



City of Kenmore
Planning Commission Meeting
Agenda
Tuesday, May 5, 2026
7:00 PM

ZOOM - LINK: <https://kenmorewa-gov.zoom.us/j/85278524319>

Telephone: Dial US: +1 253 215 8782

Webinar ID: 852 7852 4319

REQUEST AN ACCOMMODATION HERE: kenmorewa.gov/accommodation

If you have technical difficulties accessing the meeting virtually, please contact stippleleen@kenmorewa.gov.
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.

1. CALL MEETING TO ORDER - 7:00 PM

2. ROLL CALL

3. LAND ACKNOWLEDGEMENT

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.

4. FLAG SALUTE

5. 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.

- A) **VIRTUAL PUBLIC COMMENT PRE-REGISTRATION 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.

6. CONSENT AGENDA

- A) 04.21 Meeting Minutes
1. 04.21 Planning Commission Meeting Minutes

7. AGENDA ITEMS

- A) Neighborhood Retail Additional Discussion
1. Staff Memo
2. Neighborhood Retail Presentation

8. ADJOURNMENT

UPCOMING MEETING SCHEDULE:

- A) Tuesday, May 19, 7 pm

City of Kenmore
Planning Commission Meeting Minutes
April 21, 2026 @ 7:00 PM

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

Tracy Banaszynski, Chair

David Dorrian, Vice Chair (virtual)

Kara Macias

Chris Olson

Edouard Lassalle

Mike Vanderlinde

Absent

Dwight Thompson

Staff

Todd Hall, Principal Planner

Shannon Tipple-Leen, Planning Commission Clerk

1. CALL TO ORDER

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

2. ROLL CALL

Commissioner Thompson was absent

3. LAND ACKNOWLEDGEMENT

The Land Acknowledgement was read.

4. FLAG SALUTE

The Flag Salute was done.

5. PUBLIC COMMENTS

No Public Comment was given.

6. CONSENT AGENDA - APPROVAL OF MINUTES

The Planning Commission Meeting Minutes from April 7, 2025, were approved. The consent agenda was accepted with unanimous consent.

7. AGENDA ITEMS

Corner Stores/ACU's

Todd Hall gave a presentation on the Housing Strategy Plan (HSP) update.

Questions/Comments:

The Planning Commission held a wide-ranging discussion on how the updated Housing Strategy Plan (HSP) should address affordability, equity, displacement risks, and housing diversity. Themes and considerations are summarized below.

Anti-Displacement Strategies & Increasing Density

- Commissioners discussed how to balance increased density with minimizing displacement, particularly for vulnerable populations such as residents of manufactured home communities (MHCs).
- There was general agreement that increasing overall housing supply, including affordable units, is an important part of mitigating displacement.
- Potential strategies discussed included:
 - Strengthening tenant protections and relocation assistance
 - Exploring community land trusts, co-ops, and shared ownership models
 - Considering right of first refusal policies and resident preference policies
- Commissioners questioned whether tools like inclusionary zoning and affordability requirements may either support or inadvertently constrain housing production.
- There was interest in better understanding local housing needs, unit types, and affordability levels to inform policy decisions.

Manufactured Home Communities (MHCs) Preservation

- The Commission discussed the long-term viability of MHCs as a source of affordable housing.
- Key challenges identified:
 - Resident vulnerability due to lack of land ownership
 - Aging infrastructure and rising rents
 - Locations in environmentally vulnerable areas
- Strategies considered included:

- Preservation through community land trusts or cooperative ownership
- Relocation or phased redevelopment approaches
- Allowing new forms of manufactured housing in more zones
- There was debate over whether to preserve existing MHCs or prioritize redevelopment into more sustainable housing types.

Equity, DEIA Integration & Homeownership Gaps

- Commissioners emphasized the importance of centering equity in housing policy, particularly for BIPOC residents and renters.
- Suggested actions:
 - Engage community-based organizations and individuals with lived experience
 - Integrate the DEIA Equity Toolkit into decision-making processes
- There was discussion about how to balance affordability goals with equity outcomes and whether combining these goals creates challenges or opportunities.

Affordable Housing Development & STEP Housing

- The Commission explored approaches to permanent supportive housing (PSH), emergency housing, and STEP housing models.
- Considerations included:
 - Identifying effective site selection criteria, including proximity to transit and services
 - Evaluating different housing models
 - Understanding cost efficiencies, service delivery, and scalability
 - Clarifying zoning requirements and potential code flexibility (e.g., parking, setbacks)
- Commissioners expressed interest in learning from regional examples and providers to better understand what models are most effective.

Partnerships & Implementation

- Strong partnerships with regional housing providers and service organizations (e.g., county agencies and nonprofits) were identified as critical.

Community Engagement & Inclusive Participation

- The Commission emphasized the importance of inclusive community engagement throughout the HSP update.
- Priorities include:
 - Meaningfully involving renters, BIPOC residents, MHC residents, and local workers

- Partnering with community organizations to support outreach
- Clearly communicating housing needs, policy tradeoffs, and regulatory requirements
- Commissioners noted the need to:
 - Set clear expectations for how community input will be used
 - Ensure engagement is ongoing, transparent, and accessible
 - Be thoughtful about timing and framing of outreach efforts

Ongoing Input

- The role of ongoing advisory structures was discussed.
- While there was support for continued community input, commissioners noted:
 - Engagement should focus on facilitating diverse perspectives, not necessarily creating new formal advisory bodies
 - The importance of defining who to engage, when, and how, depending on the policy stage

Next Steps:

Planning Commission Meeting May 5, 2026.

8. ADJOURNMENT

Chair Banaszynski adjourned the meeting at 9:14 PM.

Planning Commission Clerk

Approved by Planning Commission on: _____



Memorandum

Date: April 28, 2026
To: Planning Commission
From: Brittany Chue, Senior Planner
Regarding: May 5, 2026, Meeting Agenda Items

At your Tuesday, May 5, 2026, meeting, staff will present information on community feedback from the neighborhood retail survey and discussion questions on neighborhood retail regulations.

The Planning Commission will continue discussions on neighborhood retail, tentatively on May 19, 2026. There will be a public hearing at the September 1, 2026, Planning Commission meeting. Planning Commission will present their recommendations to City Council in early October.

Attachments

Neighborhood Retail

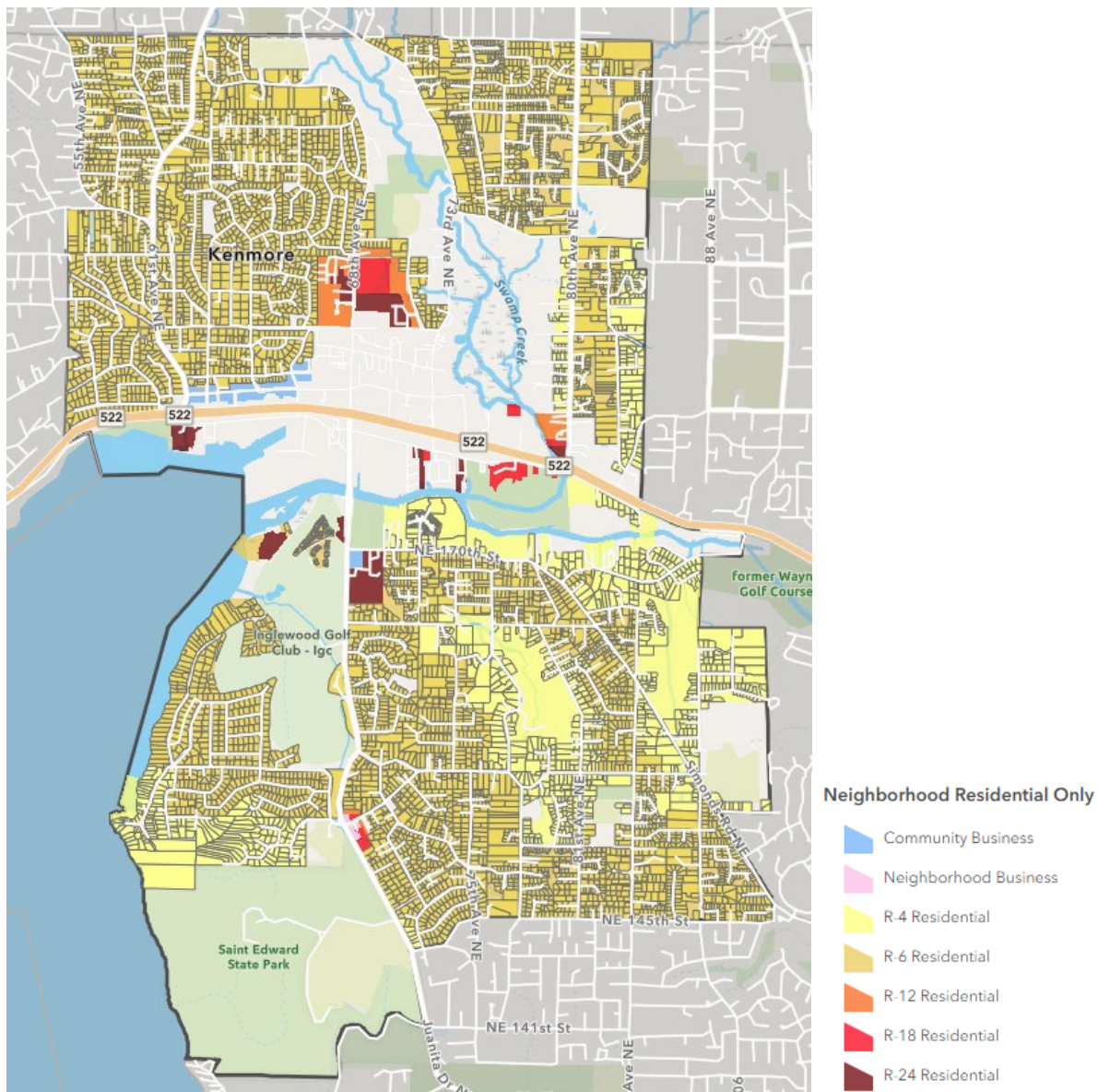
1. Neighborhood Retail Staff Memo
2. Neighborhood Retail PowerPoint

Recommendation

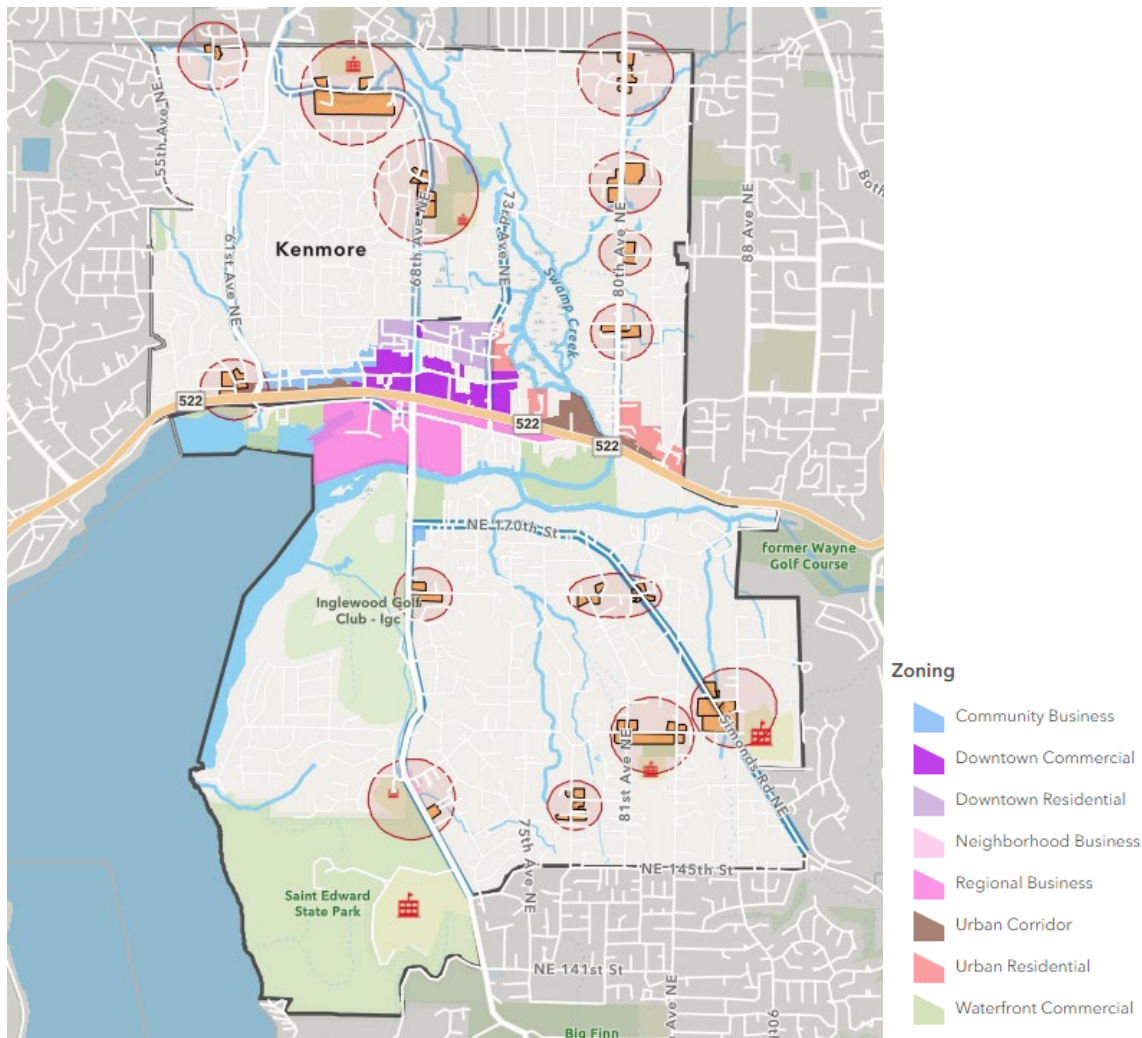
Staff will present recommendations based on community feedback and analyze retail and commercial services throughout the city to determine gaps in complete neighborhoods.

Recommendations include:

1. Creating a new land use definition for neighborhood scale commercial
2. Allowing eating and drinking places, specialty shops, and neighborhood markets throughout residential areas in Kenmore (R-4, R-6, R-12, R-18, R-24, R-48), Community Business, and Neighborhood Business zones



3. Allowing neighborhood nodes (orange parcels) to be spread out throughout the city for additional land uses (eating and drinking places, specialty shops, neighborhood markets, fitness and recreation, and clothing)



Staff will ask for feedback on which land uses residents would like to see in all residential zones and which ones they would like to see in neighborhood nodes at the upcoming Open Houses on May 6th and 7th.

Neighborhood Scale Commercial Draft Code Language

KMC XX.XX.XXX Neighborhood-Scale Commercial

A. Purpose.

The purpose of neighborhood-scale commercial uses is to allow small-scale, locally serving businesses within or adjacent to residential areas in a manner that is compatible with neighborhood character. These uses are intended to provide convenient goods and services

18120 68th Ave NE, Kenmore, WA 98028

to nearby residents, support walkable and bikeable access, and create small neighborhood activity nodes, while limiting off-site impacts such as traffic, noise, and parking demand.

B. Applicability.

Neighborhood-scale commercial uses are permitted where specifically allowed by this title and are subject to the standards of this section.

C. Hours of Operation.

All business activities, including deliveries, shall be limited to the following hours:

1. Sunday through Saturday: 6:00 a.m. to 10:00 p.m.

D. Scale and Intensity.

1. The maximum size of an individual establishment shall not exceed the greater of 2,500 square feet or 30 percent of the net buildable area of the site.
2. Building clusters (multiple businesses in one space) are allowed for individual establishments. In no case shall an individual establishment exceed 3,600 square feet.

E. Permitted Uses.

The following uses are permitted as neighborhood-scale commercial uses throughout residential areas:

1. **Food and Beverage Uses:**
 - a. Restaurants;
 - b. Coffee shops;
 - c. Bakeries;
 - d. Bars, pubs, and taverns.
2. **Retail Uses:**
 - a. Grocery or food markets (e.g., small neighborhood or “corner” stores);
 - b. Bicycle and sporting goods shops;
 - c. Specialty retail (e.g., bookstores, florist shops, crafts, art shop, gift shop);
 - d. Artisan or small-scale manufacturing with on-site sales.

The following uses are permitted as neighborhood-scale commercial uses in specific neighborhood nodes in residential areas:

1. **Service, Retail, and Recreation Uses:**
 - a. Day care and family child-care homes;
 - b. Art galleries and studios;
 - c. Clothing shops (e.g., boutiques, consignment stores)
 - d. Fitness centers
 - e. Dance and music studios

F. Administrative Interpretation.

Uses not specifically listed in this subsection may be permitted by the City Manager if the use is determined to be consistent with the purpose of this section and the applicable land use definitions in this title.

G. Prohibited Uses and Activities.

The following uses and activities are prohibited:

1. Automotive, marine, and heavy equipment sales, service, or repair, including fuel stations;
2. Retail establishments specializing in large goods such as furniture or major appliances;
3. Vehicle or vessel body work, including fabrication or structural repair;
4. Outdoor storage or parking of heavy equipment;
5. Storage of construction materials intended for off-site use;
6. Painting, detailing, or similar work on vehicles, boats, or large equipment;
7. Outdoor storage of equipment, materials, or more than one business-related vehicle;
8. Operation or parking of vehicles exceeding 10,000 pounds gross vehicle weight on the site or on adjacent streets;
9. Transportation service operations (e.g., taxi, shuttle, limousine), except for administrative office functions only;
10. Outdoor kennels, runs, or similar facilities associated with animal care uses;
11. Drive-through or drive-in facilities; and
12. Weapon sales

Executive Summary

The City is exploring updates to its development regulations to allow for small-scale neighborhood retail and service uses within residential areas. This effort is intended to support walkability, expand access to goods and services, and create opportunities for small businesses, while maintaining neighborhood compatibility.

The Planning Commission has initiated policy discussions and provided preliminary direction on key development standards, including size, scale, parking, operating hours, and design considerations. While there is general support for expanding neighborhood retail opportunities, the Commission emphasized the need to carefully balance flexibility with

appropriate safeguards related to neighborhood character, safety, and environmental constraints.

This memo summarizes the Commission's discussion and presents initial policy considerations and recommendations for Council direction. Future meetings will address specific land use allowances and geographic applicability.

Background

The City is considering regulatory updates to allow neighborhood-scale retail and service uses in residential zones. This effort aligns with broader goals to:

- Reduce reliance on vehicle trips by increasing access to daily needs within walking and biking distance
- Support small-scale entrepreneurship and local economic activity
- Encourage more vibrant, complete neighborhoods
- Integrate land uses in a manner compatible with existing residential development

Recent Planning Commission discussions focused on regulatory approaches rather than specific use types or locations. Commissioners reviewed examples from other jurisdictions, considered potential impacts, and identified key policy questions requiring further analysis.

Discussion/Analysis

The discussion below is based on Planning Commissioner's questions from the previous meeting and sharing the community engagement results we have received so far.

Size and Scale

There are several approaches to regulating size and scale, including setting a maximum square footage, tying development to lot characteristics, or relying on existing zoning standards such as height, setbacks, and lot coverage. Each approach has tradeoffs between flexibility and predictability. Smaller limits may better maintain neighborhood character, while more flexible standards may better accommodate conversions and a range of business types.

Planning Commissioners recommended a maximum size of 2,500 sq. ft. with clusters up to 3,600 sq. ft. Other regulations that limit square footage in residential zones include impervious surface and setbacks.

Current regulations for eating and drinking place and retail sale uses in R-4 through R-24 zones ([KMC 18.21.070](#)):

- Maximum size of 5,000 sq. ft. with combined commercial establishments not exceeding 15,000 sq. ft.
- Establishments shall not be located less than one mile from another commercial establishment, unless located with other establishments meeting the criteria in subsection A of this section;
- Establishment sites shall abut an intersection of two public streets, each of which is designated as a neighborhood collector or arterial and which has improved pedestrian facilities for at least one-fourth mile from the site;

Impervious surface coverage for nonresidential uses located in residential zones shall not exceed ([KMC 18.21.060](#)):

- 70% of the site in the R-1 through R-6 zones
- 80% of the site in R-12 through R-48 and MHC zones

Conversions (Residential ↔ Commercial)

Allowing conversion of existing residential structures to commercial or mixed-use is a key opportunity, but it introduces considerations related to building codes, fire safety, and utilities. There is also interest in allowing flexibility for conversions in both directions over time. Staff will evaluate what regulatory barriers exist today and identify opportunities to streamline the process while maintaining safety standards.

Commissioners also asked about the difference between home-based businesses and neighborhood retail. Neighborhood commercial uses are different than home-based businesses (also called home occupations). A home-based business is a commercial activity occurring on a residential lot or in a dwelling unit. This includes activities like running a sole proprietor accounting business out of a home office, selling homemade goods that are crafted in a basement workshop, or providing therapy services. Jurisdictions that regulate home-based businesses typically have limits on the size of the use and the amount of customer visits that may occur. If a home-based business needs to grow, neighborhood commercial spaces may be a comparable option close to home.

Policy Questions:

- Should conversions be treated differently than new construction?
- How much flexibility should be allowed for bi-directional conversions?
- Where should the City reduce regulatory barriers?

Operating Hours

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Operating hours are an important tool for balancing business viability with neighborhood compatibility. Initial discussion suggests a general range that accommodates typical neighborhood-serving businesses, while recognizing that some uses may require flexibility. Existing noise regulations may also inform how operating hours are structured or enforced.

The Planning Commission was in favor of 6am-10pm or using the noise ordinance to regulate businesses. Kenmore's noise ordinance regulates loud noises and construction:

- D. Yelling, shouting, whistling or singing on or near the public streets, particularly between the hours of 11:00 p.m. and 7:00 a.m., or at any time and place so as to unreasonably disturb or interfere with the peace, comfort and repose of owners or possessors of real property;
- F. Any sound made by the construction, excavation, repair, demolition, destruction or alteration of any building or property, or upon any building site, anytime on Sundays and holidays and outside the hours of 7:00 a.m. through 7:00 p.m., Monday through Friday, and 9:00 a.m. through 5:00 p.m. on Saturday

Policy Questions:

- Should we establish a standard baseline (6am-10pm) for neighborhood businesses, or rely on Kenmore's noise code ([KMC 8.05.025](#))?
- Should hours regulate customer access or all activities of a business?
- Should hours vary by type or scale of business?

Parking

Parking requirements significantly influence site design, cost, and environmental impacts. Reducing or eliminating minimum parking requirements can support small businesses and reduce impervious surface, though it may also shift parking demand to surrounding streets. Staff will explore approaches that balance flexibility with potential neighborhood impacts, including accessibility considerations.

Planning Commissioners supported eliminating minimum parking requirements for neighborhood-scale businesses and expressed concerns over ADA parking.

- ADA parking is required if a parking lot or garage is provided. 1 ADA parking space is required for 25 parking spaces. ADA spaces must be located in the shortest accessible route to the building and marked with signage. An access aisle (curb cut) is also provided and can be placed on either side of the parking space.
- If four or fewer parking spaces are required, one van accessible parking space must be provided. A sign identifying the accessible space is not required.

For neighborhood nodes, the Planning Commission may consider parking standards for personal service, eating and drinking place and retail sales uses in R-4 through R-24 zones ([KMC 18.21.070](#)):

- D. The maximum on-site parking ratios for establishments and sites shall be two per 1,000 square feet and required parking shall not be located between the building(s) and the street;

Height and Setbacks

The Planning Commission decided to maintain consistency with existing zoning height limits and setbacks to ensure compatibility with surrounding residential development. Setbacks influence both neighborhood character and the pedestrian experience. Maintaining residential setbacks supports consistency with neighborhood character.

For neighborhood nodes, Planning Commissioners may consider the following regulations for personal service, eating and drinking place and retail sales uses in R-4 through R-24 zones ([KMC 18.21.070](#)):

- Buildings shall comply with the building facade modulation and roofline variation requirements in KMC 18.50.080 and at least one facade of the building shall be located within five feet of the sidewalk;

Signage

Signage standards should be clear and proportional to the scale of neighborhood retail. One approach is to adapt existing commercial sign regulations to a smaller scale, while another is to develop simplified standards tailored to residential contexts. Signs are based on zoning with type of signage and size of signage being regulated.

Home Occupation sign standards:

- Wall sign with a maximum area of 6 sq. ft.

Neighborhood Business sign standards:

- Wall signs with a maximum area of 10% of the building façade
- 1 freestanding sign not exceeding 50 sq. ft., multiple businesses can combine signage to not exceed 150 sq. ft. Maximum height is 15 ft.

Community Business zone sign standards:

- Wall signs with a maximum area of 15% of the building façade
- 1 freestanding sign not exceeding 85 sq. ft., plus an additional 20 sq. ft. for each additional business in a multiple tenant structure, but not to exceed 145 sq. ft. Maximum height is 20 ft.

Staff would recommend allowing wall signs but not freestanding signs in residential zones, as freestanding signs could increase impervious surface and make it more difficult to convert a space back to residential. Wall signs are less permanent and easier to change than freestanding signs. Planning Commissioners can consider whether they would want to allow freestanding signs in neighborhood nodes.

Policy Questions:

- Should signage be a scaled version of commercial code or a new standard?
- What types of signage should be allowed or restricted (e.g., wall signs, freestanding signs)?

Environmental Considerations

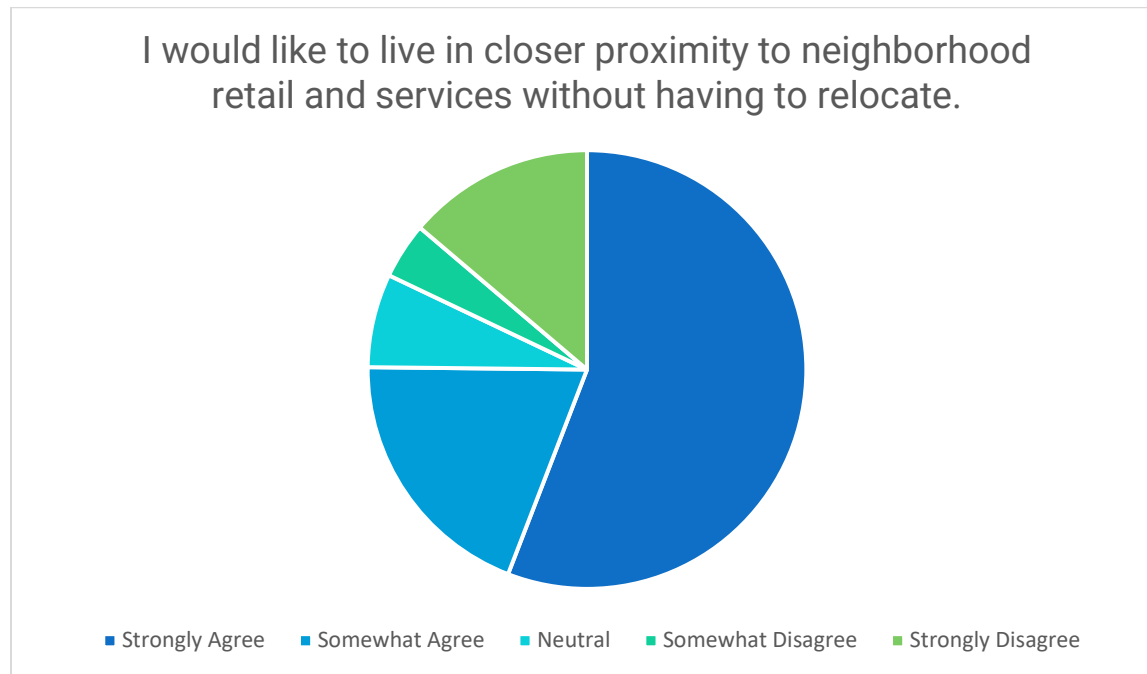
Planning Commissioners requested mapping for critical area buffers. The current buffers being considered by City Council can be seen here:

<https://storymaps.arcgis.com/stories/7daed1dda72d416a9a42b03b128d3e32>

Community Engagement - Survey Results

We have received 173 survey responses as of April 27, 2026. A strong majority of respondents support having more neighborhood retail and services in residential areas. Most survey respondents expressed a community preference for eating and drinking establishments, specialty shops, and neighborhood markets. There was no strong majority from respondents on where neighborhood retail should be allowed, with some residents wanting to allow it on all residential lots or corner lots, and other community members wanting it to be in streets and bike trails with high traffic volume.

Survey Q1: I would like to live in closer proximity to neighborhood retail and services without having to relocate. Select one.



A strong majority (76%) of survey respondents expressed interest in living closer to neighborhood retail and services, with 56.3% selecting strongly agree and an additional 19.4% selecting somewhat agree. Neutral responses made up 6.9%, while 4.2% selected somewhat disagree, and 13.9% selected strongly disagree. The survey results demonstrate a preference for integrating small scale retail and services in residential areas to support walkability and livability.

Survey Q2: What types of neighborhood scale businesses would you like to see in your neighborhood? Select all that apply.

Land Uses	Percentage of Responses
Eating and Drinking Establishments <i>(small-scale neighborhood-serving businesses with a limited menu of food items, e.g., cafes and coffee shops, restaurants, diners, pubs, specialty drink shops – boba, smoothies)</i>	76%
Neighborhood Markets <i>(small-scale markets that may include food, beverages, and household items, e.g., mini-markets, bodegas, and convenience grocery stores)</i>	62%
Specialty Shops <i>(small bookstores, bike shops, gift shops, art shops, flowers/plants and floral supplies, etc.)</i>	67%
Salon and Spa <i>(hair and skincare services with grooming and beauty related retail)</i>	29%

Pet Retail and Services <i>(pet grooming, daycare, and pet/animal related retail)</i>	27%
Healthcare Facilities <i>(dentist, chiropractor, family medicine, community health center, etc.)</i>	26%
Office <i>(real estate offices, design firms/studios, accounting, etc.)</i>	24%
Clothing <i>(small boutiques, consignment shops, alterations, etc.)</i>	43%
Daycare <i>(childcare centers)</i>	26%
Fitness and Recreation <i>(small gyms, fitness centers, dance, art, and music classes)</i>	42%
I do not support efforts to allow neighborhood retail in residential areas.	16%

The top neighborhood-scale businesses survey respondents preferred are:

1. Eating and drinking establishments (76%)
2. Specialty shops (67%)
3. Neighborhood markets (62%)
4. Clothing (43%)
5. Fitness and Recreation (42%)

Survey Q3: Where should neighborhood retail be allowed? Select one.

Permissibility	Percentage of Responses
Allow neighborhood scale retail on all residential lots.	35%
Only allow neighborhood scale retail on corner lots, excluding midblock locations.	13%
Allow neighborhood scale retail in select areas (e.g., higher density zones).	23%
Allow neighborhood scale retail in residential areas along streets and bike trails with high traffic volumes.	15%
I do not support efforts to allow neighborhood retail in residential areas.	15%

There was no strong majority on where neighborhood retail and services should be located. 35% of survey respondents want to allow neighborhood-scale retail on all residential lots, 23% would prefer it in select areas, such as higher-density zones, 15% would prefer it along busy streets and bike trails, and 13% want to allow it only on corner lots. Only 15% of respondents do not support efforts to allow neighborhood retail in residential areas.

There may not be a clear consensus on this question because it could depend on which uses would be allowed where and be context-specific to different neighborhoods. Planning Commissioners could consider allowing the most preferred uses (eating and drinking establishments, specialty shops, and neighborhood markets) throughout residential areas, while allowing other uses (fitness and recreation, and clothing) in higher density areas, streets, or bike trails. More community feedback is needed to determine the best approach.

Survey Q4: Additional Comments. Optional

Key themes from survey respondents’ comments are outlined below based on support for neighborhood retail and challenges or concerns.

Support for Neighborhood Retail and Services

Key Theme	Analysis	Resident Quotes
<p>Walkability, Reduced Car Dependence, and Convenience</p>	<p>Residents strongly support neighborhood retail as a way to reduce driving and support more sustainable, accessible communities.</p>	<p><i>“This is a critical option to allow if we really want to lower our car dependance. Thriving communities need commercial to be accessible by foot or bike, not only by car.”</i></p> <p><i>“Neighborhoods used to have small businesses... I would love to see Kenmore be that kind of city where I could easily walk to a variety of shops that I now have to drive to get to.”</i></p>
<p>Support for Local Businesses and Community Vibrancy</p>	<p>Many respondents want more opportunities to support local businesses and create a stronger sense of community.</p>	<p><i>“I think this is a wonderful idea, and it would be lovely to support local small businesses, allowing our community members to also live where they work.”</i></p> <p><i>“My husband and I would LOVE to support Kenmore restaurants and businesses... we find ourselves in</i></p>

		<i>Woodinville almost every single weekend..."</i>
Desire for Small-Scale Neighborhood Amenities	Residents expressed interest in nearby everyday services like cafés, small markets, and neighborhood-serving retail.	<i>"Focus on food (restaurants and small markets)"</i> <i>"Kenmore is an amazing community to live in, but requires us to leave our community for nearly any retail service... the lack of retail support... quells opportunities for small businesses."</i>
Climate, Equity, and Broader Community Benefits	Some respondents tied neighborhood retail to larger goals like sustainability and equity.	<i>"I highly support this effort and I think it is an essential aspect of any city promises to seriously address the climate issues facing the planet."</i> <i>"Neighborhood corner stores and retail is a great way to reduce the historical redlining that still defines Kenmore today"</i>
Interest in Thoughtful Location and Design	Support is based on having a good location, such as along key corridors or in areas with existing foot traffic.	<i>"If only allowed on more primary streets with high traffic then any of the 11 options above"</i> <i>"Would love the retail in the neighborhood to be consolidated so you can just walk to one spot"</i>

Challenges or Concerns with Neighborhood Retail and Services

Key Theme	Analysis	Resident Quotes
Parking Constraints	Parking is the most frequently cited concern, with conflicting views (some want more parking, others want less).	<i>"Ideally make it so these neighborhood retail locations have very limited parking...max 2 spots, maybe even just 1 for handicap parking. I'd like them to be walk/bike up locations."</i> <i>"Parking is already at a premium... Increasing volume of street parking... adds to dangerous conditions for bikes and pedestrians."</i>

<p>Traffic, Safety, and Infrastructure Impacts</p>	<p>Residents worry about increased traffic and unsafe conditions, especially in areas lacking sidewalks or with existing congestion.</p>	<p><i>"There has to be consideration as to impacts on traffic, parking, etc so that existing neighborhoods aren't impacted in a negative way."</i></p> <p><i>"My concern with adding retail spaces in current neighborhoods is traffic impact. Right now I live on a very busy street. There's no enforcement for speed and I'm think that retail spaces added in residential neighborhoods will bring in more traffic and longer traffic hours. I also strongly disagree with the mixed use buildings right in a neighborhood."</i></p>
<p>Compatibility with Residential Neighborhoods (Noise, Use Type, Character)</p>	<p>Concerns about noise, hours, and inappropriate uses (e.g., bars, auto shops) in residential areas.</p>	<p><i>"My only concern is addressing noise and additional traffic... neighbors are running a car repair shop and detail shop out of the driveway. It's very noisy and creating a lot of air and soil pollution."</i></p> <p><i>"Restaurants are OK but not bars and pubs. It brings in the wrong crowd to the neighborhood"</i></p>
<p>Preference to Use Existing Commercial Areas First</p>	<p>Some respondents feel Kenmore already has underutilized retail spaces that should be prioritized.</p>	<p><i>"There are vacant buildings already built in downtown that are empty... We should start there."</i></p> <p><i>"Seems like we have a lot of space for retail already that needs to be used."</i></p>
<p>Economic Viability and Feasibility Concerns</p>	<p>Skepticism about whether small neighborhood businesses can succeed given market conditions.</p>	<p><i>"Neighborhood businesses would not be able to generate enough volume in sales to pay the rent, much less make a living at it."</i></p> <p><i>"I do support this... We have this model up on top of Finnhill with the QFC strip mall. But it is hard to keep businesses in there. They are losing businesses all the time."</i></p>

There is strong support for neighborhood retail and services, especially tied to walkability, sustainability, and local business support. Residents' top concerns include parking, traffic, and neighborhood compatibility. Residents expressed preferences for limited or managed parking, restrictions on certain uses (e.g., bars, auto-related uses), and consideration of existing vacant commercial space. For additional participant comments, please see Appendix A.

Next Steps

Staff will collect feedback through the survey, Open House, and community events to be compiled and analyzed to identify key themes and community priorities. Results will inform policy considerations related to neighborhood retail and support future discussions with the Planning Commission and City Council.

Tentative Future Dates

- **May 19th**: Discussion – community feedback results and neighborhood retail regulations
- **September 1st**: Public Hearing at Planning Commission
- **Early October**: Planning Commission recommendation to City Council

Appendix A

Survey Comments – April 13th, 2026

Please see all participant comments below:

This is a critical option to allow if we really want to lower our car dependence. Thriving communities need commercial to be accessible by foot or bike, not only by car.

strictly-residential zoning should be abolished citywide

Very concern parking will be a problem.

We live in the Arrowhead neighborhood. Ingelwood Shopping Center is theoretically in north Kirland, but serves us well on this hill. We don't need other grocery shopping. There are empty spaces in this center where a drugstore, a gift shop, and an athletic center closed and are vacant. This location and the SE corner of NE 155th St and Juanita drive are ideal for business locations which we would use. Please keep this in mind. We avoid driving down to Bothell Way for small business needs because the traffic on Juanita Drive has lower speed limits and many more vehicles using it than previously. We hate the traffic on Juanita Drive, but there is no other way to get off this hill when going to Kenmore center, Seattle, or Lynnwood. Think beyond the physical borders of Kenmore.

Ideally make it so these neighborhood retail locations have very limited parking...max 2 spots, maybe even just 1 for handicap parking. I'd like them to be walk/bike up locations.

Parking to accommodate the increase of patrons may also be considered. Also, since there are many breweries in Kenmore, I would exclude "pubs" from the answer regarding Eating and Drinking establishments.

Restaurants are OK but not bars and pubs. It brings in the wrong crowd to the neighborhood

Parking is already at a premium with increased density of apartments without adequate parking. Increasing volume of street parking in areas without sidewalks adds to dangerous conditions for bikes and pedestrians.

There has to be consideration as to impacts on traffic, parking, etc so that existing neighborhoods aren't impacted in a negative way.

Focus on food (restaurants and small markets)

My only concern is addressing noise and additional traffic. My new neighbors are running a car repair shop and detail shop out of the driveway. It's very noisy and creating a lot of air and soil pollution.

Kenmore has already made several streets more dangerous to navigate for cars, trucks and bicycles by adding poorly thought out and designed "bike lanes" on 61st Ave NE, 73rd Ave NE and soon to be added 80th Ave NE. I ride a bicycle (not an Ebike but a human powered bicycle) to work each day. I live off 73rd Ave NE in Kenmore. The "bike lanes" are used by every mode of vehicle except bicycles. Now you want to add retail stores in the neighborhoods? Bad idea all around.

Would love to see some development in the lots across from St. Edwards (by Patty's Eggnest). Lots of space and foot traffic - lots of potential there!!

I think this is a wonderful idea, and it would be lovely to support local small businesses, allowing our community members to also live where they work. Walkability or bike-ability feels key to making these accessible, as well as ADA compliance.

Seems like we have a lot of space for retail already that needs to be used. And it's ridiculous that the new 25degrees or whatever condos do not have retail on the bottom floor.

Would love the retail in the neighborhood to be consolidated so you can just walk to one spot

Absolutely NO off-street parking. None. One _hint_ of a parking lot and there'll be riots.

I do support this. But it is also ironic because the neighborhood Bartels near me that I used to use all the time is closed now. We have this model up on top of Finnhill with the QFC strip mall. But it is hard to keep businesses in there. They are losing businesses all the time. There are also seems to be so much wasted space in downtown Kenmore. All abandoned lots and unused spaces. We should start there. Make more of a cohesive downtown. But overall, I do agree with the corner stores as well.

Do not add to Kenmore deficits or add any taxes!!!

My husband and I would LOVE to support Kenmore restaurants and businesses. As of right, we find ourselves in Woodinville almost every single weekend, whether it's to eat out, shop, or just dink around.

If only allowed on more primary streets with high traffic then any of the 11 options above

I highly support this effort and I think it is an essential aspect of any city promises to seriously address the climate issues facing the planet.

I would more strongly support this effort if businesses were required to adhere to a good neighbor agreement when opening a in a residential area and limited in their ability to remain open during certain hours. Having a cafe versus having a bar down the street are two very different things. Having a dentist vs having a massage parlor are town very different things. Having a book store vs having a dispensary are two very different things. It would be great if the implications were thought out.

I do not support additional town houses and duplexes in all neighborhoods. That is not retail.

There are vacant buildings already built in downtown that are empty and no business in them. You are making Kenmore into a highway 99! Would Herbig like massage parlor next to his house his family can walk to?

Our current businesses are struggling to keep their doors open. Neighborhood businesses would not be able to generate enough volume in sales to pay the rent, much less make a living at it. Zeek's pizza was right across from City Hall and is already closed. Gift stores are a thing of the past. Amazon killed them off. This survey feels like a desperate attempt to increase the tax base.

Sounds like a great idea

Neighborhoods used to have small businesses offering a variety of services and business within a walkable distance. I would love to see Kenmore be that kind of city where I could easily walk to a variety of shops that I now have to drive to get to.

Neighborhood corner stores and retail is a great way to reduce the historical redlining that still defines Kenmore today

Its a great way to prevent car dependancy, build a stronger community, and make our town into something unique and special.

We live walking distance to the former Guest House restaurant and appreciated having a nice local restaurant in our mostly residential area. We'd like others to enjoy the same.

My concern with adding retail spaces in current neighborhoods is in traffic impact. Right now I live on a very busy street. There's no enforcement for speed and I think that retail spaces added in residential neighborhoods will bring in more traffic and longer traffic hours. I also strongly disagree with the mixed use buildings right in a neighborhood.

Kenmore is an amazing community to live in, but requires us to leave our community for nearly any retail service. Kenmore has got to figure out a way to resolve this. I am a real estate agent that lives in Kenmore and truly loves this community. But the lack of retail support is so behind the times and makes Kenmore forgettable. Not to mention it quells opportunities for small businesses.

Yes, but ensure environmental impact is considered and prioritized first.

Require enough parking (both on/off-street) for the expected car traffic to the business. For instance, an accountant/hair dresser might only see one client at a time, who parks in the driveway, whereas a bodega might see 2-3 cars at a time, or a food/beverage establishment might need several parking spots. Available parking should be a primary consideration for that specific business.

A re-zone undermines the original purpose of the zoning by introducing traffic and safety concerns, noise, lighting and quality of life negative impacts, infrastructure mismatch and property value uncertainty.

References

ADA parking. <https://www.ada.gov/topics/parking/>

Renton Presentation on Neighborhood Retail:

<https://edocs.rentonwa.gov/Documents/DocView.aspx?id=11827427&dbid=0&repo=CityofRenton&cr=1>

Renton Neighborhood Retail Presentation on 3-9-26:

<https://edocs.rentonwa.gov/Documents/DocView.aspx?id=11953812&dbid=0&repo=CityofRenton&cr=1>

Renton minutes on 1-21-26:

<https://edocs.rentonwa.gov/Documents/DocView.aspx?id=11899419&dbid=0&repo=CityofRenton>

Redmond StoryMap Complete Neighborhoods:

<https://storymaps.arcgis.com/stories/738194955943407c9740f380a661577d>

CITY OF KENMORE

Planning Commission Meeting

Neighborhood Retail

May 5, 2026



Survey Results

173 total responses

Advertised on:

- Social media
- City website
- Kiosk at the Hangar
- Town Hall
- Earth Day

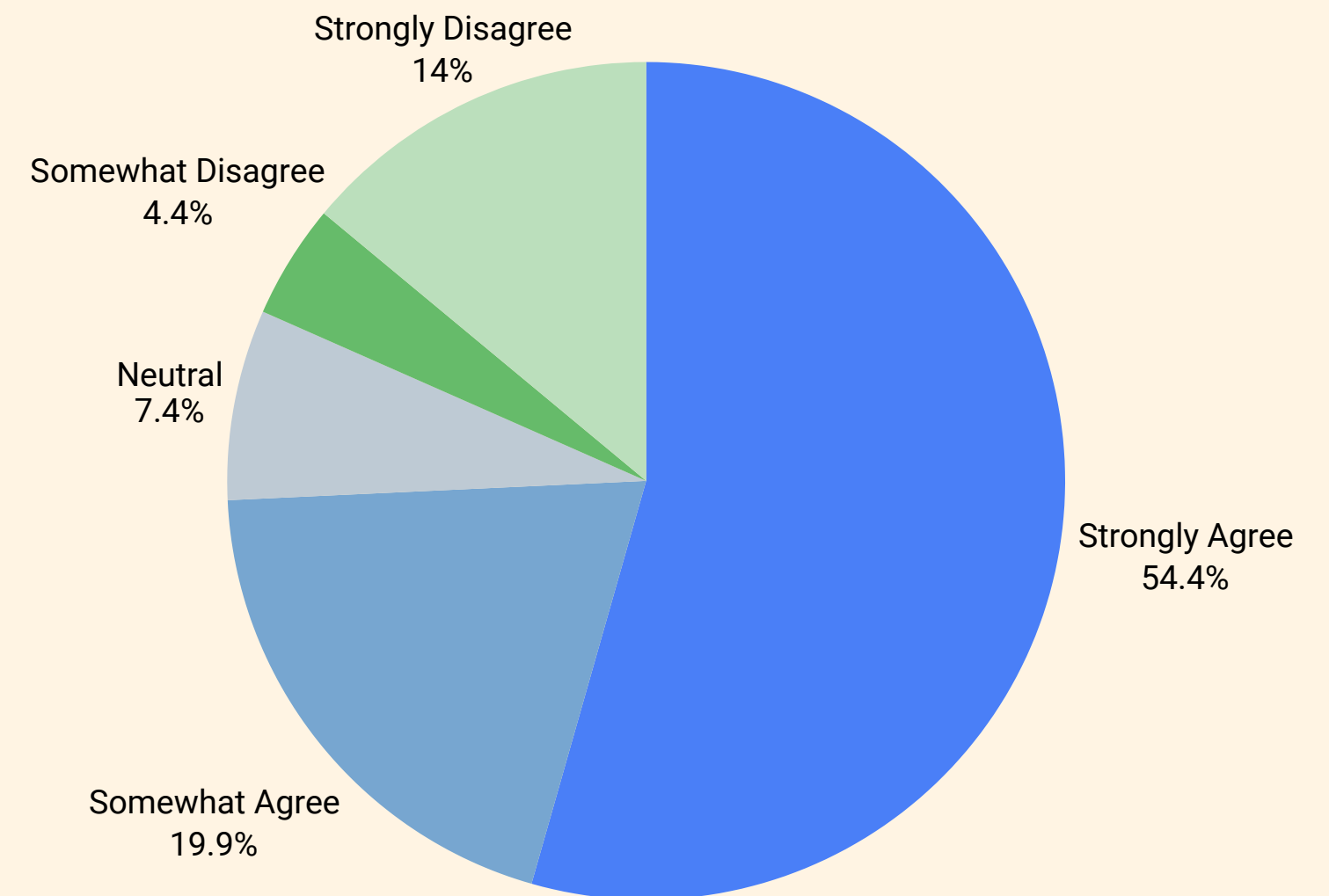


Earth Day on 4-26-26

- **76%** of respondents support living closer to neighborhood retail

Strong community preference to integrate small scale retail and services in residential areas

I would like to live in closer proximity to neighborhood retail and services without having to relocate.



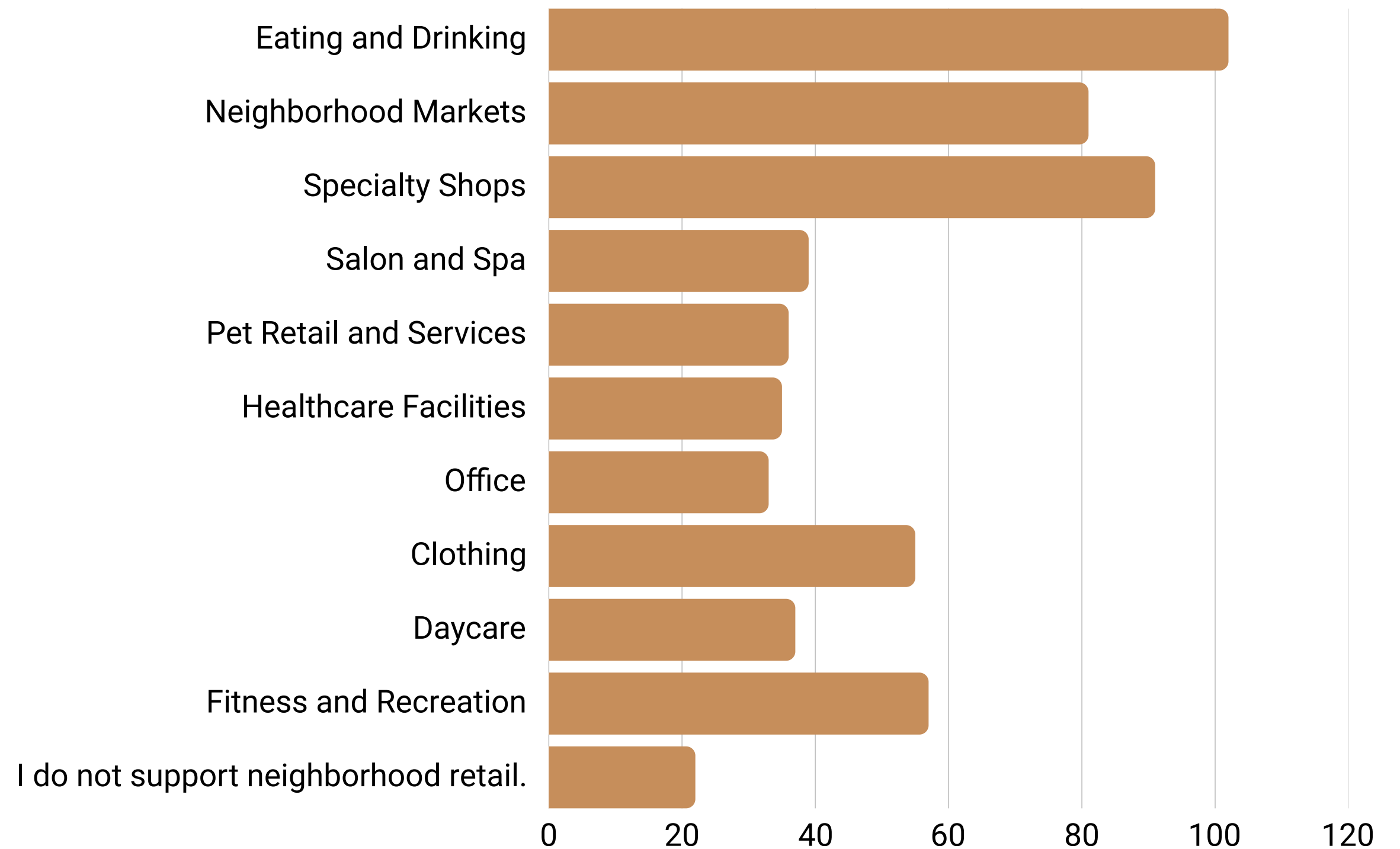
Survey Results

The top 5 categories were:

1. **Eating and Drinking**
2. **Specialty Shops**
3. **Neighborhood Markets**
4. **Fitness and Recreation**
5. **Clothing**

Eating and Drinking, Specialty Shops, and Neighborhood Markets had a **strong majority** (over 60% community support)

What types of neighborhood scale businesses would you like to see in your neighborhood?

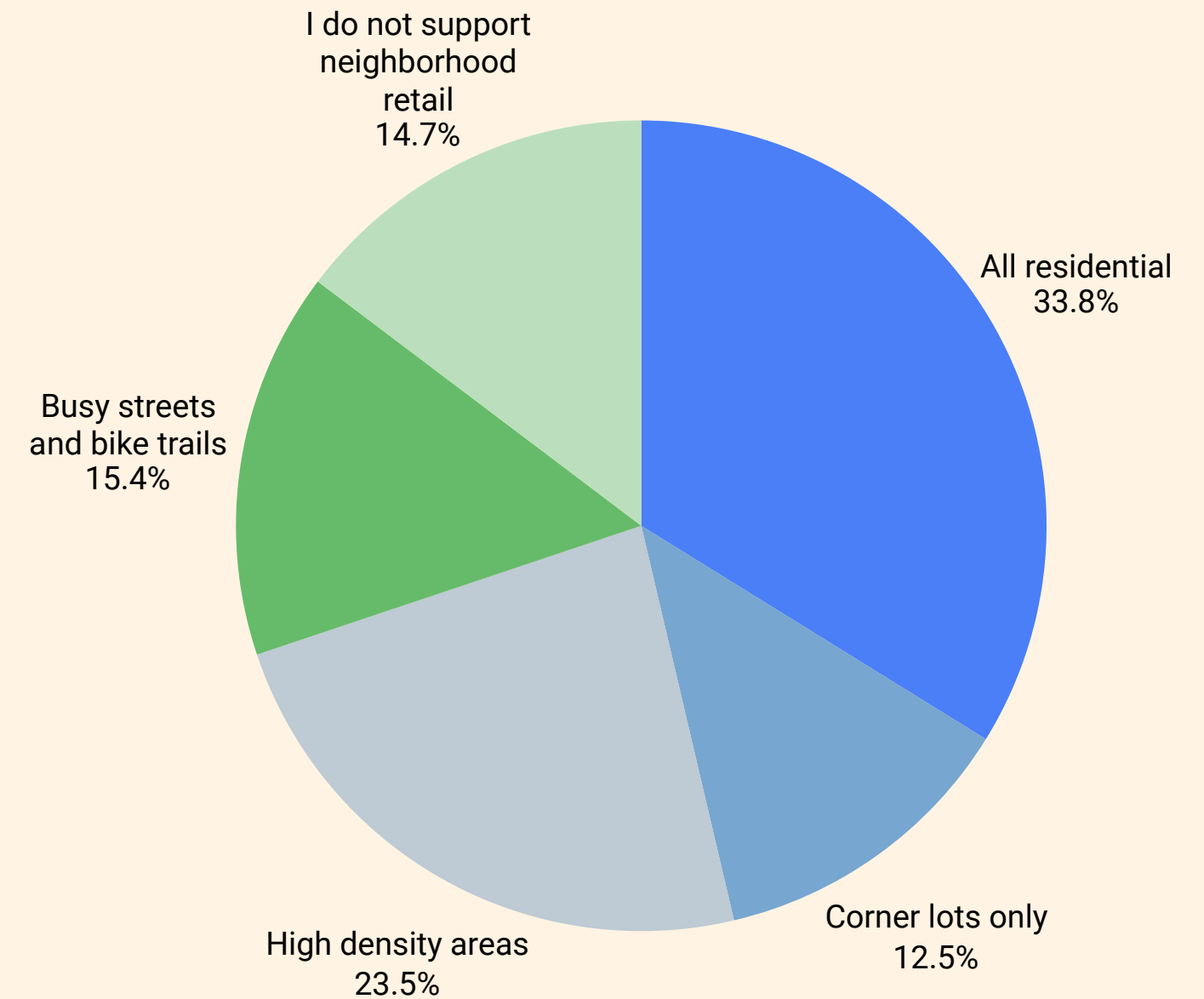


Survey Results

- No strong majority on where neighborhood retail and services should be located
- 34% of respondents support neighborhood retail and services on all residential lots

More community feedback is needed to determine location

Where should neighborhood retail be allowed?



Key Themes - Supporting Neighborhood Retail



Walkability, Reduced Car Dependence, and Convenience

Residents strongly support neighborhood retail as a way to reduce driving and support more sustainable, accessible communities.



Support for Local Businesses and Community Vibrancy

Many respondents want more opportunities to support local businesses and create a stronger sense of community.



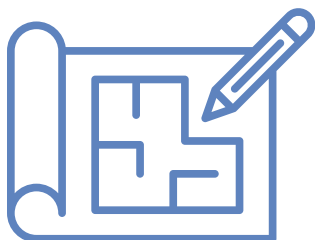
Desire for Small-Scale Neighborhood Amenities

Residents expressed interest in nearby everyday services like cafés, small markets, and neighborhood-serving retail.



Climate, Equity, and Broader Community Benefits

Some respondents tied neighborhood retail to larger goals like sustainability and equity.



Interest in Thoughtful Location and Design

Support is based on having a good location, such as along key corridors or in areas with existing foot traffic.

Key Themes - Challenges with Neighborhood Retail



Parking Constraints

Parking is the most frequently cited concern, with conflicting views (some want more parking, others want less).



Traffic, Safety, and Infrastructure Impacts

Residents worry about increased traffic and unsafe conditions, especially in areas lacking sidewalks or with existing congestion.



Compatibility with Residential Neighborhoods (Noise, Use Type, Character)

Concerns about noise, hours, and inappropriate uses (e.g., bars, auto shops) in residential areas.



Preference to Use Existing Commercial Areas First

Some respondents feel Kenmore already has underutilized retail spaces that should be prioritized.



Economic Viability and Feasibility Concerns

Skepticism about whether small neighborhood businesses can succeed given market conditions.

Recommendations

1

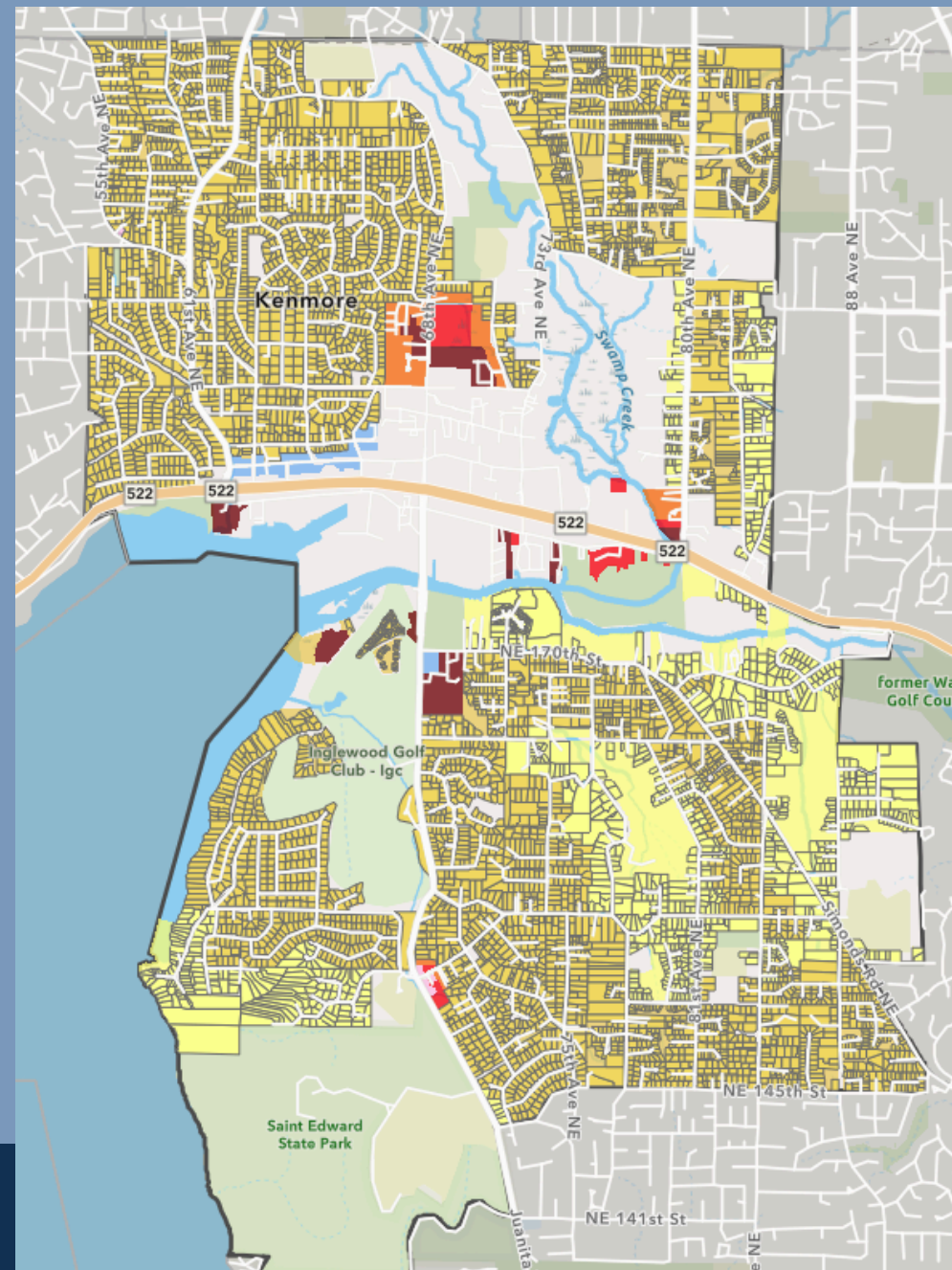
Create a new land use definition for Neighborhood Scale Commercial

- Hours of operation: 6am-10pm
- Max. size: 2,500 sq. ft. or 30% of net buildable area
 - Building clusters up to 3,600 sq. ft.
- Prohibits industrial uses, heavy manufacturing, car repair, large retail sales, drive-through, and drive-in facilities



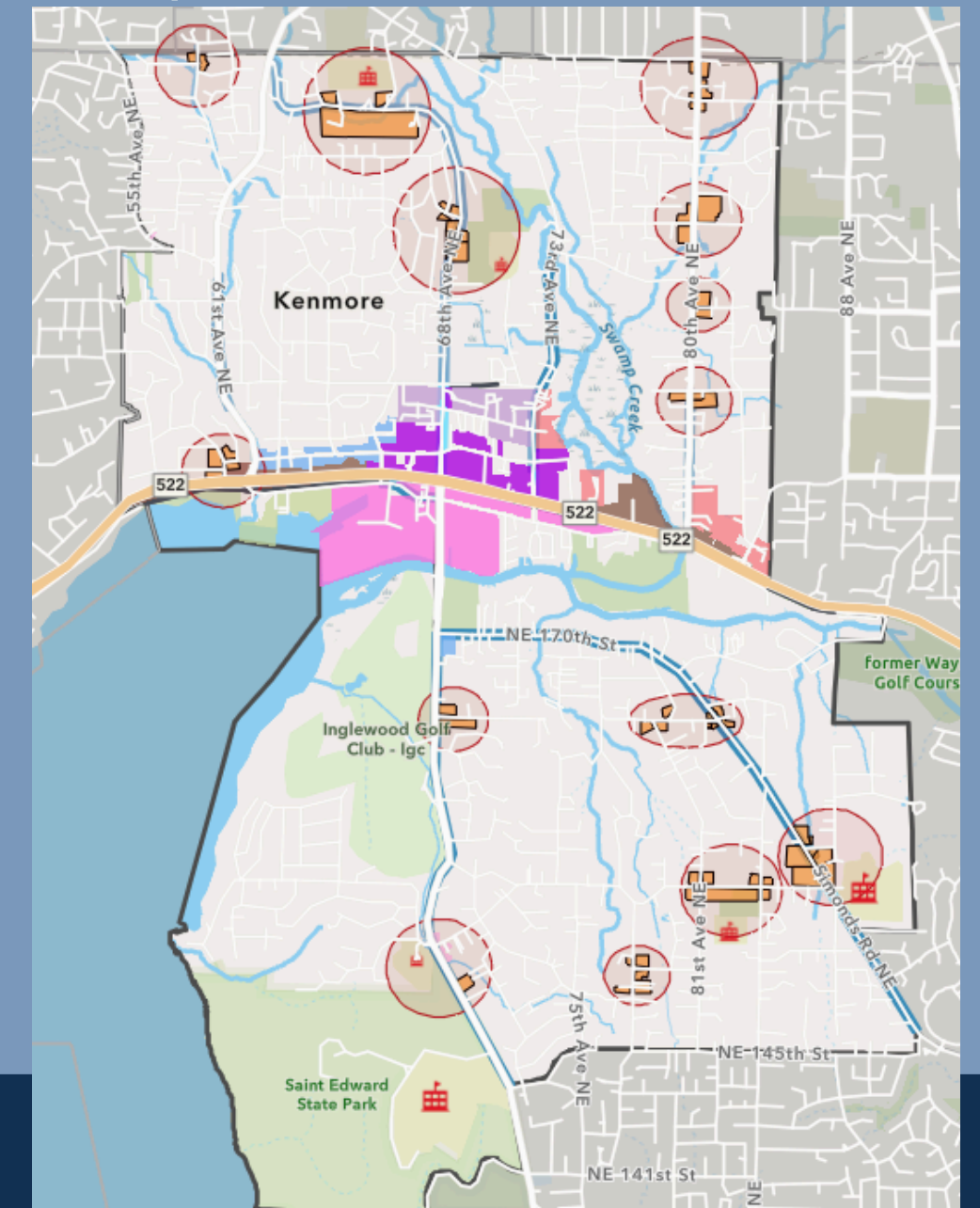
2

Allow eating and drinking, specialty shops, and neighborhood markets throughout residential areas



3

Allow eating and drinking, specialty shops, neighborhood markets, clothing, fitness and recreation in select neighborhood nodes based on high density, arterial or collector streets, and bike lanes



Discussion Questions

Conversions (Residential to Commercial)

- Should conversions be treated differently than new construction?
- How much flexibility should be allowed for bi-directional conversions?
- Where should the City reduce regulatory barriers?

Discussion Questions

Operating Hours

- Should we establish a standard baseline (6am-10pm) for neighborhood businesses, or rely on Kenmore's noise code (KMC 8.05.025)?
- Should hours regulate customer access or all activities of a business?
- Should hours vary by type or scale of business?

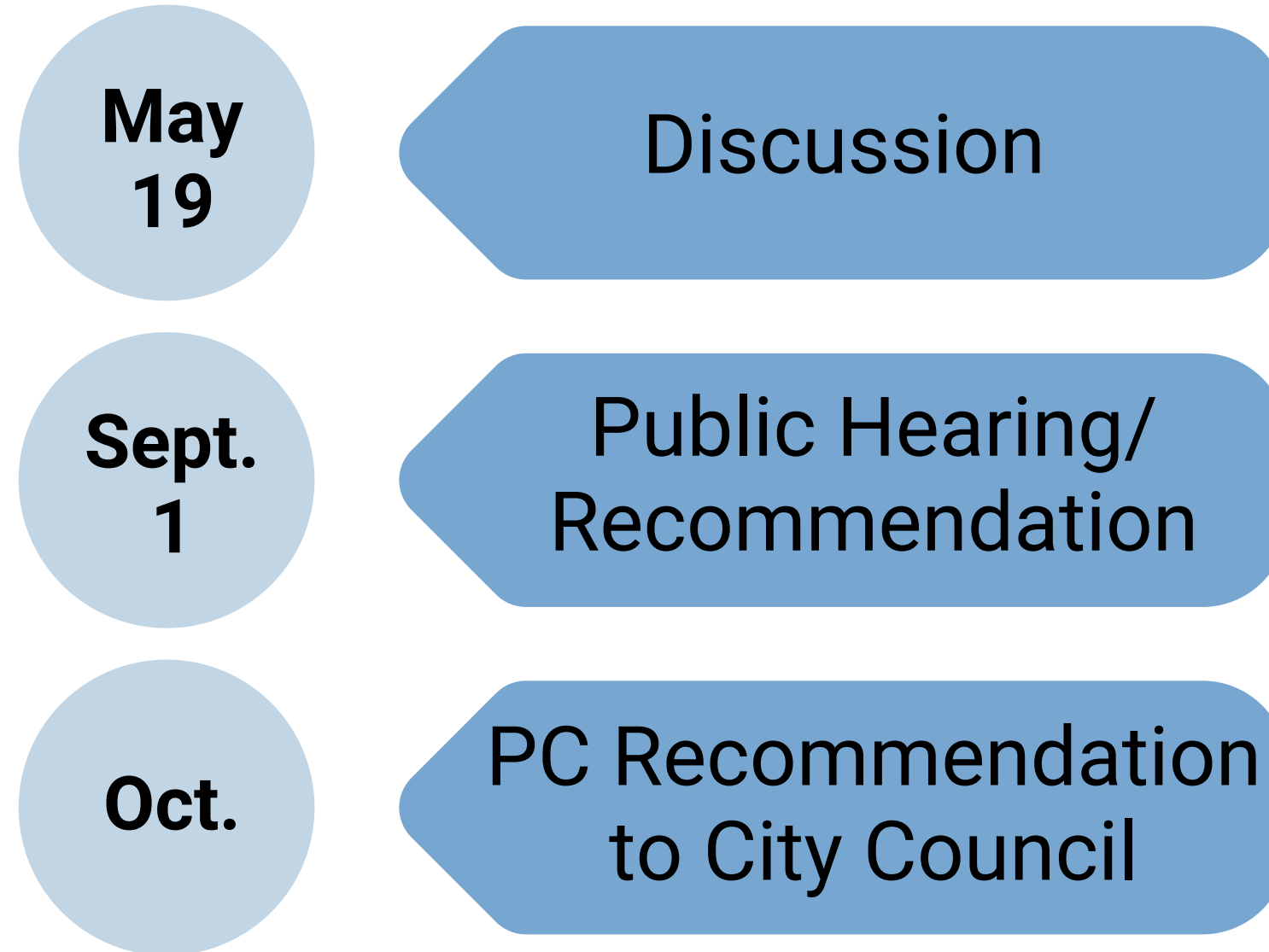
Discussion Questions

Sign Regulations

- Should signage be a scaled version of commercial code or a new standard?
- What types of signage should be allowed or restricted (e.g., wall signs, freestanding signs)?



Tentative Next Steps



For comments and questions:

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