to capital improvement programs, and revised subarea, neighborhood, and functional plans necessary to ensure consistency between the Plan and the implementing regulatory and budgetary frameworks.
14			
15			
16			
17			
18	OBJECTIVE 2.2		Prepare clear development regulations consistent with the Comprehensive Plan.
19			
20	Policy LU-2.2.1		Prepare zoning maps, classifications, and development standards that are consistent with the Comprehensive Plan and functional plans.
21			
22	Policy LU-2.2.2		To provide flexibility as times and development conditions change, address possible amendments to the P-suffix and special district overlay requirements through the development agreement process. If development standards are modified or eliminated, offsetting public benefits must be provided.
23			
24			
25			
26			
27	Policy LU-2.2.3		Kenmore's regulation of land use should:
28		a.	Protect public health, safety, and general welfare;
29		b.	Protect environmentally-sensitive areas, including wetlands, groundwater, streams, Lake Washington, the Sammamish River and Puget Sound.
30			
31			
32		c.	Support tree preservation, whenever possible.
33			
34		d.	Implement and be consistent with the Comprehensive Plan and other adopted land use goals, policies, and plans;
35			
36			

1	e.	Be expeditious, predictable, clear, straightforward, and internally
2		consistent;
3	f.	Treat all members of the public equally and base regulatory
4		decisions wholly on the applicable criteria and code requirements;
5	g.	Provide clear direction for resolution of regulatory conflict;
6	h.	Be enforceable, efficiently administered, and provide appropriate
7		incentives and penalties;
8	i.	Be consistently and effectively enforced;
9	j.	Create public and private benefits worth their cost;
10	k.	Be coordinated with timely provision of necessary public facilities
11		and services;
12	l.	Be coordinated with special purpose districts and other public
13		agencies to promote compatible development standards in
14		Kenmore;
15	m.	Be responsive, understandable, and accessible to the public;
16	n.	Provide effective public notice and reasonable opportunities for the
17		public (especially those directly affected) to be heard and to
18		influence decisions;
19	o.	Avoid intruding on activities involving constitutionally protected
20		freedoms of speech, petition, expression, assembly, association
21		and economic competition, except when essential to protect public
22		health, safety and welfare (and then the restriction should be no
23		broader than necessary); and
24	p.	Provide for relief from regulations when they would deprive a
25		property of reasonable use, and when such relief would neither
26		endanger public health and safety nor conflict with adopted use
27		policies.
28	OBJECTIVE 2.3	Establish a system of densities and development standards that allows
29		for efficient infrastructure and service delivery while protecting
30		environmental resources, and ensuring compatibility between different
31		building types.
32	Policy LU-2.3.1	Through future planning efforts over the next twenty years, seek to achieve
33		a mix of residential densities and housing types, appropriately located.
34		Higher density classifications should be applied primarily in and around the
35		Downtown and in the transit-oriented development area near the
36		Metro/Sound Transit Park and Ride. Medium density classifications

1		should be applied within a walkable and/or bikeable distance to transit and
2		services. Lower density classifications, generally no less than four
3		dwelling units per acre, should be applied to established single-family
4		neighborhoods without easy access to transit and services. A lower
5		density zone may be used to recognize significant environmentally
6		sensitive areas.
7	Policy LU-2.3.2	When considering density increases or reduced lot sizes, use tools such as
8		building size and form regulations and design standards to address issues
9		of neighborhood compatibility.
10	Policy LU-2.3.3	Apply minimum density requirements to residential and mixed-use zones of
11		twelve or more homes per acre when consistent with the vision for a given
12		zone.
13	Policy LU-2.3.4	In the Downtown Commercial classification, adopt a minimum floor area
14		ratio (FAR) to promote multi-story development.
15	Policy LU-2.3.5	Review Uniform Building codes and make amendments to remove barriers
16		to achieving desired densities, such as increased stories of wood frame
17		construction.
18	Policy LU-2.3.6	Use regulations, incentives, open space acquisition, or, where these
19		measures are not adequate, use low density zoning to protect floodplains,
20		riparian corridors, high value wetlands, and unstable slopes from
21		degradation, and to encourage linking these environmental features into a
22		network of open space, fish and wildlife habitat. In sensitive areas, some
23		density may be transferred onsite to less constrained areas, or density may
24		be transferred off-site to specified receiving areas, such as the Downtown.
25	Policy LU-2.3.7	In some areas, use density incentives to encourage development of
26		affordable housing, or significant open space, public parks and public
27		trails. Where provided, encourage public parks and public trails to be part
28		of a network consistent with the Parks, Recreation, and Open Space
29		Element goals, objectives, and policies. Additionally, in the Downtown,
30		density incentives or other incentives should be provided for shared and
31		structured parking, or consolidation of lots. Consider performance-based
32		measures to achieve this policy. Ensure benefits, for example-significant
33		open space, are in proximity to the development site.
34	Policy LU-2.3.8	In parts of Downtown near transit, in the high-density residential
35		classification near the Metro/Sound Transit Park and Ride, and in the Urban
36		Corridor classification east of 73 rd Avenue NE, require inclusion of
37		affordable housing in new residential or mixed use development.
38	OBJECTIVE 2.4	Coordinate land use, road, and utility planning.

Commented [DB5]: may need to adjust the medium/lower density description for MMH

1	Policy LU-2.4.1	Establish priority areas for public facility and service improvements,
2		especially for transportation. These priority areas should be located where
3		public facility and service improvements would most effectively advance
4		the City of Kenmore's growth and development as a Candidate Countywide
5		Growth Center or the City's goals for economic development,
6		neighborhood improvement, environmental protection, energy efficiency or
7		affordable housing. Priority areas will shift over time as improvements are
8		installed and adopted service level standards are attained.
9	Policy LU-2.4.2	Implement an annual monitoring program to assess land use development
10		trends, and service and infrastructure provision. If service deficiencies,
11		such as city, county and state roads, public water supply and wastewater
12		treatment, or communication infrastructure are identified, the City of
13		Kenmore and the affected service providers should adopt Capital
14		Improvement Programs to remedy identified deficiencies in a timely
15		fashion, or the City of Kenmore should reassess the land use plan. In
16		particular, the City should continue to promote reliability improvements for
17		electric services in Kenmore.
18	Policy LU-2.4.3	Work with communication providers to ensure that broadband service at
19		suitable speeds is available throughout the city.
20	Policy LU-2.4.4	Ensure that infrastructure and facilities are sized appropriately to
21		community needs and are located with attention to the desired
22		neighborhood character.
23	Policy LU-2.4.5	Consider the effects of improved or new infrastructure such as roads and
24		utilities as potential barriers between neighborhoods or as stimulators of
25		development.
26	Policy LU-2.4.6	Through zoning and subdivision regulations, require that residential
27		developments, including mobile home parks, whether new developments or
28		substantial redevelopments, provide the following improvements:
29	a.	Paved streets (and alleys if appropriate), curbs and sidewalks, and
30		internal walkways when appropriate;
31	b.	Adequate parking consistent with local transit service levels;
32	c.	Street lighting and street trees;
33	d.	Underground utilities;
34	e.	Stormwater control;
35	f.	Public water supply;
36	g.	Public sewers.

Commented [DB6]: the monitoring program should be an implementation measure. Do we need to add monitoring requirements to comply with the CPPs?

Commented [TH7R6]: Added implementation measure.

1	Policy LU-2.4.7	Provide water, sewer, surface water, transportation, and recreational facilities at the time of development.
2		
3	OBJECTIVE 2.5	Encourage development on properties with existing or planned public services and utilities.
4		
5	Policy LU-2.5.1	Encourage innovative, quality development and redevelopment through a variety of regulatory, incentive, and program strategies. Possible approaches include:
6		
7		
8		a. Special development standards for infill or redevelopment sites;
9		b. Assembly and resale of sites to providers of affordable housing or mixed-use developments;
10		
11		c. Impact mitigation fee structures that favor infill or redevelopment;
12		d. Expedited permit processes;
13		e. Greater regulatory flexibility; and
14		f. Reduced permit fees and/or delayed fees.
15	OBJECTIVE 2.6	Require adequate transitions between land uses of differing intensities and between development and environmentally sensitive areas.
16		
17	Policy LU-2.6.1	Review and amend zoning and subdivision regulations to ensure adequate setbacks, landscaping, and buffering are required where land use conflicts may occur.
18		
19		
20	Policy LU-2.6.2	Ensure critical area regulations provide sufficient buffer widths consistent with the quality and class of the environmentally sensitive area.
21		
22	Policy LU-2.6.3	Locate zoning districts and prepare development regulations that result in gradual transitions between different building intensities.
23		
24	OBJECTIVE 2.7	Participate in joint planning of services and utilities with special districts, private service providers, neighboring municipalities, King County and Snohomish County, and the State of Washington.
25		
26		
27	Policy LU-2.7.1	Plan in partnership with special districts, private service providers, neighboring municipalities, King and Snohomish Counties, and the State of Washington. The City should strive to balance the differing needs identified by planning partners at various geographic levels, and ensure that planning partners honor Kenmore's needs.
28		
29		
30		
31		
32	Policy LU-2.7.2	Prepare functional plans to identify City facility and service needs and define ways to fund these needs consistent with the land use plans and service and finance strategy. Independent special districts and other
33		
34		

1 public agencies should also prepare functional plans which should be
2 considered by Kenmore. The capital facility plans and capital improvement
3 programs prepared by all other agencies which provide services to Kenmore
4 should be consistent with the Kenmore Comprehensive Plan.

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

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

10 Policy LU-3.1.1 Ensure that the combination of jobs and population in the Downtown
11 meets County standards (eventual goal of 30 activity units per acre).

12 Policy LU-3.1.2 Continue plans for a mix of uses, providing housing and employment at
13 densities that support high-capacity transit.

14 Policy LU-3.1.3 Apply a minimum floor area ratio for new commercial buildings in the
15 Downtown Commercial classification.

16 Policy LU-3.1.4 Continue to demonstrate that Downtown is a priority for growth and
17 investment.

18 Policy LU-3.1.5 Continue to use design standards to ensure a pedestrian-friendly and
19 attractive Downtown.

20 Policy LU-3.1.6 Plan for a variety of housing types including affordable housing.

21 Policy LU-3.1.7 Try to retain existing residents and businesses in the community as growth
22 is planned.

23 Policy LU-3.1.8 Continue to support existing recreational opportunities Downtown such as
24 the Town Square and skate park, as well as future opportunities in the
25 Special Study Areas at Lakepointe and Plywood Supply.

26 Policy LU-3.1.9 Support multi-modal transportation, including bicycling, walking, transit,
27 and a passenger ferry.

28 **GOAL 4. IDENTIFY, PRESERVE, AND ENHANCE THE CULTURAL RESOURCES OF**
29 **KENMORE.**

30 **OBJECTIVE 4.1 Promote and support visual, literary, and cultural arts and activities in the**
31 **community.**

32 Policy LU-4.1.1 Encourage King County to continue to provide arts and culturally-based
33 services to the City of Kenmore through its existing programs, and to
34 provide technical assistance for locally-generated programs.

1	Policy LU-4.1.2	Encourage shared, multipurpose use of regional and community facilities for
2		cultural activities to maximize their efficient use and to expand public
3		access to cultural opportunities.
4	Policy LU-4.1.3	Develop a public art program that provides art in public facilities, projects
5		and places to enhance community character and quality of life. Priority
6		locations should include Downtown, government facilities, and municipal
7		parks. Maintenance and conservation should be considerations in the
8		development and management of public art.
9	OBJECTIVE 4.2	Promote the preservation of significant historic and archaeological sites
10		and structures.
11	Policy LU-4.2.1	Establish a partnership between Kenmore, King County, the Kenmore
12		Heritage Society and citizen volunteers in order to pursue historic inventories
13		and studies to promote landmark designation. Use the inventory to guide
14		decision-making in resource planning, environmental review, and resource
15		management.
16	Policy LU-4.2.2	Encourage land uses and development that retain and enhance significant
17		historic and archaeological resources and sustain historic community
18		character.
19	Policy LU-4.2.3	Coordinate with the Tribes, the King County Historic Preservation Officer,
20		and the State Office of Archaeology and Historic Preservation, as
21		appropriate, to review public and private projects to protect and enhance
22		historic and archaeological resources.
23	Policy LU-4.2.4	Seek funding from King County, the State of Washington, or other agencies
24		to acquire and preserve significant historic resources for use by City and
25		other public agencies.
26	OBJECTIVE 4.3	Encourage local activities which promote the community's history.
27	Policy LU-4.3.1	Support the efforts of the Kenmore Heritage Society to document Kenmore's
28		history, and provide educational materials and resources to all ages.
29	Policy LU-4.3.2	Work in partnership with the Kenmore Heritage Society, other agencies and
30		special districts to identify places or facilities where a museum or display of
31		historic artifacts and information can be accomplished.
32	Policy LU-4.3.3	When dedicating new civic facilities, consider naming them in honor of
33		historical events or persons of significance to the community.
34	Policy LU-4.3.4	Acknowledge that growth and development in Kenmore occurs on the
35		ancestral lands of the Coast Salish peoples.

1 **IMPLEMENTATION STRATEGIES**

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

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

- 6 • Historic resource preservation funding
7 • Public arts programs
8 • Partnerships with historic groups and agencies.
- 9 • Standards and locational requirements for small-scale commercial enterprises and services
10 closer to home for neighborhood residents in low and medium density residential
11 classifications.
- 12 • Minimum floor area ratio (FAR) for commercial development in the Downtown Commercial
13 classification.
- 14 • Transit-oriented development density increases and revised standards in the area near the
15 Metro/Sound Transit Park and Ride.

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

- 18 • Appropriate permitted uses in low and medium density residential districts outside of
19 environmentally sensitive areas
- 20 • Permitted uses in commercial zones
- 21 • Downtown densities in conformance with Countywide Growth Center criteria
- 22 • Development standards addressing neighborhood compatibility with surrounding
23 development
- 24 • Density bonuses, density transfers, and minimum density regulations
- 25 • Uniform Building Code review
- 26 • Infill development standards or incentives
- 27 • Permit procedures and fees.

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

- 30 • The King County Urban Growth Capacity Study
- 31 • Coordination with special districts and County regarding services
- 32 • Support of County historic resources programs

1 • Coordination with County/State agencies regarding historic/cultural resources during
2 development review.

3 • Annual monitoring of development to determine whether assumptions made in the
4 Comprehensive Plan regarding rate, nature, and distribution of development remain accurate.

6 REFERENCES

7 Crawford, Jack V. (1999). "The History of Kenmore for Kids." Kenmore Heritage Society.
8 Kenmore, Washington.

9 Kenmore Air Harbor (February 2022). Personal communication from John Gowey, Director of
10 Operations, to Lauri Anderson, Principal Planner.

11 Kenmore Heritage Society (2003). Kenmore by the Lake. Kenmore, Washington.

12 King County Department of Assessments (2022). Building, Parcel, and Account Files. Seattle,
13 WA.

14 King County Department of Natural Resources and Parks, Historic Preservation Program
15 (December 30, 2014). "City of Kenmore Landmarks Commission Findings of Fact and
16 Decision: Kenmore Community Clubhouse." Seattle, WA.

17 King County Department of Natural Resources and Parks, Historic Preservation Program (October
18 9, 2018). "City of Kenmore Landmarks Commission Findings and Fact and Decision: St.
19 Edward Seminary Building." Seattle, WA.

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

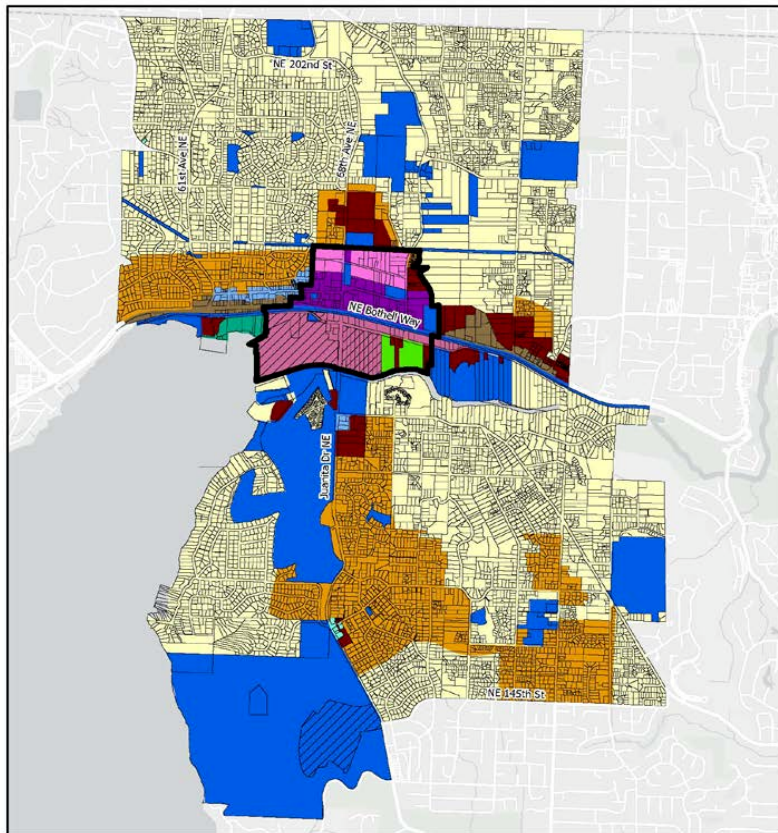
22 King County Office of Performance, Strategy and Budget (June 2021). King County Urban Growth
23 Capacity Report. Seattle, WA.

24 King County Parks, Planning and Resources Department, Cultural Resource Division (January 4,
25 1990). "King County Landmarks Commission Designation Report: Final Designation of
26 the Thomsen House." Seattle, WA.

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

28 Stickney, Amy Eunice and Lucile McDonald (1977). Squak Slough 1870-1920: Early Days on the
29 Sammamish River, Woodinville-Bothell-Kenmore. Bothell, Washington.

30 Traeger, Tom (July 20, 1998). "Kenmore discovering its Scottish roots." Northlake News. Volume
31 19, Number 40. Woodinville, Washington.



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

Kenmore Land Use Plan

Figure LU-3



0 1,000 2,000 4,000 Feet

1
2

1 Bastyr University Master Plan
2

