

## City of Kenmore

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City of Kenmore - 18120 68th Avenue NE Kenmore, WA 98028 Phone: 425-398-8900  
Agendas also available at [www.kenmorewa.gov](http://www.kenmorewa.gov) E-mail: [cityhall@kenmorewa.gov](mailto:cityhall@kenmorewa.gov)

### City Council Special & Regular Meeting

**ON-SITE & ONLINE**

**June 27, 2022 - 6:15 p.m.**

**ZOOM**

**LINK:**<https://us02web.zoom.us/j/81120782479><https://us02web.zoom.us/j/85896395520><https://us02web.zoom.us/j/84917143242> <https://kenmorewa-gov.zoom.us/j/84367786601>

US: +12532158782,,84367786601# or +16699009128,,84367786601#

Or Telephone: Dial US: +1 253 215 8782

Webinar ID: 843 6778 6601

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**I. CALL SPECIAL MEETING TO ORDER - 6:15 PM**

**II. EXECUTIVE SESSION**

Pursuant to RCW 42.30.110(1)(i), the City Council will now enter an executive session to discuss pending or potential litigation. The session is slated to last approximately 45 minutes.

**III. POSSIBLE ACTION RELATING TO EXECUTIVE SESSION**

**NO ACTION**

**IV. ADJOURN SPECIAL MEETING**

**V. CALL REGULAR MEETING TO ORDER - 7 PM**

**VI. ROLL CALL**

**VII. FLAG SALUTE**

**VIII. AGENDA APPROVAL**

- A. **THE COUNCIL VOTED TO SUSPEND THE RULES TO DISCUSS A RESOLUTION AS THE FINAL ITEM ON THE AGENDA**

**IX. PRESENTATION**

- A. 46th District Legislative Delegation Appreciation  
*Followed by a short break for a light refreshment*

**B. [LEGISLATIVE DELEGATION RECOGNIZED](#)****X. PUBLIC COMMENTS**

- A. We welcome our community members to the Council's meeting. In this forum, the Council does not engage or dialogue with the public; the primary role of the Council is to listen. We will hear from our on-site guests first, followed by our virtual guests. If you're online, please use the "raise hand" feature now if you wish to speak. All guests must address comments to the Mayor and City Council. 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 the allotted time. We will not split your time with others or reset your time except by express approval of the Presiding Officer. Screen-sharing is not allowed; you can submit materials to the Council or Clerk in advance. Please do not comment about pending development projects on which the Council will make future decisions as those are quasi-judicial matters, and Councilmembers must limit their communications about such matters. This meeting is being recorded. Thank you for taking the time to express your comments.

**XI. CONSENT AGENDA  
[APPROVED](#)**

- A. Approve Minutes:  
[City Council June 21, 2022 Regular Meeting Minutes](#)
- B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 and Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 6/03/22 in the amount totaling \$184,367.23.  
[Voucher Approval Report Dated 6/10/22](#)
- C. Authorize the City Manager to Execute Amendment No. 4 to Contract 14-C1261, an Interlocal Agreement Between the City of Kenmore and Puget Sound Clean Air Agency for Cooperative Odor Complaint Investigations  
[Agenda Bill - PSCAA ILA Amendment No. 4](#)  
[Interlocal Agreement PSCAA #14-C1261 Amendment #4](#)
- D. Authorize the City Manager to Execute Contract No. 21-C2744 with the Northshore Schools Foundation to Cover Audit Costs in the amount of \$21,800 required for subrecipients of American Rescue Plan Act (ARPA) Funding under the terms of the ARPA Final Rule  
[Agenda Bill - ARPA Direct Cash Assistance Audit Contract - June 2022](#)  
[Draft Contract No. 22-C2835 Northshore Schools Foundation - ARPA Subrecipient Audit Services](#)

**XII. BUSINESS AGENDA**

- A. Joint Meeting with the Planning Commission - Presentation of Planning Commission Recommendations on the Comprehensive Plan and Development Regulation Amendments, presented by Community Development Director Debbie Bent, and Principal Planner Lauri Anderson, *for Information and Discussion*

**DISCUSSED**

[Agenda Bill - Joint Council & Planning Commission Meeting - June 2022](#)

[Attachment 1 - Summary of Comprehensive Plan Amendments](#)

[Attachment 2 - Summary of Missing Middle Housing Amendments](#)

[Attachment 3 - Public Hearing Comments](#)

[Attachment 4 - Revised Vision Statement](#)

[Attachment 5 - Revised Land Use Element \(002\)](#)

[Attachment 6 - Revised Housing Element](#)

[Attachment 7 - Revised Capital Facilities Element](#)

[Attachment 8 - Revised Zoning Map](#)

[Attachment 9a - Missing Middle Housing Code Amendments](#)

[Attachment 9b - Figure 18.21.025.1](#)

[Attachment 10 - 2022-05-23 SEPA DNS - signed](#)

- B. Proposed Native American Artwork at Tl'awh- ah-dees Park, presented by Community Development Director Debbie Bent and Parks Project Manager Maureen Colaizzi, *for Discussion and Action*

**ART & FUNDING APPROVED UNANIMOUSLY**

[Agenda Bill - Art at Tl' awh-ah-dees Park](#)

[Exhibit 1- Concept Designs](#)

[Exhibit 2- Proposed Artwork Locations](#)

[Presentation - Sivinski Update 6.27.22 Version 3 \(updated during meeting 6/27/22\)](#)

- C. American Rescue Plan Act Direct Cash Assistance (*Kenmore Cares* Program) Final Report, presented by Assistant City Manager Stephanie Lucash, and partners from the Northshore Schools Foundation, *for Information*

**FINAL REPORT PROVIDED**

[Agenda Bill - ARPA Direct Cash Assistance Final Report - June 2022](#)

[Presentation - ARPA Kenmore Cares Council 06-27-2022 Final](#)

- D. [ADDED] Resolution in Support of Codifying Comprehensive Reproductive Healthcare, Including Abortion, and Marriage Equality in the Washington State and United States Constitution, presented by Councilmember Melanie O'Cain

**APPROVED UNANIMOUSLY**

[DM M'O'Cain Proposed Resolution Language Relating to Supreme Court Decision](#)

**XIII. STAFF REPORT**

**XIV. COUNCILMEMBER REPORTS & COMMENTS**

- A. Pride Event Update, request to approve spending overage above the allotted \$2,000

**OVERAGE APPROVED BY UNANIMOUS CONSENT**

[Budget for Kenmore at Seattle Pride Parade Event - Report provided by C. Pfeil](#)

**XV. ADJOURNMENT**

**XVI. UPCOMING MEETING SCHEDULE:**

- A. July 11, 2022 Regular Meeting  
July 18, 2022 Special & Regular Meeting  
July 25, 2022 Regular Meeting  
-----*August Break* -----



**City of Kenmore  
City Council Meeting  
Regular Meeting Minutes  
June 21, 2022  
On-Site and Online**

These minutes are created to capture Council action. This is not a verbatim transcript. Meeting video and audio is available on the City YouTube channel.

**PRESENT:**

Councilmembers: Mayor Nigel Herbig  
Councilmember Joe Marshall  
Councilmember Debra Srebnik  
Councilmember Corina Pfeil  
Deputy Mayor Melanie O'Cain  
Councilmember David Baker – Remote Attendance  
Councilmember Angela Kugler – Remote Attendance

Staff: City Manager Rob Karlinsey  
Assistant City Manager Stephanie Lucash  
City Attorney Rosemary A. Larson  
City Clerk Anastasiya Warhol  
Finance & Administration Director Leticia Salcido  
Interim Development Services Director Samantha Loyuk  
City Engineer John Vicente  
Police Chief Brandon Moen  
Environmental Services Manager Richard Sawyer  
Traffic Engineer Tobin Bennett- Gold  
Community Development Director Debbie Bent  
Co-Clerk Tela Gardner

Speaking Guests: Sara Hayashi, Arts of Kenmore  
Luke Burns, Youth Poet Laureate  
Sofie Lorraine Smith, Youth Poet of Distinction  
Jeffrey Pooley, Kenmore Resident  
Matthew Halls, Kenmore Homeowner  
Stacey Valensquela, Kenmore Resident  
Dakota Rash, Lake Forest Park  
Tracey Banaszynski, Kenmore Resident  
James Olson, Kenmore Resident  
Carl Michelman, Kenmore Businessowner  
Chris Olson, Kenmore Resident  
Janet Hays, Kenmore Resident  
Vicki Grayland, Kenmore Resident  
Elsa Kings, ARCH  
Lindsay Masters, ARCH  
Elizabeth Murphey, Plymouth Housing  
Karen Peterson, Plymouth Housing  
Michaela Wright Petrik, University of Washington

Jennifer Rogers, University of Washington  
Bill McQueen, University of Washington  
Johnny Wheeler, University of Washington

**CALL MEETING TO ORDER – 7:00 PM**

Mayor Herbig called the regular meeting to order.

**FLAG SALUTE**

Mayor Herbig led the Council in the flag salute.

**AGENDA APPROVAL**

The agenda was approved as published.

**PRESENTATION**

Sara Hayashi, Executive Director of Arts of Kenmore introduced Luke Burns as the Youth Poet Laureate and Sophie-Lorraine Smith as the Youth Poet of Distinction. They were each awarded a certificate and the “Lamp of Learning” medallion. Luke Burns recited his poem to the audience.

**PROCLAMATIONS**

Mayor Herbig issued the first Youth Poet Laureate Proclamation.

[Youth Poet Laureate 2022 Proclamation](#)

**PUBLIC COMMENT**

The Council took comments from the public from approximately 7:13 p.m. to 7:37 p.m.

Timestamped link included here: [https://youtu.be/OaJ\\_feJn1As?t=784](https://youtu.be/OaJ_feJn1As?t=784)

**CONSENT AGENDA**

- A. Authorize the City Manager to execute Amendment #6 to Contract 16-C1625 with HDR Engineering Inc. in the amount of \$385,481 to Extend Construction Management Services through December 2022 to Complete the Juanita Drive NE Pedestrian and Bicycle Safety Improvements Project.  
[Agenda Bill - HDR Engineering Inc. Amendment No. 6 - Juanita Drive Project](#)
- B. Authorize the City Manager to hire two limited-term positions, a Management Analyst, and an Assistant to the City Manager, to be funded by the American Rescue Plan Act, at salary ranges already established, to carry out the 2022-26 ARPA work program and other ARPA-related work.  
[Agenda Bill - ARPA Staffing - June 2022](#)  
[Staff Memorandum - ARPA Staffing Needs -- June 2022](#)  
[ARPA Management Analyst Kenmore - DRAFT as of 20220610](#)  
[ARPA Assistant To the City Manager Kenmore - DRAFT as of 20220610](#)

MOTION: Councilmember Pfeil moved to approve the consent agenda including items A-B outlined above. Councilmember Marshall seconded the motion.

**VOTE:** 7 For, 0 Against, 0 Abstain, MOTION PASSED UNANIMOUSLY.

**BUSINESS AGENDA**

- A. Approval of Affordable Housing Development Proposal, presented by Assistant City Manager Stephanie Lucash, and guests from Plymouth Housing, ARCH, and the UW Capstone Team, *for Action & Direction*  
[Agenda Bill - Affordable Housing Development Proposal Approval - June 21, 2022](#)  
[Plymouth Kenmore Senior Housing - Proposal](#)  
[University of Washington Capstone Team Report - Addressing Affordable Housing in Kenmore](#)  
[Letter of Support from Enterprise Community Partners, Pacific Northwest Affordable Housing Presentation to Council](#)  
[Letter of Support from the Housing Development Consortium - Uploaded 6/21](#)

Assistant City Manager Stephanie Lucash explained that the purpose of the presentation is to discuss and consider the following three motions outlined below and to thank the partners the City is working with to establish and begin the project.

1. Approve the selection of the Proposal submitted by Plymouth Housing in response to City RFP 22-2789, and authorize the City to move forward with creating a partnership with Plymouth Housing and A Regional Coalition for Housing to develop affordable housing consistent with the Plymouth Housing Proposal
2. Allocate \$3.2 million in American Rescue Plan Act funds for the development of affordable housing in the City consistent with the Plymouth Housing Proposal
3. Provide staff direction to initiate negotiations with Plymouth Housing and/or ARCH for a property transfer agreement, development agreement, and any other necessary agreements

The Council expressed support for the project and a few councilmembers offered considerations:

- Can the height of the structure as proposed be reconsidered?
- Can the amenities/fixtures in the house address both improving quality of life and reducing the carbon impact.

Ms. Lucash explained that the University of Washington Capstone Team was instrumental in their assistance and in producing the formal report addressing Affordable Housing in Kenmore. The UW Capstone Team offered brief remarks about their experience; the Council thanked them for their work.

**MOTION:** Councilmember Baker moved to Approve the selection of the Proposal submitted by Plymouth Housing in response to City RFP 22-2789 and authorize the City to move forward with creating a partnership with Plymouth Housing and A Regional Coalition for Housing to develop affordable housing consistent with the Plymouth Housing Proposal. Councilmember Pfeil seconded the motion.

**VOTE:** 7 For, 0 Against, 0 Abstain, MOTION PASSED UNANIMOUSLY.

**MOTION:** Councilmember Pfeil moved to Allocate \$3.2 million in American Rescue Plan Act funds for the development of affordable housing in the City consistent with the Plymouth Housing Proposal. Councilmember Srebnik Seconded the motion.  
**VOTE:** 7 For, 0 Against, 0 Abstain, MOTION PASSED UNANIMOUSLY.

**MOTION:** Deputy Mayor O’Cain moved to Provide staff direction to initiate negotiations with Plymouth Housing and/or ARCH for a property transfer agreement, development agreement, and any other necessary agreements. Councilmember Baker seconded the motion.  
**VOTE:** 7 For, 0 Against, 0 Abstain, MOTION PASSED UNANIMOUSLY.

### **BUSINESS AGENDA**

- A. Ordinance 22-0546, Proposing a Cable Utility Tax, presented by Finance & Administration Director Leticia Salcido, *first Reading*

Finance & Administration Director Leticia Salcido explained the cable utility tax is a revenue enhancement measure which was approved as part of the Financial Sustainability Plan. In 2019, the six-year financial forecast demonstrated a structural deficit. The Financial Sustainability Plan was developed with the help of a community task force. Currently, the City collects a relatively low per capita tax utility amount of \$48.63 when compared to nearby cities. The City proposes a 6% cable utility tax, targeting only cable as internet cannot and will not be taxed. As an example, a household with basic cable TV would be taxed approximately \$5.31 per month (6% of an \$88.50 monthly cable TV package = \$ 5.31). The rate of 6% will be applied to the total cable TV package, whether basic or enhanced. Ms. Salcido explained that the City wishes to move forward with the tax, especially given the recent inflation rate of 8.5% so that we can improve our revenue conditions. The item will be brought back to the Council on July 11, 2022.

### **PUBLIC HEARING(S)**

- A. Ordinance No. 22-0551, Relating to Adoption of the 2021 King County Surface water Design Manual and Adopting the 2021 King County Stormwater Pollution Prevention Manual

[Agenda Bill - Ordinance 22-0551 SWDM and SPPM Updates - June 2022](#)

[Ordinance No. 22-0551](#)

[Attachments to Ordinance 22-0551](#)

[2021 SWDM Addendum](#)

[2021 SPPM Addendum](#)

Environmental Services Manager Richard Sawyer explained that every 4-6 years the King County issues updates to the referenced manuals to be consistent with the region’s NPDES permits and to be in sync with the Department of Ecology Surface Water Standards. The proposed updates will replace the 2016 manuals.

Mayor Herbig opened the public hearing on Ordinance No. 22-0551 at approximately 8:16 p.m. Testimony was gathered; linked here: [https://youtu.be/OaJ\\_feJn1As?t=4574](https://youtu.be/OaJ_feJn1As?t=4574)  
 Mayor Herbig closed the public hearing at approximately 8:20 p.m.

B. Resolution No. 22-384, Relating to the 2023-2028 Six-Year Transportation Improvement Program

[Agenda Bill - Transportation Improvement Plan - June 2022](#)

[Exhibit A- Transportation Improvement Plan](#)

[Resolution No. 22-384 - Transportation Improvement Plan](#)

City Engineer John Vicente explained that RCW 35.77.010 requires municipalities to create a Transportation Improvement Program. This year must be completed every year before the end of June. As a planning document, it is not financially constrained. The funds are drawn from the currently approved CIP. Mr. Vicente briefly outlined the following projects:

1. SR522 West B
2. W Samm. Bridge
3. 68<sup>th</sup> Ave Ped/Bike
4. Juanita Ped/Bike
5. Pavement Preservation
6. ADA Transition Program
7. 61<sup>st</sup> Ave Sidewalk Replacement
8. Lower Swamp Ck Bridge
9. Sidewalk Program
10. 80<sup>th</sup> Ave Sidewalk
11. Simonds Rd
12. 73<sup>rd</sup> Sidewalk
13. Ne 181<sup>st</sup> Sidewalk

Mayor Herbig opened the public hearing on Resolution No. 22-384 at approximately 8:31 p.m. Testimony was gathered; linked here: [https://youtu.be/OaJ\\_feJn1As?t=5499](https://youtu.be/OaJ_feJn1As?t=5499)  
Mayor Herbig closed the public hearing at approximately 8:40 p.m.

**BUSINESS AGENDA – CONTINUED**

- A. Ordinance No. 22-0551, Amending KMC 13.35 to Adopt the 2021 King County Surface Water Design Manual and Amending KMC 13.45 to Adopt the 2021 King County Stormwater Pollution Prevention Manual, presented by Environmental Services Manager Richard Sawyer, *for Adoption*

[Attachments to Ordinance 22-0551](#)

[Ordinance 22-0551](#)

[2021 SWDM Addendum](#)

[2021 SPPM Addendum](#)

[Agenda Bill - Ordinance 22-0551 SWDM and SPPM Updates - June 2022](#)

**MOTION:** Councilmember Baker moved to Adopt Ordinance 22-0551 to update chapter 13.35 Kenmore Municipal Code (KMC) and adopt the 2021 King County Surface Water Design Manual, update Chapter 13.45 KMC to adopt the 2021 King County Stormwater Pollution Prevention Manual & revise chapter 13.32 KMC relating to surface water definitions. Deputy Mayor O’Cain seconded the motion.

**VOTE:** 7 For, 0 Against, 0 Abstain, MOTION PASSED UNANIMOUSLY.

- B. Resolution No. 22-384, Adoption of the 2023-2028 Six-Year transportation Improvement Program, presented by City Engineer John Vicente, *for Approval*  
[Agenda Bill -Transportation Improvement Plan](#)  
[Exhibit A - Transportation Improvement Plan](#)  
[Resolution No. 22-384 Transportation Improvement Plan](#)

MOTION: Councilmember Pfeil moved Adopt Resolution No. 22-384, adopting the 2023-2028 Six-Year Transportation Improvement Program. Deputy Mayor O’Cain seconded the motion.  
**VOTE:** 7 For, 0 Against, 0 Abstain, MOTION PASSED UNANIMOUSLY.

- C. Ordinance No. 22-0550, Amending KMC 10.15.40.040 - Former Speed Limits Retained, presented by Traffic Engineer Tobin Bennett-Gold, *for Adoption*  
[Agenda Bill - Ordinance No. 22-0550 Amending KMC 10.15.040](#)  
[Attachment A - Ordinance No. 22-0550 Amending KMC 10.15.040](#)

Traffic Engineer Tobin Bennett-Gold explained that some of our current speed limits were incorporated from when they were King County roads. Some of those speed limits were explicitly stated in the code, which prevents us from making amendments. This ordinance gives the City flexibility to set appropriate speed limit codes.

**MOTION:** Councilmember Pfeil moved Adopt Ordinance 22-0550 to Amend KMC 10.15.040 “Speed Limits Retained” to remove speed limits explicitly stated in the Kenmore Municipal Code and to clarify the procedures for revisiting speed limits in Kenmore. Mayor Herbig seconded the motion.  
**VOTE:** 7 For, 0 Against, 0 Abstain, MOTION PASSED UNANIMOUSLY.

#### **STAFF REPORTS**

No reports.

#### **COUNCILMEMBER REPORTS & COMMENTS**

Relating to Tenant Protections, the Council agreed to discuss whether the City can restrict landlords from requiring 3-5x rent in income as part of the screening criteria at a future meeting.

#### **ADJOURNMENT**

Mayor Herbig adjourned the meeting at 9:15 p.m.

\_\_\_\_\_  
Nigel Herbig, Mayor

**ATTEST:**

\_\_\_\_\_  
Anastasiya Warhol, City Clerk



## Voucher Certification and Approval

City of Kenmore

DATE RANGE:

05/28/2022 - 06/10/2022

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and the the claim is a just, due and unpaid obligation against the City of Kenmore and that I am authorized to authenticate and certify to said claim. The following checks and electronic payments are approved for payment:

Total Check #s 49789 through 49878: \$375,338.77

Total Payroll/Taxes/Flex Spending/Retirement & Health Savings Acct Electronic Deposits Dated: 06/03/22 \$184,367.23

Rob Karlinsey

Jun 13, 2022

Rob Karlinsey (Jun 13, 2022 09:47 PDT)

City Manager / Date

Leticia Salcido

Jun 13, 2022

Leticia Salcido (Jun 13, 2022 09:12 PDT)

Finance Director / Date

Vendor Name	Check #	Date	Description	Amount
AMERICAN GENERAL LIFE GPO/400S	49789	06/03/2022	Life Insurance	279.92
ICMA RETIREMENT C/O ALLFIRST BANK/109964	49790	06/03/2022	City of Kenmore 401a	20,564.71
ICMA RETIREMENT TRUST 457 / 304745	49791	06/03/2022	ICMA 457 Deferred Comp	7,206.79
STATE OF FLORIDA DISBURSEMENT UNIT	49792	06/03/2022	Employee Deduction	275.00
AM TEST, INC	49793	06/10/2022	Swamp Creek Water Sample Testing	200.00
AMERICALL	49794	06/10/2022	May After Hours Call Out Service	135.66
AMERIZORB	49795	06/10/2022	Spill Absorbent Material	82.01
APPLEONE EMPLOYMENT SERVICES	49796	06/10/2022	Engineering Dept. Temporary Svcs Week Ended 5/20	1,053.45
APPLEONE EMPLOYMENT SERVICES	49797	06/10/2022	Engineering Dept. Temporary Svcs Week Ended 5/27	1,053.45
BENNETT GOLD, TOBIN	49798	06/10/2022	Winter Quarter Tuition Reimbursement	1,696.80
BRIEN, GAYLYNN	49799	06/10/2022	March Sales Tax Data Conversion Svcs	50.00
BRIEN, GAYLYNN	49800	06/10/2022	January Sales Tax Data Conversion Svcs	50.00
CHASE WALKER	49801	06/10/2022	CDL License Renewal Reimbursement	102.00
CORE DESIGN, INC.	49802	06/10/2022	Shell Property - 6532 Bothell Way Surveying Svcs	8,520.64
ELECTRONIC BUSINESS MACHINES	49803	06/10/2022	May 2nd Floor Copier B/W & Color Overage Chgs	244.62
ERIK D PLUMBER LLC	49804	06/10/2022	City Hall Plumbing Repair	522.98

XI. B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 a...

FISCHER, AUSTIN	49805	06/10/2022	Driving Record Reimbursement from 2020 Lost Ck.	13.39
GORDON THOMAS HONEYWELL	49806	06/10/2022	May Governmental Affairs Consulting	4,300.00
GORDON THOMAS HONEYWELL	49807	06/10/2022	April Governmental Affairs Consulting	4,300.00
GRAINGER	49808	06/10/2022	Boat House Water Dispenser Cartridge	96.30
H.D. FOWLER COMPANY	49809	06/10/2022	ROW Irrigation Parts	18.83
HOME DEPOT CREDIT SERVICES	49810	06/10/2022	Vegetation Removal Supplies	226.61
HONEY BUCKET	49811	06/10/2022	5/30-6/26 Public Works Yard Rental	156.75
JASON RICHARD SPERLING	49812	06/10/2022	Farmers Market Event Photography	400.00
JENNIFER DIXON	49813	06/10/2022	20-C2159 Log Boom Park Artwork	15,000.00
JENNIFER DIXON	49814	06/10/2022	20-C2159 Rhododendron Park Artwork	5,000.00
JET CITY PRINTING	49815	06/10/2022	Event Sponsor Thank You Signs	268.64
JET CITY PRINTING	49816	06/10/2022	Window Decals For Sponsors	68.81
JET CITY PRINTING	49817	06/10/2022	Pride Parade Banner	93.59
JET CITY PRINTING	49818	06/10/2022	Banners for Farmers Market Promotion	200.38
JET CITY PRINTING	49819	06/10/2022	Farmers Market Yard Signs	352.32
KARLINSEY, ROB	49820	06/10/2022	Reimbursement - Hoses for 192nd St. Open Space	560.10
KENMORE WATERFRONT ACTIVITIES CENTER	49821	06/10/2022	ADA Portable Restroom Rental Reimbursement	230.50
KING COUNTY ANIMAL SVCS	49822	06/10/2022	Pet Licenses & Renewals	50.00
KING COUNTY FINANCE	49823	06/10/2022	1st Qtr Mental Health - Liquor Profits/Excise Tax	1,833.36
KING COUNTY FINANCE	49824	06/10/2022	Jan. - June SWM Fee Admin Per ILA	8,011.00
KING COUNTY FINANCE	49825	06/10/2022	May Small Cities Indigency Screening	81.00
KING COUNTY FINANCE W.L.R.D.	49826	06/10/2022	2022 WRIA 8 Services	8,002.37
KING COUNTY RADIO COMM SERVICES	49827	06/10/2022	4/29-7/31/22 Emergency Radios	300.57
KING COUNTY SHERIFF	49828	06/10/2022	April Overtime for Radar Emphasis	532.41
LIGHTHOUSE CONSULTING INC	49829	06/10/2022	May Protection/Archiving/Web Hosting/Antivirus	9,364.28
LIGHTHOUSE CONSULTING INC	49830	06/10/2022	May IT Services	3,410.92
MIKE FAHMIE	49831	06/10/2022	Reimbursement of Cancelled MEC22-0379	444.15
MILLER STEPHENS, MARY	49832	06/10/2022	April Public Defense Svcs @ SCORE	1,250.00
MILLER STEPHENS, MARY	49833	06/10/2022	May Public Defense Svcs @ SCORE	1,250.00
MINUTEMAN PRESS	49834	06/10/2022	Farmers Market Postcard Mailers & Postage	4,257.31
MORUP SIGNS, INC.	49835	06/10/2022	4' x 4' Twin Springs Project Sign	539.49
MOTT MACDONALD GROUP, INC.	49836	06/10/2022	17-C1656 3/1-4/30 Log Boom Park Project	7,803.41
NORTH AMERICAN SAFETY, INC.	49837	06/10/2022	Target Zero Safety Vests	1,237.50

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NORTHSHORE SCHOOL DISTRICT	49838	06/10/2022	May 2022 School Impace Fee Remittance	108,209.00
NORTHSHORE UTILITY DIST	49839	06/10/2022	3/31-5/31 ROW Irrigation/Parks Water & Sewer	3,099.13
OFFICE DEPOT	49840	06/10/2022	Misc. Office Supplies	77.94
OLYMPIC ENVIRONMENTAL RESOURCES INC	49841	06/10/2022	Spring Recycling Event Management	6,289.05
OSBORN CONSULTING INC.	49842	06/10/2022	19-C2012 Apr. Stormwater Code Update Support Svcs	4,999.03
OSBORN CONSULTING INC.	49843	06/10/2022	19-C2012 Apr. 61st PI NE Slope Assessment	3,064.04
OSBORN CONSULTING INC.	49844	06/10/2022	19-C2012 April 190th St, Culvert Phase 2	2,888.35
OSBORN CONSULTING INC.	49845	06/10/2022	19-C2012 TI' awh-ah-dees Park Proj. Apr. Svcs	50,718.38
OSBORN CONSULTING INC.	49846	06/10/2022	19-C2012 Apr 66th Ave NE Drainage Improvement	8,842.10
PACIFIC AIR CONTROL, INC.	49847	06/10/2022	City Hall HVAC Repairs	418.38
PACIFIC TOPSOILS	49848	06/10/2022	Material Disposal Fees 5/13-5/25/22	140.70
PACIFIC TOPSOILS	49848	06/10/2022	Material Disposal Fees 5/13-5/25/22	211.75
PARAMETRIX INC	49849	06/10/2022	21-C2747 Apr. 2024 Transportation Element Update	15,027.83
PARAMETRIX INC	49850	06/10/2022	21-C2747 May 2024 Transportation Element Update	8,478.43
PENDLETON CONSULTING LLC	49851	06/10/2022	City Council Retreat Consulting Svcs	2,100.00
PETERSEN BROTHERS, INC.	49852	06/10/2022	Retainage Release for Guardrail Repair	310.99
PRR, INC	49853	06/10/2022	Comp Plan Update/Public Participation & Survey	4,763.47
PUGET SOUND ENERGY	49854	06/10/2022	May City Hall Electricity	2,519.37
REPUBLIC SERVICES	49855	06/10/2022	May City Hall Solid Waste	686.59
REPUBLIC SERVICES	49856	06/10/2022	May Rhododendron Park Solid Waste	425.36
RFI ENTERPRISES INC.	49857	06/10/2022	21-C2671 7/1-12/31/22 City Hall Access Mgmt Svcs	660.60
RFI ENTERPRISES INC.	49858	06/10/2022	21-C2671 CH Access Control Svc Agreement Jul-Dec	1,734.08
SCHINDLER ELEVATOR CORPORATION	49859	06/10/2022	6/1-11/30 Elevator Maint. Contract	2,018.40
SEATTLE TIMES	49860	06/10/2022	5/16-5/31 Legal Ads Published	863.16
SHERWIN WILLIAMS CO. #8099	49861	06/10/2022	Paint for Rhododendron Park Restroom	34.41
SHRED IT, C/O STERICYCLE, INC>	49862	06/10/2022	May Shredding Services	101.36
SISKUN POWER EQUIPMENT	49863	06/10/2022	Equipment Maintenance Supplies	222.74
STAPLES ADVANTAGE	49864	06/10/2022	City Hall & Hangar Maintenance Supplies	175.43
T MOBILE USA, INC.	49865	06/10/2022	Staff Cell Phones & Data Plans	1,197.61
TOLO EVENTS LLC	49866	06/10/2022	Bridge Grand Opening Event Planning	8,000.00
TOTAL LANDSCAPE CORP	49867	06/10/2022	Moorlands/NS Summit/Squires Landscaping	4,514.10
TOWN & COUNTRY POST FRAME	49868	06/10/2022	Refund Double Payment BLD22-0245/SSDX	5,578.93
UNITED PLUMBING	49869	06/10/2022	Refund Overpayment BLD19-0912	2,550.45

XI. B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 a...

UNIVERSITY OF WASHINGTON	49870	06/10/2022	Affordable Housing Crisis Student Consulting	925.00
UPS STORE KENMORE	49871	06/10/2022	05/04/28 Large Format Scan/PDF	20.81
UTILITIES UNDERGROUND LOCATION CTR	49872	06/10/2022	May Utility Locates	247.68
VERIZON WIRELESS	49873	06/10/2022	5/27-6/26 Mobile/I-Pad Data	80.08
WESTLAKE HARDWARE WA-153	49874	06/10/2022	Parks & Drainage Materials & Supplies	123.88
WESTLAKE HARDWARE WA-153	49875	06/10/2022	4/21-5/16 Public Works Supplies & Materials	335.14
WHISTLE WORKWEAR	49876	06/10/2022	Seasonal Employees Boots & Rain Gear	106.70
WHISTLE WORKWEAR	49876	06/10/2022	Seasonal Employees Boots & Rain Gear	106.70
ZIPLY FIBER	49877	06/10/2022	5/28-6/27 City Hall Phones	648.53
SHI INTERNATIONAL CORP.	49878	06/10/2022	Adobe Sign License	131.07
DRS 457	DFT0001302-1303	06/03/2022	DRS 457 Deferred Comp	810.57
AVIDIA HEALTH	DFT0001304	06/03/2022	Employee Health Savings Contribution	100.00
DEPARTMENT OF RETIREMENT SYSTEMS	DFT0001305-1310	06/03/2022	Public Employees Retirement	30,111.12
NAVIA	DFT0001311	06/03/2022	Employee Flexible Spending Account	562.64
BANK OF AMERICA 941	DFT0001312	06/03/2022	Federal Taxes	23,672.31
PAYROLL	Electronic Dep.	6/3/2022	Direct Deposit	129,110.59
TOTAL				<u>\$ 559,706.00</u>

XI. B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 a...



City of Kenmore

## Vendor Purchasing Report

For Date Range 01/01/2022 - 06/10/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0014	AMERICAN PLANNING ASSOCIATION	1336
0022	ASSOCIATION OF WA CITIES	9475
0024	BAKER, DAVID	468.43
0064	CASCADE PEST CONTROL	772.9
0067	CENTER FOR HUMAN SERVICES	9300
0076	CITY OF BELLEVUE	60613.67
0081	CITY OF KENMORE	2961.1
0083	CITY OF LAKE FOREST PARK	51948
0092	CODE PUBLISHING COMPANY	480
0099	CONSOLIDATED PRESS	4945.76
0109	DAILY JOURNAL OF COMMERCE	1495
0121	REPUBLIC SERVICES	5434.89
0130	EMPLOYMENT SECURITY DEPARTMENT	11477.42
0137	FERGUSON ENTERPRISES INC #3011	3366.74
0150	GEOENGINEERS INC	23655.67
0151	CALPORTLAND COMPANY	78.52
0173	HOME DEPOT CREDIT SERVICES	2663.39
0184	INSLEE, BEST, DOEZIE & RYDER, P.S.	146070.45
0189	INTERNATIONAL CITY/CNTY MGMT ASSOC	1400
0191	INTERNATIONAL INST OF MUNI CLERKS	215
0197	JET CITY PRINTING	1976.84
0204	KENMORE COMMUNITY CLUB	180
0205	KENMORE HERITAGE SOCIETY	25
0206	KENMORE MIDDLE SCHOOL	5300
0212	KING COUNTY FINANCE W.L.R.D.	13428.37
0213	KING COUNTY ANIMAL SVCS	510
0218	KING COUNTY FINANCE	1847.99
0219	KING COUNTY FINANCE	109914.53
0230	KING COUNTY RADIO COMM SERVICES	601.14
0233	KING COUNTY SHERIFF	532.41
0235	KING COUNTY TREASURY	65728.48
0251	LIGHTHOUSE CONSULTING INC	76510.13
0261	PENDLETON CONSULTING LLC	5675
0267	MR. T'S TROPHIES & AWARDS LLC	1063.56
0285	NORTHSHORE FIRE DEPT	3460
0286	NORTHSHORE SCHOOL DISTRICT	256777
0287	NORTHSHORE SENIOR CENTER	19000
0288	NORTHSHORE UTILITY DIST	84611.46
0292	HONEY BUCKET	6538.62
0299	EBIX, INC.	118.38
0300	OFFICE DEPOT	2188.35
0304	OLYMPIC ENVIRONMENTAL RESOURCES INC	15213.45
0310	PACIFIC TOPSOILS	4306.65
0311	PARAMETRIX INC	63746.43
0327	PUGET SOUND CLEAN AIR AGENCY	19183
0328	PUGET SOUND ENERGY	167021.68
0345	SEATTLE TIMES	5189.5
0355	STAPLES ADVANTAGE	4103.07
0357	STEWART MACNICHOLS HARMELL, INC.	25000
0359	SOUND CITIES ASSOC	16314.32
0365	TOTAL LANDSCAPE CORP	40949.46
0371	UNITED STATES POSTMASTER	3856.36

## Vendor Purchasing Report

For Date Range 01/01/2022 - 06/10/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
0375	US POSTAL SERVICE (HASLER)	4060.98
0385	WA ASSOC OF BUILDING OFFICIALS	1375
0387	WA CITIES INSURANCE AUTHORITY	486509
0389	WASHINGTON CITY/COUNTY MGMT ASSOC	315
0400	WASHINGTON STATE DEPT OF REVENUE	6535.1
0401	WA STATE DEPT OF TRANSPORTATION	15211.82
0405	WASHINGTON STATE OFFICE CASH MGMT	1236
0412	WM CORPORATE SVCS - COLUMBIA RIDGE LANDFILL	13353.99
0424	ICMA RETIREMENT TRUST 457 / 304745	87851.2
0425	DRS 457	12081.51
0426	AFLAC	950.95
0428	BANK OF AMERICA 941	274833.48
0429	AWC EMPLOYEE BENEFIT TRUST	380527.06
0431	DEPARTMENT OF RETIREMENT SYSTEMS	340068.6
0432	DEPARTMENT OF LABOR AND INDUSTRIES	21416.38
0434	UNITED WAY OF KING COUNTY	400
0436	NATIONAL LIFE OF VERMONT	615.85
0448	UPS STORE KENMORE	146.45
0450	AURORA RENTS	2475.11
0542	AMERICAN SOCIETY OF COMPOSERS	390
0550	KING COUNTY RECORDER'S OFFICE	272.5
0558	SNOHOMISH COUNTY	3481
0586	QUADIENT LEASING USA, INC.	710.14
0588	ENVIRONMENTAL SYSTEMS RESEARCH INST	9164.74
0610	WA STATE DEPT OF TRANSPORTATION	316.46
0617	KING COUNTY FINANCE	18892.98
0685	PACE ENGINEERS, INC.	3705
0692	HDR ENGINEERING, INC	225793.93
0696	AMERICAN GENERAL LIFE GPO/400S	1679.52
0764	OUSLEY, NANCY	23.99
0781	QUALITY BUSINESS SYSTEMS INC.	815.57
0791	NORTHSHORE ROTARY CLUB	600
0817	GRAINGER	549.65
0851	EVERMARK, LLC	1457.74
0892	JACOBS ENGINEERING GROUP	35598.52
0898	ZONAR SYSTEMS	731.12
0899	SHRED IT, C/O STERICYCLE, INC>	393.29
0913	KENMORE ELEMENTARY	2500
0937	ZUMAR	1591.69
0981	COMCAST BUSINESS	1160.8
0994	GORDON THOMAS HONEYWELL	21500
1003	IWORQ SYSTEMS	2800
1010	WESTLAKE HARDWARE WA-153	1030.63
1034	EMERALD FIRE LLC	705
1045	HORIZON DISTRIBUTORS INC	986.9
1052	FIRE PROTECTION, INC	11379.84
1053	INTERNATIONAL CODE COUNCIL, INC	600
1068	WA STATE DEPT OF LABOR & INDUSTRIES	230
1123	AM TEST, INC	800
1140	PAWS	832
1148	AGORA REFRESHMENTS	225.48
1152	WASHINGTON ENERGY SERVICES CO. LLC	285.6
1168	SCHINDLER ELEVATOR CORPORATION	2018.4
1197	MILLER STEPHENS, MARY	6250
1215	STATE OF FLORIDA DISBURSEMENT UNIT	3025
1216	ADVANCE TESTING & SERVICE INC	1842
1226	CONTECH ENGINEERED SOLUTIONS, INC	600
1267	AUTOMATED CONTROLS/ALBIREO ENERGY	3443.98

XI. B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 a...

## Vendor Purchasing Report

For Date Range 01/01/2022 - 06/10/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
1277	KING COUNTY FINANCE	8011
1299	VERIZON WIRELESS	407.81
1313	BOTHELL KENMORE CHAMBER OF COMMERCE	2700
1331	KBA INC.	395107.29
1333	WELWEST CONSTRUCTION INC.	10000
1337	STATE OF WA DEPT. OF LICENSING	1.52
1345	SHERWIN WILLIAMS CO. #8099	680.36
1356	KARLINSEY, ROB	3030.7
1358	ALPHAGRAPHS	744.69
1359	EVERGREEN FIRE AND SAFETY, INC.	214.14
1383	CHICAGO TITLE	15.44
1385	CITYWORKS/ AZTECA SYSTEMS INC.	36333
1390	UTILITIES UNDERGROUND LOCATION CTR	1444.8
1403	OSBORN CONSULTING INC.	426571.92
1410	SEATTLE & KING COUNTY PUBLIC HEALTH	1262
1431	BRIEN, GAYLYNN	250
1452	CITY OF KENT	500
1459	FLEMINGS HOLIDAY LIGHTING LLC	1491.99
1464	ROAD CONSTRUCTION NW, INC.	653361.04
1465	WA TRUST FOR HISTORIC PRESERVATION	75
1478	HERBIG, NIGEL	27.38
1480	VERTICAL VISUAL SOLUTIONS INC.	892.75
1504	SCORE	122160.95
1525	PACIFICA LAW GROUP LLP	13429
1555	LINCOLN NATIONAL LIFE INSURANCE	8006.24
1605	ALL CITY FENCE CO.	11943.98
1629	WESTERN DISPLAY FIREWORKS, LTD.	6250
1661	GARDNER, TELA	443.29
1666	LANDSCAPE FORMS, INC.	5405.91
1673	KPFF CONSULTING ENGINEERS	325240.36
1689	MOTT MACDONALD GROUP, INC.	119490.6
1711	SOFTWAREONE, INC.	13724.9
1712	SITEIMPROVE, INC.	3356.95
1715	THE WIDE FORMAT COMPANY	346.82
1739	FIX AUTO	10000
1754	RFI ENTERPRISES INC.	2631.4
1763	REID, JAMES FALCONER	3440
1774	OWEN EQUIPMENT COMPANY	1371.61
1782	SWANK MOTION PICTURES, INC.	500
1798	OLBRECHTS & ASSOCIATES, PLLC	1089
1816	NAVIA	13729.05
1820	PIPER SANDLER	23920
1828	QUALITY BUSINESS SYSTEMS / WELLS FARGO	3478.61
1829	SHI INTERNATIONAL CORP.	350.59
1838	AVIDIA HEALTH	1100
1884	CADMAN MATERIALS, INC.	1681.62
1885	NATIONAL BARRICADE CO., LLC	1196.22
1889	WILLIAMS, KASTNER & GIBBS PLLC	3730
1930	T MOBILE USA, INC.	6437.29
1932	U.S. BANK N.A. / CUSTODY	126
1936	SUPERION, LLC	4590
1948	MULTICARE CENTERS OF OCCUPATIONAL MEDICINE	238
1956	GARZA, WILLIAM	148.51
1970	CROSSROAD SIGN	3442.65
1979	MSPT XXII, LLC C/O FLYWAY RETAIL + LIVING	3000
1980	HRA VEBBA TRUST	20203.44
1993	HYAS GROUP, LLC	3750
1999	KING COUNTY POLICE CHIEFS ASSOCIATION	50

XI. B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 a...

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For Date Range 01/01/2022 - 06/10/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2001	PETERSEN BROTHERS, INC.	310.99
2004	RED BARN ENGINEERING, INC.	19905
2010	JUDHA OF LION LANDSCAPING AND SERVICES LLC	26952.48
2016	STREETSAVER	1500
2024	DFR LAW GROUP, LLC	600
2027	MERIT HOMES, INC.	34120.4
2047	PUGET SOUND PLANTS	1341.1
2048	SMS CLEANING, INC.	32475
2052	J. A. BRENNAN ASSOCIATES, PLLC	5011.5
2081	SHANNON & WILSON, INC.	5135
2095	TRANSPO GROUP USA INC.	2368.9
2097	ROBINSON AND NOBLE, INC.	2850
2113	WA ASSOC. OF SHERIFFS & POLICE CHIEFS	180
2126	SCHWARZWALTER, MARK	313.41
2142	ICMA RETIREMENT C/O ALLFIRST BANK / 109964	233829.28
2143	ERIK D PLUMBER LLC	522.98
2145	NORTHWEST ELECTRIC AND SOLAR	1970.79
2148	Town and Country Fence Inc.	1640.49
2149	CLIFTON, CURTIS	663.44
2157	SOUND SAFETY PRODUCTS CO.	350
2161	BENNETT GOLD, TOBIN	1812.8
2175	ELECTRONIC BUSINESS MACHINES	887.99
2176	CANON FINANCIAL SERVICES, INC.	1330.4
2183	SISKUN POWER EQUIPMENT	679.9
2194	CONFLUENCE ENVIRONMENTAL COMPANY	7545.38
2200	CHASE WALKER	102
2209	MORUP SIGNS, INC.	1321.21
2211	PRECISION FUEL SOLUTIONS	1640.49
2221	O'REILLY/FIRST CALL	103.43
2236	COMCAST	9621.91
2242	MARY'S PLACE	6250
2249	KING COUNTY BAR ASSOCIATION	500
2250	NAMI EASTSIDE	750
2252	TRUGREEN	2398.8
2254	U.S. BANK PURCHASE CARDS	81393.24
2259	MINUTEMAN PRESS	25286.02
2270	LAKESIDE INDUSTRIES	1007.42
2272	BIELENBERG, TERRI	149.45
2285	QUALITY WATER FINANCIAL	846.95
2304	ESTABROOK, MEGAN	2800
2327	PACIFIC AIR CONTROL, INC.	3041.24
2337	HUANG, ANGELINA	3848.9
2353	NORTHSHORE SCHOOLS FOUNDATION	351270
2362	CHASEWEST VENTURES, INC.	15000
2368	JEFF LUKE PHOTOGRAPHY LLC	5364.77
2377	NORTH URBAN HUMAN SVCS ALLIANCE	1000
2379	JENNIFER DIXON	20000
2386	CECCANTI, INC.	1877429.95
2392	DEPARTMENT OF COMMERCE	41907.76
2396	ZIPLY FIBER	4014.04
2402	PACIFIC OFFICE AUTOMATION	460.2
2403	AMERICALL	821.46
2406	FISCHER, AUSTIN	13.39
2413	ICLEI	1200
2425	THOMCO CONSTRUCTION, INC.	1186579.93
2437	LOUEDGE, INC.	150
2459	NELSON ELECTRIC, INC.	410.67
2464	D.P. NICOLI, INC.	166.67

XI. B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 a...

## Vendor Purchasing Report

For Date Range 01/01/2022 - 06/10/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2485	192 BREWING COMPANY	15000
2486	CASCADIA LAW GROUP	26138.25
2489	THE ORIGINAL POOP BAGS	1453.2
2503	NORTH AMERICAN SAFETY, INC.	2349
2512	CARASOFT TECHNOLOGY CORPORATION	3633.3
2522	TRC ENVIRONMENTAL CORPORATION	9842.16
2530	CASCADIA CONSULTING GROUP, INC.	33420.62
2531	BCN TELECOM, INC.	1921.57
2537	HUNTINGTON TECHNOLOGY FINANCE	44525.18
2540	CHILD CARE RESOURCES	750
2543	FOSTER GARVEY PC	53174.5
2544	ACTION SERVICES CORPORATION	1512
2545	KLB CONSTRUCTION, INC.	3085144.72
2546	1901 WLD KENMORE 68TH LLC	4958.7
2549	DAVID EVANS	226.44
2553	TICOR TITLE	50000
2561	PRR, INC	4763.47
2570	H.D. FOWLER COMPANY	2861.06
2573	WHISTLE WORKWEAR	461.56
2577	APPLEONE EMPLOYMENT SERVICES	14514.2
2578	CENTRICITY GIS, LLC	9843.75
2579	CHANIN KELLY-RAE CONSULTING LLC	49726.66
2584	AQUALIS	14519.44
2598	WAGNER ARCHITECTS	7870
2599	CEDAR GROVE COMPOSTING, INC.	277.46
2603	COMMERCIAL FENCE CORPORTATION	14588.25
2609	DTG RECYCLE	1223.06
2612	KENMORE WATERFRONT ACTIVITIES CENTER	1921.6
2614	SEATOWN ELECTRIC, PLUMBING, HEATING & AIR	285.6
2617	STRIDER CONSTRUCTION CO., INC.	2331337.99
2618	STEPHANIE LUCASH	1093.16
2621	TRACY BANASZYNSKI	47
2622	IMPERIAL NW CONSTRUCTION LLC	462.42
2623	TOLO EVENTS LLC	18000
2624	CBRE, INC. - VALUATION & ADVISORY SERVICES	11300
2625	BRIMSTONE FIRE SAFETY MANAGEMENT LLC	279.31
2626	DAVIS HEETER	285.6
2627	BOB'S HEATING & AIR CONDITIONING LLC	444.15
2629	GARRETT OPPENHEIM	539.93
2630	OLD REPUBLIC TITLE	50000
2631	SAM OTIS	240
2632	JULIANA POOLEY	320
2633	MARCO BALLESTEROS	320
2634	JUANITA AGUILAR	320
2635	DAVID G. MOORE	12422
2636	CHRISTINA MARTIN	775
2637	AISHA JALLOW	80
2638	AMERICAN RED CROSS	3470
2639	GREAT WESTERN RECREATION, LLC	4254.43
2640	OPTICOS DESIGN, INC.	9625.5
2641	VENTILATION POWER CLEANING, INC.	18603.75
2642	WASHINGTON AUDIOLOGY SERVICES, INC.	997.6
2643	OLANA LLC	10000
2644	SOUTHSHORE REHAB PROSTHETICS AND ORTHOTICS	10000
2645	LANN THAI HOUSE LLC	10000
2646	CHRISTINE SUZUKI INSTALLATIONS, INC.	10000
2647	BACKFLOWS NORTHWESTINC.	1871.7
2648	CM HEATING INC.	444.15

XI. B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 a...

## Vendor Purchasing Report

For Date Range 01/01/2022 - 06/10/2022

Vendor Set: Vendor Set 01

Vendor	Name	Volume
2649	UNIVERSITY OF WASHINGTON	1850
2650	JOHN SUTHERLAND	225.57
2651	TITAN EARTHWORK, LLC	242320.88
2652	DOMANIK MOSES	1500
2653	CERTAPRO PAINTERS	8405.41
2655	RELIABLE TRANSLATIONS, INC.	355.16
2656	WASHINGTON STATE FARMERS MARKET ASSOCIATIOI	150
2657	PRECISION MOLDED PLASTICS, INC.	680.32
2659	RYAN GOTTFREDSON	3500
2660	WASHINGTON FEDERAL BANK	110910.47
2661	JASON RICHARD SPERLING	400
2663	CHRISTIAN W. SMITH	650
2667	AMERIZORB	82.01
2668	CORE DESIGN, INC.	8520.64
2669	MIKE FAHMIE	444.15
2671	TOWN & COUNTRY POST FRAME	5578.93
2672	UNITED PLUMBING	2550.45
Vendor Set Vendor Set 01 Total:		16044212.45

XI. B. Approve Total Check #s 49789 through 49878 totaling \$375,338.77 a...











**06-10-2022**

Final Audit Report

2022-06-13

Created:	2022-06-10
By:	Carla Schnee (cschnee@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAnh9wPMk6vv6sKI66I3hHL9T_U2OB-DCw

**"06-10-2022" History**

-  Document created by Carla Schnee (cschnee@kenmorewa.gov)  
2022-06-10 - 10:53:19 PM GMT- IP address: 50.235.209.34
-  Document emailed to Leticia Salcido (lsalcido@kenmorewa.gov) for signature  
2022-06-10 - 11:04:12 PM GMT
-  Email viewed by Leticia Salcido (lsalcido@kenmorewa.gov)  
2022-06-13 - 4:12:32 PM GMT- IP address: 50.235.209.34
-  Document e-signed by Leticia Salcido (lsalcido@kenmorewa.gov)  
Signature Date: 2022-06-13 - 4:12:38 PM GMT - Time Source: server- IP address: 50.235.209.34
-  Document emailed to Rob Karlinsey (rkarlinsey@kenmorewa.gov) for signature  
2022-06-13 - 4:12:40 PM GMT
-  Email viewed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)  
2022-06-13 - 4:42:40 PM GMT- IP address: 50.235.209.34
-  Document e-signed by Rob Karlinsey (rkarlinsey@kenmorewa.gov)  
Signature Date: 2022-06-13 - 4:47:00 PM GMT - Time Source: server- IP address: 50.235.209.34
-  Agreement completed.  
2022-06-13 - 4:47:00 PM GMT



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<p><b>Subject/Topic:</b> Authorize City Manager to Execute Contract 14-C1261 (Amendment #4), an Interlocal Agreement Between the City of Kenmore and Puget Sound Clean Air Agency for Cooperative Odor Complaint Investigations</p> <p><b>Proposed Council Action/Motion:</b> Motion to Authorize City Manager to Execute Contract 14-C1261 (Amendment #4), an Interlocal Agreement Between the City of Kenmore and Puget Sound Clean Air Agency for Cooperative Odor Complaint Investigations</p>	<p>For Council Meeting Agenda of: <u>June 27, 2022</u></p> <p>Department: <u>Development Services</u></p> <p>Prepared by: <u>Bridgit Baker, Code Enforcement Officer</u></p> <table><tr><td></td><td><u>Initial &amp; Date</u></td></tr><tr><td>Approved by Department Head:</td><td><u>SL 6/15/2022</u></td></tr><tr><td>Approved by City Attorney:</td><td><u>DR 6/16/2022</u></td></tr><tr><td>Approved by Finance Director:</td><td><u>LS 6/15/2022</u></td></tr><tr><td>Approved by City Manager:</td><td><u>RK 6/15/2022</u></td></tr></table> <p><b>Exhibit:</b> Amended Interlocal Agreement Between the City of Kenmore and Puget Sound Clean Air Agency for Cooperative Odor Complaint Investigations, Contract No. 14-C1261 (Amendment #4).</p>		<u>Initial &amp; Date</u>	Approved by Department Head:	<u>SL 6/15/2022</u>	Approved by City Attorney:	<u>DR 6/16/2022</u>	Approved by Finance Director:	<u>LS 6/15/2022</u>	Approved by City Manager:	<u>RK 6/15/2022</u>
	<u>Initial &amp; Date</u>										
Approved by Department Head:	<u>SL 6/15/2022</u>										
Approved by City Attorney:	<u>DR 6/16/2022</u>										
Approved by Finance Director:	<u>LS 6/15/2022</u>										
Approved by City Manager:	<u>RK 6/15/2022</u>										
Expenditure Required \$NA	Amount Budgeted \$NA	Appropriation Required \$NA									
<p><b><u>INFORMATION/BACKGROUND:</u></b></p> <p>On October 13, 2014, the Council authorized the City Manager to Execute Contract 14-C1261, an Interlocal Agreement Between the City of Kenmore and Puget Sound Clean Air Agency for Cooperative Odor Complaint Investigations. The original agreement was initially for a period of six (6) months. On July 13, 2015, the agreement was extended another year. On May 23, 2016 Council authorized the City Manager to extend it for another year, through May 23, 2017. On June 19, 2017, Council authorized the City Manager to extend it for a five-year period, through June 30, 2022. Staff recommends extending the agreement again, this time for another five-year period, through June 30, 2027.</p> <p>Same as before, during this period Puget Sound Clean Air Agency may still respond to and investigate air quality complaints within Kenmore.</p> <p>Kenmore will be authorized, on a non-exclusive basis, as Kenmore staff time and resources permit at the sole discretion of the Kenmore City Manager or his/her designee, and on behalf of the Puget Sound Clean Air Agency, to conduct odor complaint investigation activities detailed in the Agreement. During the period of the Agreement either party may terminate the agreement with 30-day notice.</p>											

2016-002-4

**INTERLOCAL AGREEMENT FOR COOPERATIVE ODOR  
COMPLAINT INVESTIGATIONS**

**City of Kenmore Contract No. 14-C1261 (Amendment #4)**

THIS INTERLOCAL AGREEMENT FOR COOPERATIVE ODOR COMPLAINT INVESTIGATIONS is made and entered into on this \_\_\_\_ day of June, 2022, by and between the City of Kenmore [hereinafter “Kenmore”], a municipal corporation, and the Puget Sound Clean Air Agency [hereinafter “PSCAA”], a multicounty public agency.

**RECITALS:**

A. The PSCAA is a multicounty air pollution control agency organized and activated in accordance with Chapter 70.94 RCW. Kenmore is located within the boundaries and the jurisdiction of the PSCAA.

B. The purpose and the public policy of the PSCAA is to secure and maintain such levels of air quality as will protect human health and safety, to prevent injury to plant and animal life and property, and to foster the comfort and convenience of the area’s inhabitants.

C. Pursuant to the authority of RCW 70.94.141, the PSCAA has previously adopted Regulation 1 to control the emission of air contaminants from all sources within the agency’s jurisdiction, to provide for the uniform administration and enforcement of said Regulation, and to carry out the requirements and purposes of the Washington Clean Air Act and the Federal Clean Air Act.

D. Section 9.11 of said Regulation 1 states, in part, as follows:

(b) With respect to odor, the Agency may take enforcement action under this section if the Control Officer or a duly authorized representative has documented all of the following:

(1) The detection by the Control Officer or a duly authorized representative of an odor at a level 2 or greater, according to the following odor scale:

level 0 - no odor detected;  
level 1 - odor barely detected;  
level 2 - odor is distinct and definite, any unpleasant characteristics recognizable;  
level 3 - odor is objectionable enough or strong enough to cause attempts at avoidance; and  
level 4 - odor is so strong that a person does not want to remain present.

- (2) An affidavit from a person making a complaint that demonstrates that they have experienced air contaminant emissions in sufficient quantities and of such characteristics and duration so as to unreasonably interfere with their enjoyment of life and property; and
- (3) The source of the odor.

E. Kenmore and the PSCAA have determined that their mutual goal of ensuring clean air for Kenmore's citizens would be more efficiently attained if some of the odor complaint investigations described in Regulation 1, Section 9.11 (b) could be conducted by Kenmore within its jurisdiction, on behalf of the PSCAA.

F. Kenmore and the PSCAA are desirous of entering into an agreement to memorialize the terms and conditions under which Kenmore may conduct said odor complaint investigations on behalf of the PSCAA. In compliance with and under the authority of Chapter 39.34, RCW, the purpose of this Agreement is to specify said terms and conditions.

G. Given that (1) promoting and enforcing air quality is the primary responsibility of the PSCAA and not of Kenmore, (2) Kenmore is not mandated by State Law to investigate or enforce air quality complaints on behalf of the PSCAA, (3) Kenmore has limited resources, and (4) the full impact and workload requirement for Kenmore to handle air quality complaint investigations is unknown, this Agreement should be considered a temporary trial arrangement with a fixed end date and with the right of Kenmore or the PSCAA to terminate this Agreement at any time within the parameters set forth below.

Now, therefore, in consideration of the mutual promises made herein, it is hereby agreed as follows by the parties:

1. Odor Complaint Investigations. The PSCAA hereby authorizes Kenmore, on a non-exclusive basis, as Kenmore staff time and resources permit at the sole discretion of the Kenmore City Manager or his/her designee, and on behalf of the PSCAA, to conduct odor complaint investigation activities detailed in Regulation 1, Section 9.11(b) of the PSCAA, including but not limited to:

1.1 Quantifying the odor detected according to the following scale, on a written form furnished by the PSCAA:

- level 0 - no odor detected;
- level 1 - odor barely detected;
- level 2 - odor is distinct and definite, any unpleasant characteristics recognizable;
- level 3 - odor is objectionable enough or strong enough to cause attempts at avoidance; and
- level 4 - odor is so strong that a person does not want to remain

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Interlocal Agreement for Cooperative  
Odor Complaint Investigations  
Page 2

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present.

1.2 Interviewing the complainant(s) and obtaining from him/her/them a signed affidavit or other formal statement which describes the odor, the source of the emission, the person who the complainant believes is responsible for causing or allowing the odor, and distress or ill effects caused by the odor. Said affidavit or statement shall be completed on a form furnished to Kenmore by the PSCAA.

1.3 Determining and documenting the source of the odor, to the best of Kenmore's knowledge.

1.4 Prior to any investigation conducted by Kenmore, PSCAA shall provide all necessary training to Kenmore personnel who are tasked with conducting such investigations.

2. Submittal to PSCAA. With respect to each individual complaint, at such time as Kenmore has completed the investigation activities described in Section 1 above, Kenmore shall submit to the PSCAA any written documentation pertaining to said complaint. In its sole discretion, the PSCAA shall then determine whether or not to initiate any enforcement action.

3. Other Remedies. Nothing in this Agreement shall be construed to impair any cause of action or legal remedy which Kenmore may have for injury or damages arising from the emission of any odor in such place, manner or concentration as to constitute air pollution or a nuisance.

4. Agency Authority. Except as otherwise provided herein, neither party shall have agency authority to act for or bind the other party in any matter. This Agreement does not preclude or discourage the PSCAA from responding to and investigating air quality complaints within Kenmore. The PSCAA recognizes that Kenmore may not have the time and resources, given other competing Kenmore priorities, to respond to all air quality complaints in Kenmore.

5. Responsible Official. The Kenmore official responsible for conducting odor complaint investigations shall be the City Manager or his/her designees. For purposes of Regulation 1, Section 9.11(b), said official(s) shall be the "duly authorized representative" of the PSCAA referenced therein.

6. Financing. The cost of conducting the odor complaint investigations performed by Kenmore described in Section 1 above shall be borne exclusively by Kenmore. The cost of any enforcement action taken as a result of the investigation shall be borne exclusively by the PSCAA.

7. Administrator. The administrator of this Agreement shall be Kim Wells of the PSCAA, or his/her successor, and he/she or his/her successor shall be responsible for administering the cooperative undertaking described herein.

8. Duration and Termination. This Agreement shall continue in full force and effect from the effective date of this Agreement through June 30, 2027; provided that at any time during this Agreement either party may give the other party thirty (30) days written notice of the former's intent to terminate this Agreement. Upon the termination of this Agreement, Kenmore shall submit to the PSCAA any written documentation secured with respect to an ongoing complaint investigation.

9. Notices. All notices and other communications hereunder shall be deemed to have been duly given if delivered or mailed, certified mail, with postage prepaid (a) if to Kenmore, to:

City of Kenmore  
Bryan Hampson  
Development Services Director  
18120 68<sup>th</sup> Ave NE  
Kenmore, WA 98028

or to such other person or place as Kenmore shall furnish to the PSCAA in writing, or (b) if to the PSCAA, to:

The Puget Sound Clean Air Agency  
Kim Wells  
Inspection Manager  
1904 Third Ave, Ste 105  
Seattle, WA 98101

or to such other person or place as the PSCAA shall furnish to Kenmore in writing.

10. Severability. If any part of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired or invalidated.

11. Counterparts. This Agreement may be signed in two counterparts and, if so signed, shall be deemed one integrated Agreement.

12. Entire Agreement. This Agreement constitutes the entire agreement between the parties with respect to the subject matter of this Agreement. There are no promises, terms, conditions or obligations other than those contained herein, and this Agreement shall supersede all previous communications, negotiations, representations or agreements, either verbal or written, between the parties hereto concerning the subject matter of this Agreement.

13. Amendment. This Agreement may not be modified or amended except by writing signed by both parties hereto.

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14. Successors. This Agreement shall inure to the benefit of and be binding upon the parties, their respective successors and assigns, but no right or obligation arising hereunder may be assigned or transferred by any party without the prior written consent of the other party.

15. Governing Law. This Agreement shall be interpreted in accordance with the laws of the state of Washington.

16. Headings. The headings in this Agreement are intended solely for convenience of reference and shall be given no effect in the interpretation of this Agreement.

17. Filing. Pursuant to RCW 39.34.040, this Agreement shall be filed with the King County Division of Records or alternatively, listed by subject on the PSCAA and Kenmore web sites or other electronically retrievable public sources.

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the date first above written.

CITY OF KENMORE

PUGET SOUND CLEAN AIR AGENCY

\_\_\_\_\_  
By: Rob Karlinsey  
Title: City Manager  
Date: \_\_\_\_\_

\_\_\_\_\_  
By: Steve Van Slyke  
Title: Director – Compliance & Legal  
Date: \_\_\_\_\_

APPROVED AS TO FORM BY:

APPROVED AS TO FORM BY:

\_\_\_\_\_  
Dawn Reitan, City Attorney  
Date: \_\_\_\_\_

\_\_\_\_\_  
Jennifer Dold, General Counsel  
Date: \_\_\_\_\_



## City Council Consent Agenda Item City of Kenmore, WA

<p><b>Subject/Topic:</b></p> <p>American Rescue Plan Act Direct Cash Assistance (<i>Kenmore Cares</i>) Audit Contract No. 22-C2835</p> <p><b>Proposed Council Action/Motion:</b></p> <p>Authorize the City Manager to execute a \$21,800 contract with the Northshore Schools Foundation to cover the cost of an Audit required for subrecipients of American Rescue Plan Act (ARPA) funding under the terms of the ARPA Final Rule.</p>	<p>For Council Meeting Agenda of: June 27, 2022</p> <p><b>Department:</b> City Manager</p> <p><b>Prepared by:</b> Stephanie Lucash, Assistant City Manager/ARPA Administrator and Janet Quinn, Interim ARPA Coordinator</p> <table border="0" style="width: 100%;"> <tr> <td></td><td style="text-align: right;"><u>Initial &amp; Date</u></td></tr> <tr> <td>Approved by Department Head:</td><td style="text-align: right;">SLL, 6/10/22</td></tr> <tr> <td>Approved by City Attorney:</td><td style="text-align: right;">DR, 6/15/22</td></tr> <tr> <td>Approved by Finance Director:</td><td style="text-align: right;">LS, 6/15/22</td></tr> <tr> <td>Approved by City Manager:</td><td style="text-align: right;">RGK, 6/15/2022</td></tr> </table> <p><b>Exhibits/Attachments:</b></p> <ul style="list-style-type: none"> <li>• Northshore Schools Foundation Contract No. 21-C2744</li> <li>• Proposed Contract No. 22-C2835 with Northshore Schools Foundation</li> </ul>		<u>Initial &amp; Date</u>	Approved by Department Head:	SLL, 6/10/22	Approved by City Attorney:	DR, 6/15/22	Approved by Finance Director:	LS, 6/15/22	Approved by City Manager:	RGK, 6/15/2022
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Approved by City Manager:	RGK, 6/15/2022										
<p><b><u>SUMMARY:</u></b></p> <p>The American Rescue Plan Act (ARPA) is a federal law that was signed into effect on March 11, 2021. The purpose of ARPA is to provide \$1.9 trillion to help the U.S. respond to and recover from the COVID-19 pandemic. The City of Kenmore is receiving \$6.4 million in ARPA funds.</p> <p>At its September 13, 2021 meeting, the Kenmore City Council approved a \$1 million contract (No. 21-C2744) with the Northshore Schools Foundation (NSF) to provide direct cash assistance to Kenmore residents in need. At its April 25, 2022 meeting, the Kenmore City Council approved an amendment to the contract to authorize an additional \$55,750 in ARPA funds to cover all eligible Kenmore Cares applications received by the March 31, 2022 program deadline. The original contract included \$130,020 for administration of the direct cash assistance program by NSF, and to date \$69,938 has been expended, with less than \$5,000 yet to be invoiced before contract closeout.</p> <p>This leaves a minimum of \$55,082 in unexpended administrative funds. Under the terms of the <a href="#">State and Local Fiscal Recovery Funds (SLFRF) Final Rule</a>, (p 373-4), there are external Audit requirements for subrecipients (a non-Federal entity [NSF] that receives Federal awards through another non-Federal entity [City] to carry out a Federal program [ARPA]). NSF desires to close out the current contract in this fiscal year and to enter into a new contract solely for the purpose of covering the cost of the required Audit. The \$ 21,800 cost of the new contract will not exceed the \$55,082 amount unexpended under the original contract for the Kenmore Cares program.</p> <p><b><u>FISCAL CONSIDERATION:</u></b></p> <p>None. Unexpended funds of \$55,082 under Contract No. 21-C2744 between the City of Kenmore and the Northshore Schools Foundation will more than cover the \$ 21,800 cost of the new contract.</p> <p><b><u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u></b></p> <p><b>Goal #4: Respond to the Pandemic.</b> The purpose of Kenmore's ARPA funding is to help the City respond to and recover from the COVID-19 pandemic.</p>											



**City of Kenmore Contract #: 22-C2835**

Authorized Amount: \$21,800

Date Start: July 1, 2022

Date End: December 31, 2022

**AGREEMENT FOR SERVICES – CONTRACTOR  
Northshore Schools Foundation – ARPA Subrecipient Audit Requirements**

THIS AGREEMENT is entered into by and between the City of Kenmore, Washington, a municipal corporation (“City”) and the Northshore Schools Foundation organized under the laws of the State of Washington, located and doing business at 13110 NE 177<sup>th</sup> Place, B101-103, Woodinville, WA 98072 (hereinafter the “Contractor”).

**RECITALS:**

WHEREAS, the American Rescue Plan Act (ARPA) was signed by President Biden on March 11, 2021, providing \$1.9 trillion in COVID-19 response and recovery funds across the United States including \$350 million for local, state, tribal and territorial governments; and

WHEREAS, the City of Kenmore (“Recipient”) is to receive \$6.4 million in ARPA funding, to be allocated in two payments with the first payment received in July 2021 and the second payment expected in summer 2022; and

WHEREAS, although the Northshore Schools Foundation is a Contractor on behalf of the City, the Northshore Schools Foundation also acted in the capacity of an ARPA subrecipient of the City by distributing in excess of \$750,000 in ARPA direct cash assistance to eligible Kenmore residents under City of Kenmore contract No. 21-C2744; and

WHEREAS, the expenditure of \$750,000 or more by a subrecipient on behalf of a recipient during a single fiscal year triggers the requirement for an audit of the subrecipient’s financials or an alternative approach for fund recipients who would not otherwise be required to undergo an audit pursuant to 2 CFR Part 200, Subpart F, but for the expenditures of SLFRF funds; and

WHEREAS, the fiscal year for the Northshore Schools Foundation during which ARPA funds were distributed as a subrecipient of the City is July 1, 2021 through June 30, 2022; and

WHEREAS, the requirement for an audit was not known before the execution of Contract 21-C2744 and therefore not included in the scope of work; and

WHEREAS, unexpended funds in Contract 21-C2744 will exceed the value of this contract; and

WHEREAS, the City desires to have the Subrecipient fulfill the federal requirement for an audit and to hire a professional to perform such services pursuant to certain terms and conditions;

NOW, THEREFORE, in consideration of the mutual benefits and conditions hereinafter contained, the parties hereto agree as follows:

**AGREEMENT:**

1. **Scope and Schedule of Services to be Performed by Contractor.** Contractor shall perform those services described on Exhibit "A," which is attached hereto and incorporated herein by this reference as if set forth in full. In performing such services, the Contractor shall at all times comply with all federal, state, and local statutes, rules and ordinances applicable to the performance of such services and the handling of any funds used in connection therewith. The Contractor shall perform the services diligently and completely and in accordance with professional standards of conduct and performance. The Contractor shall request and obtain prior written approval from the City if the scope or schedule is to be modified in any way.

Contractor acknowledges and understands that it is not the City's exclusive provider of these services and that the City maintains its unqualified right to obtain these services through other sources. Contractor further represents that the services furnished under this Agreement will be performed in accordance with generally accepted professional practices in effect at the time such services are performed

2. **Time of Completion.** Upon the effective date of this Agreement, Contractor shall complete the work and provide all goods, materials, and services by December 31, 2022.

3. **Compensation and Method of Payment.** The City shall pay the Contractor for services rendered according to the rate and method set forth on Exhibit "B," attached hereto and incorporated herein by this reference. The total amount to be paid shall not exceed \$21,800.00 including applicable Washington State Sales Tax, for the services contemplated in this Agreement. The Contractor shall request payment for work performed using the billing invoice form at Exhibit "C."

The Contractor shall complete and return to the City Exhibit "D," federal tax Form W-9, prior to or along with the first billing invoice. Unless the City objects, the City shall pay the Contractor for services rendered within ten (10) days after City Council voucher approval.

If the City objects to all or any portion of an invoice, it shall notify Contractor and reserves the option to only pay that portion of the invoice not in dispute. In that event, the Parties will immediately make every effort to settle the disputed portion.

A. *Defective or Unauthorized Work.* The City reserves its right to withhold payment from Contractor for any defective or unauthorized goods, materials, or services. If Contractor is unable, for any reason, to complete any part of this Agreement, the City may obtain the goods, materials or services from other sources, and Contractor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorneys' fees, incurred by the City beyond the maximum Agreement price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Agreement with other sources, from any and all amounts due or to become due the Contractor.

B. *Final Payment: Waiver of Claims.* CONTRACTOR'S ACCEPTANCE OF FINAL PAYMENT SHALL CONSTITUTE A WAIVER OF CLAIMS, EXCEPT THOSE PREVIOUSLY AND PROPERLY MADE AND IDENTIFIED BY CONTRACTOR AS UNSETTLED AT THE TIME REQUEST FOR FINAL PAYMENT IS MADE.

4. **Prevailing Wages.** Contractor shall file a “Statement of Intent to Pay Prevailing Wages,” with the State of Washington Department of Labor & Industries prior to commencing the Contract work. Contractor shall pay prevailing wages in effect on the date the bid is accepted or executed by Contractor and comply with Chapter 39.12 of the Revised Code of Washington, as well as any other applicable prevailing wage rate provisions.

5. **Changes.** The City may issue a written amendment for any change in the goods, materials, or services to be provided during the performance of this Agreement. If the Contractor determines, for any reason, that an amendment is necessary, Contractor must submit a written amendment request to the person listed in the Notice section of this Agreement within fourteen (14) calendar days of the date Contractor knew or should have known of the facts and events giving rise to the requested change. If the City determines that the change increases or decreases the Contractor’s costs or time for performance, the City will make an equitable adjustment. The City will attempt, in good faith, to reach agreement with the Contractor on all equitable adjustments. However, if the Parties are unable to agree, the City will determine the equitable adjustment as it deems appropriate. The Contractor shall proceed with the amended work upon receiving either a written amendment from the City or an oral order from the City before actually receiving the written amendment. If the Contractor fails to require an amendment within the time allowed, the Contractor waives its right to make any claim or submit subsequent amendment requests for that portion of the contract work. If the Contractor disagrees with the equitable adjustment, the Contractor must complete the amended work; however, the Contractor may elect to protest the adjustment as provided in Subsection A through E of the Claims Section below.

The Contractor accepts all requirements of an amendment by: (1) endorsing it, (2) writing a separate acceptance, or (3) not protesting in the way this section provides. An amendment that is accepted by Contractor as provided in this section shall constitute full payment and final settlement of all claims for contract time and materials and for direct, indirect, and consequential costs, including costs of delays related to any work, either covered or affected by the change.

6. **Claims.** If the Contractor disagrees with anything required by an amendment, another written order, or an oral order from the City, including any direction, instruction, interpretation, or determination by the City, the Contractor may file a claim as provided in this section. The Contractor shall give written notice to the City of all claims within fourteen (14) calendar days of the occurrence of the events giving rise to the claims, or within fourteen (14) calendar days of the date the Contractor knew or should have known of the facts or events giving rise to the claim, whichever occurs first. Any claim for damages, additional payment for any reason, or extension of time, whether under this Agreement or otherwise, shall be conclusively deemed to have been waived by the Contractor unless a timely written claim is made in strict accordance with the applicable provisions of this Agreement.

At a minimum, a Contractor's written claim shall include the information set forth in subsections A, items 1 through 5 below.

**FAILURE TO PROVIDE A COMPLETE, WRITTEN NOTIFICATION OF CLAIM WITHIN THE TIME ALLOWED SHALL BE AN ABSOLUTE WAIVER OF ANY CLAIMS ARISING IN ANY WAY FROM THE FACTS OR EVENTS SURROUNDING THAT CLAIM OR CAUSED BY THAT DELAY.**

A. *Notice of Claim.* Provide a signed written notice of claim that provides the following information:

1. The date of the Contractor's claim;
2. The nature and circumstances that caused the claim;
3. The provisions in this Agreement that support the claim;
4. The estimated dollar cost, if any, of the claimed work and how that estimate was determined; and
5. An analysis of the progress schedule showing the schedule change or disruption if the Contractor is asserting a schedule change or disruption.

B. *Records.* The Contractor shall keep complete records of extra costs and time incurred as a result of the asserted events giving rise to the claim. The City shall have access to any of the Contractor's records needed for evaluating the protest.

The City will evaluate all claims, provided the procedures in this section are followed. If the City determines that a claim is valid, the City will adjust payment for work or time by an equitable adjustment. No adjustment will be made for an invalid protest.

C. *Contractor's Duty to Complete Protested Work.* In spite of any claim, the Contractor shall proceed promptly to provide the goods, materials and services required by the City under this Agreement.

D. *Failure to Protest Constitutes Waiver.* By not protesting as this section provides, the Contractor also waives any additional entitlement and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

E. *Failure to Follow Procedures Constitutes Waiver.* By failing to follow the procedures of this section, the Contractor completely waives any claims for protested work and accepts from the City any written or oral order (including directions, instructions, interpretations, and determination).

**7. Limitation of Actions.** CONTRACTOR MUST, IN ANY EVENT, FILE ANY LAWSUIT ARISING FROM OR CONNECTED WITH THIS AGREEMENT WITHIN 120 CALENDAR DAYS FROM THE DATE THE CONTRACT WORK IS COMPLETE OR CONTRACTOR'S ABILITY TO FILE THAT SUIT SHALL BE FOREVER BARRED. THIS SECTION FURTHER LIMITS ANY APPLICABLE STATUTORY LIMITATIONS PERIOD.

**8. Duration of Agreement.** This Agreement shall be in full force and effect for a period commencing July 1, 2022 and ending December 31, 2022 unless sooner terminated under the provisions hereinafter specified. Time is of the essence of this Agreement in each and all of its provisions in which performance is required.

**9. Independent Contractor.** Contractor and City agree that Contractor is an independent contractor with respect to the services provided pursuant to this Agreement. As the Contractor is customarily engaged in an independently established trade which encompasses the specific service

provided to the City hereunder, no agent, employee, representative or sub-contractor of the Contractor shall be or shall be deemed to be the employee, agent, representative or sub-contractor of the City. In the performance of the work, the Contractor is an independent contractor with the ability to control and direct the performance and details of the work, the City being interested only in the results obtained under this Agreement. Nothing in this Agreement shall be considered to create the relationship of employer and employee between the parties hereto. Neither Contractor nor any employee of Contractor shall be entitled to any benefits accorded City employees by virtue of the services provided under this Agreement. The City shall not be responsible for withholding or otherwise deducting federal income tax or social security or contributing to the State Industrial Insurance Program, or otherwise assuming the duties of an employer with respect to the Contractor, or any employee of the Contractor.

**10. Indemnification.**

A. Contractor shall defend, indemnify, and hold the City, its officers, officials, employees, agents and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorneys' fees, arising out of or resulting from the acts, errors or omissions of the Contractor in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

B. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Contractor's negligence.

C. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties.

D. The provisions of this section shall survive the expiration or termination of this Agreement.

**11. Insurance.** The Contractor shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Contractor, its agents, representatives, or employees.

A. *Minimum Scope of Insurance.* Contractor shall obtain insurance of the types described below:

- i. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

- ii. Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named as an insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the City.
- iii. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

B. *Minimum Amounts of Insurance.* Contractor shall maintain the following insurance limits:

- i. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
- ii. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.

C. *Other Insurance Provision.* The Contractor's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain, that they shall be primary insurance as respect the City. Any Insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.

D. *Acceptability of Insurers.* Insurance is to be placed with insurers with a current A.M. Best rating of not less than A-VII.

E. *Verification of Coverage.* The Contractor shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Contractor before commencement of the work.

F. *Notice of Cancellation.* The Contractor shall provide the City with written notice of any policy cancellation, within two business days of their receipt of such notice.

G. *Failure to Maintain Insurance.* Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days' notice to the Contractor to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Contractor from the City.

H. *No Limitation.* Contractor's maintenance of insurance as required by the agreement shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

**12. Record Keeping and Reporting.**

A. The Contractor shall maintain accounts and records, including personnel, property, financial and programmatic records which sufficiently and properly reflect all direct and indirect costs of any nature expended and services performed in the performance of this Agreement and other such records as may be deemed necessary by the City to ensure the performance of this Agreement.

B. These records shall be maintained for a period of seven (7) years after termination hereof unless permission to destroy them is granted by the office of the archivist in accordance with RCW Chapter 40.14 and by the City.

**13. City's Right of Inspection and Audit.**

A. Even though the Contractor is an independent contractor with the authority to control and direct the performance and details of the work authorized under this Agreement, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure the satisfactory completion thereof. The Contractor agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or become applicable within the terms of this Agreement to the Contractor's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of such operations.

B. The records and documents with respect to all matters covered by this Agreement shall be subject at all times to inspection, review or audit by the City during the performance of this Agreement. All work products, data, studies, worksheets, models, reports, and other materials in support of the performance of the service, work products, or outcomes fulfilling the contractual obligations are the products of the City.

**14. Contractor to Maintain Records to Support Independent Contractor Status.** On the effective date of this Agreement (or shortly thereafter), the Contractor shall comply with all federal and state laws applicable to independent contractors including, but not limited to the maintenance of a separate set of books and records that reflect all items of income and expenses of the Contractor's business, pursuant to the Revised Code of Washington (RCW) Section 51.08.195, as required to show that the services performed by the Contractor under this Agreement shall not give rise to an employer-employee relationship between the parties which is subject to RCW Title 51, Industrial Insurance.

**15. Work Performed at the Contractor's Risk.** The Contractor shall take all precautions necessary and shall be responsible for the safety of its employees, agents, and sub-contractors in the performance of the work hereunder and shall utilize all protection necessary for that purpose. All work shall be done at the Contractor's own risk, and the Contractor shall be responsible for any loss of or damage to materials, tools, or other articles used or held by the Contractor for use in connection with the work.

**16. Termination.**

A. The City reserves the right to terminate or suspend this Agreement at any time, with or without cause, upon seven (7) days' prior written notice. In the event of termination or

suspension, all finished or unfinished documents, data, studies, worksheets, models, reports, or other materials prepared by the Contractor pursuant to this Agreement shall promptly be submitted to the City.

B. In the event this Agreement is terminated or suspended, the Contractor shall be entitled to payment for all services performed and reimbursable expenses incurred to the date of termination.

C. This Agreement may be canceled immediately if the Contractor's insurance coverage is canceled for any reason, or if the Contractor is unable to perform the services called for by this Agreement.

D. The Contractor reserves the right to terminate this Agreement with not less than fourteen (14) days written notice, or in the event that outstanding invoices are not paid within sixty (60) days.

E. This provision shall not prevent the City from seeking any legal remedies it may otherwise have for the violation or nonperformance of any provisions of this Agreement.

**17. Force Majeure.** Notwithstanding anything to the contrary in this Agreement, any prevention, delay or stoppage due to strikes, lockouts, labor disputes, acts of God, acts of war, terrorist acts, inability to obtain services, labor, or materials or reasonable substitutes therefor, governmental actions, governmental laws, regulations or restrictions, civil commotions, Casualty, actual or threatened public health emergency (including, without limitation, epidemic, pandemic, famine, disease, plague, quarantine, and other significant public health risk), governmental edicts, actions, declarations or quarantines by a governmental entity or health organization, breaches in cybersecurity, and other causes beyond the reasonable control of the party obligated to perform, regardless of whether such other causes are (i) foreseeable or unforeseeable or (ii) related to the specifically enumerated events in this paragraph (collectively, a "**Force Majeure**"), shall excuse the performance of such party for a period equal to any such prevention, delay or stoppage. To the extent this Agreement specifies a time period for performance of an obligation of either party, that time period shall be extended by the period of any delay in such party's performance caused by a Force Majeure. Provided however, that the current COVID-19 pandemic shall not be considered a Force Majeure unless constraints on a Party's performance that result from the pandemic become substantially more onerous after the effective date of this Agreement.

**18. Discrimination Prohibited.** The Contractor shall not discriminate against any employee, applicant for employment, or any person seeking the services of the Contractor under this Agreement, on the basis of race, color, religion, creed, sex, sexual orientation, age, national origin, marital status, presence of any sensory, mental or physical disability, or other circumstance prohibited by federal, State or local law or ordinance, except for a bona fide occupational qualification.

**19. Assignment and Subcontract.** The Contractor shall not assign or subcontract any portion of the services contemplated by this Agreement without the written consent of the City. Any assignment made without the prior approval of the City is void.

**20. Employment of State Retirees.** The City is a "DRS-covered employer" which is an organization that employs one or more members of any retirement system administered by the Washington State Department of Retirement Systems (DRS). Pursuant to RCW 41.50.139(1) and WAC



415-02-325(1), the City is required to elicit on a written form if any of the Contractor's employees providing services to the City retired using the 2008 Early Retirement Factors (ERFs), or if the Contractor is owned by an individual who retired using the 2008 ERFs, and whether the nature of the service and compensation would result in a retirement benefit being suspended. Failure to make this determination exposes the City to significant liability for pension overpayments. As a result, before commencing work under this Agreement, Contractor shall determine whether any of its employees providing services to the City or any of the Contractor's owners retired using the 2008 ERFs, and shall immediately notify the City and shall promptly complete the form provided by the City after this notification is made. This notification to DRS could impact the payment of retirement benefits to employees and owners of Contractor. Contractor shall indemnify, defend, and hold harmless the City from any and all claims, damages, or other liability, including attorneys' fees and costs, relating to a claim by DRS of a pension overpayment caused by or resulting from Contractor's failure to comply with the terms of this provision. This provision shall survive termination of this Agreement.

**21. Entire Agreement.** This Agreement contains the entire agreement between the parties, and no other agreements, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or bind either of the parties. If there is a conflict between the terms and conditions of this Agreement and the attached exhibits, then the terms and conditions of this Agreement shall prevail over the exhibits. Either party may request changes to the Agreement. Changes which are mutually agreed upon shall be incorporated by written amendments to this Agreement.

**22. Compliance with Laws.** The Contractor agrees to comply with all federal, state, and municipal laws, rules, and regulations that are now effective or in the future become applicable to Contractor's business, equipment, and personnel engaged in operations covered by this Agreement or accruing out of the performance of those operations.

**23. Counterparts.** This Agreement may be executed in any number of counterparts, each of which shall constitute an original, and all of which will together constitute this one Agreement.

**24. Notices.** All notices or other communications required or permitted under this Agreement shall be in writing and shall be (a) personally delivered, in which case the notice or communication shall be deemed given on the date of receipt at the office of the addressee; (b) sent by registered or certified mail, postage prepaid, return receipt requested, in which case the notice or communication shall be deemed given three (3) business days after the date of deposit in the United States mail; or (c) sent by overnight delivery using a nationally recognized overnight courier service, in which case the notice or communication shall be deemed given one business day after the date of deposit with such courier. In addition, all notices shall also be emailed, however, email does not substitute for an official notice. Notices shall be sent to the following addresses:

Notices to the City of Kenmore shall be sent to the following address:

City Clerk  
City of Kenmore  
18120 68<sup>th</sup> Ave. NE  
Kenmore, Washington 98028-0607

Notices to the Contractor shall be sent to the following address:  
Northshore Schools Foundation

Attn: Carmin Dalziel  
13110 NE 177<sup>th</sup> Place, B101-103  
Woodinville, WA 98072  
425-408-7680  
Carmin@nsdfoundation.org

**25. Applicable Law; Venue; Attorney's Fees.** This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. In the event any suit, arbitration, or other proceeding instituted to enforce any term of this Agreement, the parties specifically understand and agree that venue shall be properly laid in King County, Washington. The prevailing party in any such action shall be entitled to its attorney's fees and costs of suit.

**26. Severability.** Any provision or part of this Agreement held to be void or unenforceable under any law or regulation shall be deemed stricken, and all remaining provisions shall continue to be valid and binding upon the City and the Contractor, who agree that the Agreement shall be reformed to replace such stricken provision or part with a valid and enforceable provision that comes as close as reasonably possible to expressing the intent of the stricken provision.

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IN WITNESS WHEREOF, the City and the Contractor have executed this Agreement as of the dates listed below.

**CONTRACTOR:**

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**CITY OF KENMORE:**

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
Kenmore City Attorney's Office

**EXHIBIT A**

Scope of Services to be Provided by Contractor. The Contractor shall furnish services including, but not limited to, the following:

Hire Armanino LLP to complete a program specific audit or an Alternative Compliance Examination, if allowed, under the terms of the U.S. Treasury Department State and Local Fiscal Recovery Funds (SLFRF) Final Rule for subrecipients.

**EXHIBIT B**

Rates for Services to be Provided by Contractor. The Contractor shall furnish the services in accordance with the following rates: (See attached as Exhibit B.)

Based on the recommendation of their Finance Committee, the Northshore Schools Foundation has secured this bid for services:

Audit Company	Armanino bid for services	\$15,000
Staff Support	40 hours each for Bookkeeper, Director, and Lead Staff person	\$6,800
	<b>Total not to exceed</b>	<b>\$21,800</b>

**EXHIBIT C**

**CITY OF KENMORE  
BILLING INVOICE**

To: City of Kenmore  
18120 68<sup>th</sup> Ave. NE  
Kenmore, Washington 98028  
Phone: (425) 398-8900  
Fax: (425) 481-3236

Specific Project: \_\_\_\_\_

Contract No.: \_\_\_\_\_

Invoice Number: \_\_\_\_\_ Date of Invoice: \_\_\_\_\_

Contractor: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: ( ) \_\_\_\_\_

Contract Period: \_\_\_\_\_ Reporting Period: \_\_\_\_\_

Amount requested this invoice: \$ \_\_\_\_\_

**Attach itemized description of services provided.**

\_\_\_\_\_  
Authorized signature

*For Department Use Only*

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**BUDGET SUMMARY**

Total contract amount	\$ _____
Previous payments	\$ _____
Current request	\$ _____
Balance remaining	\$ _____

\_\_\_\_\_  
Approved for Payment by: \_\_\_\_\_ Date: \_\_\_\_\_

**EXHIBIT D**

Form <b>W-9</b> (Rev. October 2018) Department of the Treasury Internal Revenue Service	<b>Request for Taxpayer Identification Number and Certification</b>  ▶ Go to <a href="http://www.irs.gov/FormW9">www.irs.gov/FormW9</a> for instructions and the latest information.	<b>Give Form to the requester. Do not send to the IRS.</b>																																			
Print or type. See Specific Instructions on page 3.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.																																				
	2 Business name/disregarded entity name, if different from above																																				
	3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only <b>one</b> of the following seven boxes.  <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate  <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ <b>Note:</b> Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is <b>not</b> disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions) ▶	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):  Exempt payee code (if any) _____  Exemption from FATCA reporting code (if any) _____ <small>(Applies to accounts maintained outside the U.S.)</small>																																			
	5 Address (number, street, and apt. or suite no.) See instructions.	Requester's name and address (optional)																																			
	6 City, state, and ZIP code																																				
	7 List account number(s) here (optional)																																				
	<b>Part I Taxpayer Identification Number (TIN)</b>  Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see <i>How to get a TIN</i> , later. <b>or</b> <b>Note:</b> If the account is in more than one name, see the instructions for line 1. Also see <i>What Name and Number To Give the Requester</i> for guidelines on whose number to enter.																																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="9" style="text-align: left;">Social security number</th> </tr> <tr> <td style="width: 12.5%; height: 20px;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> </tr> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="9" style="text-align: left;">Employer identification number</th> </tr> <tr> <td style="width: 12.5%; height: 20px;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> <td style="width: 12.5%;"></td> </tr> </table>		Social security number																		Employer identification number																	
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<b>Part II Certification</b>  Under penalties of perjury, I certify that: 1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and 2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and 3. I am a U.S. citizen or other U.S. person (defined below); and 4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.  <b>Certification instructions.</b> You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.																																					
<b>Sign Here</b>	Signature of U.S. person ▶ _____ Date ▶ _____																																				

Contract for Services  
 Page 15 of 16  
 Updated 5/2022 IBDR

### General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9).

### Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those

from stocks or mutual funds)

- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

*If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later*

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Cat. No. 10231X  
Form **W-9** (Rev. 10-201)



**Subject/Topic:** Presentation of Planning Commission's Recommendations on Comprehensive Plan and Development Regulation Amendments

Attachment 10: SEPA Determination of Nonsignificance

- May 2021: Commission continued review of the Countywide Planning Policies, including growth targets and Kenmore’s housing units and jobs capacity.
- June 2021: Commission reviewed TOD standards and preliminary policy options, reviewed standards for a Countywide Growth Center, and discussed Downtown heights and densities.
- July 2021: Commission discussed policies related to Lakepointe, and reviewed policy options for corner stores in residential neighborhoods.
- August 2021: Commission reviewed the scientifically-valid community survey results, approved the public participation plan, and reviewed the draft Vision Statement.
- September 2021: Commission reviewed the Housing Element, including “Missing Middle” housing policies.
- October 2021: Commission continued discussion of “Missing Middle” housing policies.
- November 2021: Commission gave preliminary policy direction for “Missing Middle” housing Comprehensive Plan and code amendments and hosted a community Housing Forum.
- December 2021: Commission considered Comprehensive Plan and zoning changes related to the Public Works facility.
- January 2022: New Commissioners (3) were introduced to the project and the Commission confirmed the policy approaches to the TOD. Commissioners reviewed the revised Land Use Element.
- February 2022: Commission reviewed the revised Housing Element. Commissioners hosted a TOD panel discussion and expressed interest in a more extensive review of the TOD standards.
- March 2022: Commission reviewed the Capital Facilities Element and gave preliminary approval to all of the Comprehensive Plan changes.
- April 2022: Commission reviewed the “Missing Middle” housing code amendments (including work by Opticos Design) and the revised Zoning Map.
- May 17, 2022: Commission held a public hearing on the project.
- June 7, 2022: Planning Commission approved their final recommendations.

#### **Involvement by Opticos Design**

As the Planning Commission considered “Missing Middle” housing code amendments, the most frequent concern expressed was compatibility with the surrounding neighborhood. To address this concern, Opticos Design (originator of the term “Missing Middle”) was hired to help craft building form standards that would ensure compatibility. Opticos reviewed representative lot sizes and dimensions in the areas under consideration for duplexes and triplexes and then worked with staff to draft a number of standards: lot dimensions, height, building width and depth, and driveway and parking design, among others.

#### **Community Outreach, including diversity, equity and inclusion efforts**

Throughout this project, the Commission has encouraged involvement by the community, including historically-disadvantaged groups. The Commission has added new policies to the Comprehensive Plan highlighting the importance of involving everyone in City decisions. Public participation efforts included:

- Postcards (2) inviting all residents to participate in last summer’s community survey. The postcard included Spanish translation and invitations to participate in Russian and Mandarin.

- Availability of Spanish, Mandarin and Russian interpreters for call-in survey takers.
- Identification in the Public Participation Plan of outreach opportunities.
- Maintenance of a large Planning Commission mailing list, which included all of those responding to the survey who wished to have their name added.
- Hosting of a “Spanish room” at November’s community Housing Forum.
- Regular articles in the E-news and Kenmore Quarterly.
- Information on the City website in English and Spanish.
- Information distributed at the Senior Center, Library, Hangar, park kiosks, and at community events.
- Email invitations to a number of local organizations to participate in the project, including Kenmore Food Pantry, Kenmore Youth Council, Mary’s Place, Muslim Community Resource Center, North King County Mobility Coalition, North Urban Human Services Alliance, Low Income Housing Institute, Friends of Youth, King County Housing Authority, Saint Vincent de Paul, Arts of Kenmore, Bastyr University, Kenmore Community Club, and local churches, including those with services in Russian and in Spanish.
- Review of the draft Land Use and Housing Elements by the City’s DEI consultant.
- Presentations to the North King County Mobility Coalition, the Kenmore Business Alliance, and the Master Builders of King and Snohomish County.
- Presentation to the DEI Task Force.
- Mailing of information to all residents and businesses within 1000’ of the proposed Public Works facility, posting of the site, and direct contact by City staff with immediate neighbors.
- Postcard invitation to the public hearing (including information in Spanish) mailed to all addresses in Kenmore.
- Special efforts to reach those who use Spanish in advance of the public hearing.
- Spanish language interpreters available at the public hearing.

#### **Next Steps**

On June 27, the City Council will begin their discussions of the project. The City Council meetings on July 18 and July 25 will also be an opportunity for the Council to give direction to staff on how the project should move forward.

Although the Comprehensive Plan policies as recommended by the Planning Commission support amendments to the TOD regulations, those regulation have not yet been developed as a financial feasibility analysis of the affordability requirements is needed and is expected to be completed by ARCH in July. Staff anticipates bringing forward the Planning Commission’s recommended TOD amendments in October (after a September Planning Commission public hearing) for Council consideration.

**FISCAL CONSIDERATION:** The Community Development Department budgeted \$150,000 for the Comprehensive Plan update over the 2021-2022 biennium. Staff used consultant assistance in 2021 and 2022 to develop a public participation plan, conduct a statistically valid survey of residents to provide input to the planning process, host a community forum on “Missing Middle” housing, conduct outreach to those who use Spanish, and help prepare draft code amendments for duplexes and triplexes addressing neighborhood compatibility.

**COUNCIL PRIORITY BEING ADDRESSED:** Most of the City Council’s 2021/2022 priorities are addressed by the Comprehensive Plan update, including Priority 1: “Increase and preserve the options for affordable housing stock;” Priority 2: “...promote Environmental Stewardship...;” Priority 3: “Develop and Implement a Diversity Equity, and Inclusion

Policy...;” Priority 6: “Focus on and emphasize multimodal transportation safety...;” and Priority 11: “Engage and educate the community on growth and development in Kenmore.”
---

ATTACHMENT 1

## **DRAFT COMPREHENSIVE PLAN AMENDMENTS**

### **SUMMARY OF PROPOSED CHANGES**

#### **BACKGROUND**

The City is updating its Comprehensive Plan, consistent with requirements of the State Growth Management Act, VISION 2050 (the multicounty planning policies), and the King County Countywide Planning Policies. The overall update deadline mandated by the State is December 2024. In 2021/2022 changes to the Comprehensive Plan Vision Statement and the Land Use, Housing, and Capital Facilities elements are recommended.

#### **VISION STATEMENT**

Kenmore's 20-year Vision Statement has been changed to add several new concepts. Kenmore:

- encourages a diversity of well-maintained housing types to provide living accommodations affordable to all residents;
- leads and actively participates in regional efforts to promote environmental stewardship, sustainability, restoration, and conservation while continuing to act boldly and wisely to slow climate change and address its impacts;
- embraces its role as a high-capacity transit community, supporting bus rapid transit and other transit options as part of the regional network;
- provides convenient access to goods and services essential to residents' daily needs; and
- makes financially sustainable commitments to achieve the vision.

With the City's emphasis on diversity, equity, and inclusion, some existing concepts have been amended. Kenmore:

- is friendly and inclusive, welcoming all types of families, supporting diversity, and fostering a sense of belonging and pride in all residents.

#### **LAND USE ELEMENT**

The Land Use Element (or chapter) plays the central role of directing land use patterns and guiding land use decision-making in the City. The Element has a continuing emphasis on protection and preservation of environmentally-sensitive areas and trees. Significant new concepts include:

- Providing a diversity of housing types, including Missing Middle housing (duplexes and triplexes) in some formerly low-density residential neighborhoods within ¼ mile of the City's two major transit corridors;

## ATTACHMENT 1

- Considering new opportunities for small-scale, neighborhood commercial uses within walking or bicycling distance of homes to increase residents' opportunities to meet their daily needs without having to drive, if compatibility concerns can be addressed;
- Recognizing that the city is both a High Capacity Transit Community and a Candidate Countywide Growth Center with related regional responsibilities;
- Concentrating transit-oriented development in the area centered on the Metro/Sound Transit Park and Ride (7346 NE Bothell Way), with higher residential densities and affordable housing requirements;
- Recognizing and supporting people of color, indigenous and immigrant populations, and other individuals or groups who have historically been underrepresented in community goal-setting and implementation--making Kenmore a community where all people love where they live;
- Supporting the large number of home-based businesses in Kenmore and recognizing their importance as a way to keep jobs closer to home;
- Encouraging opportunities for small-scale pedestrian-oriented commercial development near trails to serve passers-by;
- Adopting a minimum floor area ratio (FAR) to promote multi-story development Downtown; and
- Amending the Comprehensive Plan map to show the Public/Private Facilities land use designation for the new Public Works facility site.

### **HOUSING ELEMENT**

The Housing Element (chapter) plans for a range of densities and housing types for all needs and incomes through preserving, improving and expanding housing stock. This Element contains information about existing housing conditions and housing needs in the city. Significant new concepts include:

- Assessing Kenmore's history of racially discriminatory land use and housing practices and displacement risk;
- Reviewing housing affordability data relative to Countywide expectations;
- Supporting tenant protections;
- Providing opportunities for medium density housing in some formerly low-density neighborhoods close to transit (duplexes and triplexes) and suggesting an incremental approach to expanding future medium density opportunities;
- Considering inclusionary affordable housing requirements when development densities are increased;
- Legitimizing existing legal housing types;

ATTACHMENT 1

- Supporting alternative homeownership models; and
- Incorporating new policies about housing equity.

**CAPITAL FACILITIES ELEMENT**

The Capital Facilities Element (chapter) assists the City and its officials make the financial decisions to ensure that the public facilities and services City residents rely on will continue to adequately support City residents today and into the future. Most of the changes to this Element reflect decisions made by the City Council on new transportation and surface water facilities through the annual Capital Improvement Program (CIP) process. Significant new concepts include:

- Using surplus public property and local resources to leverage other public and private funding for the creation or preservation of affordable housing;
- Equitably dispersing the impacts and benefits of public capital facilities throughout the community; and
- Removing the Tolt Trail between 73rd and 80th Avenues NE from the list of possible parks projects.

ATTACHMENT 2

**DRAFT “MISSING MIDDLE’ HOUSING CODE AMENDMENTS**

**SUMMARY OF PROPOSED CHANGES**

**BACKGROUND**

“Missing Middle” housing consists of *house-scale* buildings containing more than one dwelling unit that are compatible with single-family neighborhoods. “Missing Middle” housing includes duplexes, triplexes, cottage housing, and other housing types that offer alternatives to apartment living. This housing provides options in between mid-rise apartments and detached single-family homes.

Allowing more “Missing Middle” housing in Kenmore will check a lot of very important boxes, including:

1. Doing our part to end our region’s unprecedented housing crisis by providing more attainable housing and providing more housing choices in the gap between single family homes and apartment buildings
2. Addressing climate change and protecting natural habitats, including forests and streams
3. Providing more inclusive neighborhoods, fighting systemic racism, and reducing barriers to those who wish to live or stay in Kenmore
4. Adding a better mix and flexibility of housing types to meet ever changing demographic and generational needs
5. Creating more housing choices for middle income workers, such as schoolteachers, first responders, tradespeople, and more
6. Allowing people to live closer to their jobs and thereby reduce traffic congestion
7. Reducing reliance on cars by putting more housing units near transit corridors—including bus rapid transit along SR-522
8. Preventing suburban sprawl that:
  - requires more expensive infrastructure, including more roads and pipes
  - results in more tree cutting and negative impacts to the natural environment
  - causes people to drive further, emit more carbon emissions, and spend more of their time and income on driving
9. Preventing neighborhoods from stagnating and giving homeowners the flexibility to add value to their properties as their needs change

The Planning Commission’s recommendations support an incremental approach to allowing “Missing Middle” housing in the city. Their recommendations would permit duplexes (2-unit structures) and triplexes (3-unit structures) in areas of R-6, Residential zoning within ¼-mile of the City’s two main transit corridors. To ensure compatibility with surrounding single-family residences, the Planning Commission is recommending size limits on new buildings, along with design standards that address height, entries, garages, parking, and driveways. The goal is to ensure that large structures, out of scale with existing neighborhoods, are not constructed.



## ATTACHMENT 2

### **THE PROPOSED REGULATIONS**

#### **New definitions for duplex and triplex**

New definitions clarify that dwelling units in a duplex or triplex could all be owned by a single individual for rental, or could be separately owned through a condominium. The amendments clarify that a duplex or triplex is not a townhouse which has separate review and approval standards.

#### **Permitted locations**

Duplexes and triplexes would be allowed in the R-6 Residential zoning district within ¼ mile of the City's two main transit corridors. A map (Attachment 9b) would be added to the Zoning Code to show possible locations.

#### **Focus on lot dimensions rather than lot sizes**

The current minimum lot size in the R-6 Residential zoning district is 5,400 sq.ft. The new standards don't include a minimum lot size but do specify minimum lot dimensions to build a duplex or triplex. These dimensional standards would allow a stacked duplex (one unit on top of the other) on a minimum 40' wide x 100' deep lot and a side-by-side duplex or triplex on a minimum 50' wide x 100' deep lot.

#### **Dimensional standards for new duplex and triplex buildings**

Regulations would control how wide and how deep a building could be as viewed from the street or accessway and would mimic the dimensional standards of traditional single-family houses. The allowable dimensions vary based on the lot dimensions and, in some cases, restrict the location of the building to allow room for future subdivision and development.

The regulations include a provision allowing the "city manager" (usually his or her designee in the Development Services Department) to allow up to a 20% increase in the building dimensions in unusual circumstances.

#### **Limited height**

Current R-6 Residential standards allow a maximum height of 35'—enough for a 3-story structure. The proposed regulations would reduce building height to 30' for duplexes and triplexes and mandate that eaves not exceed a height of 24'—guaranteeing no more than a 2 1/2 -story structure.

#### **Building placement and entry design standards**

Proposed amendments require that the duplex or triplex face the street. The main entrance must either be on the front façade or a side entrance(s) that provides a recognizable building element (entry porch) to flag the location from the street. Side entries must provide a walkway to the street.

#### **Garage standards**

A garage or carport would be set back 20' from the front façade of the building and could not have more than the equivalent of two garage doors facing the street. To preserve the focus of the streetscape on residential buildings rather than cars, the draft regulations allow a garage to be located in the rear yard, with a 10' setback from the rear property line (rather than 20') unless an alley is present that would allow a further reduced setback.

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The standards encourage use of a porte-cochere if no garage or carport is provided.

### Surface parking standards

Surface parking would not be allowed in a street setback or closer than 5' to a side or rear property line. Screening would have to be provided.

### Driveway design standards

To minimize the appearance of wide driveways from the street, driveway widths would be limited to 12' in front of the duplex or triplex building and could be reduced to 10' in side yards behind the building façade and at the rear of the lot. Driveways could be within 3' of side property lines if a 3' landscape strip of native vegetation or a fence is provided.

### Tree preservation

By not changing Zoning Code sections related to tree preservation, new duplexes and triplexes would be required to meet the multifamily tree preservation standards which are more protective than single-family standards.

## ATTACHMENT 3

**Staff Responses to Public Comments: Comprehensive Plan amendments**

	Commenter	Concern	Staff Response
1.	Stacey Valenzuela 5/17/22 public hearing	<ul style="list-style-type: none"> <li>• Protect pocket open spaces.</li> <li>• Need to clean up contaminated sites.</li> <li>• Wants action on climate change.</li> <li>• Build low and extremely-low income affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>• The Parks, Recreation and Open Space Element adopted in 2020 includes policies about open space preservation.</li> <li>• Contaminated site cleanup is managed by the Washington State Department of Ecology.</li> <li>• Development of a Climate Change Element is scheduled to begin later this year. The City's first climate action plan was adopted by the City Council on May 16.</li> <li>• The Housing Element includes policies about providing housing for those needing low and extremely-low income affordable housing.</li> </ul>
2.	Chris Olson 5/17/22 public hearing	Retain Tolt Pipeline Trail for bicyclists and pedestrians.	On May 23, the City Council removed the Tolt Pipeline Trail between 73 <sup>rd</sup> Avenue NE and 80 <sup>th</sup> Avenue NE from consideration for funding and installation. Staff is recommending additional amendments to the Capital Facilities Element to recognize this change.
3.	Marilyn Knutson 5/18/22 email	Remove Tolt Pipeline Trail from the Comprehensive Plan Land Use Map and the Capital Facilities Element It is expensive and damaging to the wetlands, streams, and wildlife habitat—particularly the heron rookery.	<p>On May 23, the City Council removed the Tolt Pipeline Trail between 73<sup>rd</sup> Avenue NE and 80<sup>th</sup> Avenue NE from consideration for funding and installation. Staff is recommending additional amendments to the Capital Facilities Element to recognize this change.</p> <p>The Comprehensive Plan Land Use Map does not need amendment as the Trail is identified only as “Public/Private Facilities” which is the current use—whether considered as a utility line or as park land.</p>

### ATTACHMENT 3

4.	Elizabeth Mooney 5/18/22 email	Stop the Tolt Pipeline trail across Swamp Creek wetlands and instead foster wildlife education about the heron rookery and the salmon. The wetland system protects against flooding.	On May 23, the City Council removed the Tolt Pipeline Trail between 73 <sup>rd</sup> Avenue NE and 80 <sup>th</sup> Avenue NE from consideration for funding and installation. Staff is recommending additional amendments to the Capital Facilities Element to recognize this change.
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#### Staff Responses to Public Comments: “Missing Middle” housing regulations

	Commenter	Concern	Staff Response
1.	Chris Brown 4/29/22 email	Please allow “wings” in the rezone option. This is important for accessibility and to allow development on irregularly-shaped parcels.	Comment noted.
2.	Marcelle Faddoul 5/3/22 email	Live in Kenmore and interested in downsizing and staying in the community. Interested in this housing plan.	Comment noted.
3.	Dick Roberts 5/5/22 email	<ul style="list-style-type: none"> <li>• Strongly opposed to such a change.</li> <li>• Would destroy traditional neighborhoods.</li> <li>• With such blight comes increased crime, declines in property values, increased traffic and increased pressures on all our infrastructure.</li> <li>• Have we not already added sufficient housing with all the new apartment buildings?</li> <li>• Should be adding sidewalks, parks and other amenities instead.</li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted.</li> <li>• New rules about duplex/triplex size and scale should keep buildings visually compatible with traditional neighborhoods.</li> <li>• There is no evidence that allowing duplexes and triplexes in neighborhoods would increase crime or cause a decline in property values. A modest increase in traffic is anticipated in some areas and there will be some increased pressure on infrastructure in those areas. However, locating these new uses within walking distance of transit service should help mitigate traffic impacts, as will the City’s current rules on concurrency. Future City infrastructure plans take into account expected population growth in Kenmore.</li> <li>• The City has added new housing, but the goal is to provide new types of housing to acknowledge changing demographics and support more</li> </ul>

ATTACHMENT 3

			<p>attainable housing. AARP supports “Missing Middle” housing as a benefit to seniors.</p> <ul style="list-style-type: none"> <li>• Comment noted.</li> </ul>
4.	Vera Tamayose 5/15/22 email	I would like the City to consider cottage housing over triplexes and possibly duplexes. Cottage neighborhoods foster more community and provide greenspaces and overall could use less resources by sharing.	<ul style="list-style-type: none"> <li>• Comments noted. An implementation measure of the Comprehensive Plan update is to, “Continue to consider opportunities to expand locations for medium density residential housing types, such as...cottage housing...</li> </ul>
5.	Karin Eastby Master Builders Association of King and Snohomish County 5/17/22 email	<ul style="list-style-type: none"> <li>• We support the amendments being considered in Kenmore to allow duplexes and triplexes in some areas of low-density residential zoning (R-6) close to the City’s two main transit corridors.</li> <li>• We would also support future consideration of additional middle housing options in Kenmore, such as fourplexes courtyard apartments, and expanding residential zones where missing middle housing is allowed.</li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted.</li> <li>• An implementation measure of the Comprehensive Plan update is to, “Continue to consider opportunities to expand locations for medium density residential housing types.”</li> </ul>
6.	Dakota Rash 5/17/22 email	<ul style="list-style-type: none"> <li>• We need something even better than Missing Middle to combat and adapt to the climate crisis. We need truly dense, affordable housing--apartments built where the environment will not be impacted and where people can walk to all of their necessities.</li> <li>• Don’t proceed until you have locked in strong environmental safeguards—enact stronger regulations. No new impervious surfaces. Either stop development or emphasize the use of pervious concrete or building away from wetlands and critical areas as possible. Preserve native foliage and tree coverage, particularly on slopes</li> <li>• Be bold in envisioning truly healthy communities</li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted. The Planning Commission will be considering higher densities (with affordable housing requirements) near the Kenmore Park and Ride and Downtown. An implementation measure of the Comprehensive Plan update is to consider “small scale commercial enterprises and services closer to home for neighborhood residents...”</li> <li>• The City updated its critical areas regulations and shoreline rules in 2019. The Department of Ecology approved those changes as being consistent with best available science. The City is not revisiting either the Natural Environment or Shoreline Elements as part of the 2021/2022 docket.</li> <li>• Comment noted.</li> </ul>
7.	Peter Lance 5/17/22 public hearing	Existing buildings will age out by 2050. Need to plan for higher density—higher densities than duplexes and triplexes. Do “clean sheet of paper” planning.	The Planning Commission is recommending an incremental approach to higher densities in predominantly single-family neighborhoods.

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8.	Chris Olson 5/17/22 public hearing	Agrees that should have higher density housing, with a mix of housing types. Should think about further decreasing the parking requirement below .75/unit.	The .75 stall per unit parking requirement would mean that a duplex or triplex would need to provide two parking stalls at a minimum. This seems practical as most residents still drive, but is far less than the current single-family residential requirement of 2 stalls per unit.
9.	James Olson 5/17/22 public hearing	<ul style="list-style-type: none"> <li>• Need housing density, less parking, fewer single-occupant vehicles. Highly supports duplexes and triplexes and recommends owner occupancy.</li> <li>• Allow bike parking in place of automobile parking.</li> <li>• Large apartments in neighborhoods would be detrimental.</li> </ul>	<ul style="list-style-type: none"> <li>• Comments noted. As proposed, an owner could live in a duplex or triplex unit and rent the other units or, if developed as a condominium, all residents could own their own unit. As recommended, owner occupancy is not a requirement for these uses.</li> <li>• Staff continues to recommend minor parking requirements (.75 stall per unit) for duplexes and triplexes.</li> <li>• Large apartments in neighborhoods are not part of the Planning Commission recommendations.</li> </ul>
10.	John Hendrickson 5/17/22 public hearing	Missing Middle housing is a lot like ADUs —makes you feel guilty for living in a single-family zone. Focus on the Vision Statement and not activist policy.	<ul style="list-style-type: none"> <li>• Comments noted. Providing a mix of housing types provides more attainable housing at lesser cost than typical single-family residences. Too, these new types of housing acknowledge changing demographics.</li> </ul>
11.	Elizabeth Mooney 5/17/22 public hearing and 5/18/22 email	<ul style="list-style-type: none"> <li>• Make sure we protect the environmentally sensitive areas before we overlay missing middle.</li> <li>• Avoid a piecemeal method which will not only harm the environment but will also make our city look higgledy-piggledy.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed amendments do not change the City's rules for environmental protection. A Determination of Nonsignificance was issued after State Environmental Policy Act review, meaning that no significant adverse impacts were identified for the amendments.</li> <li>• The Planning Commission's approach is incremental—allowing duplexes and triplexes within ¼ mile of the City's two main transit corridors with future consideration of expansion. These uses were not considered for the R-1 and R-4 zones which have lower densities to support environmental protection.</li> </ul>

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12.	Emilie Burnham 5/17/22 public hearing	<ul style="list-style-type: none"> <li>• Sad about tree removal.</li> <li>• Need more education about nature and more bikes, less cars.</li> </ul>	<ul style="list-style-type: none"> <li>• The tree regulations for new duplexes and triplexes will be more stringent than those for single-family residences in the same zoning district.</li> <li>• Placing medium density housing close to major transit corridors may reduce car use.</li> </ul>
13.	Randy Shatto 5/17/22 public hearing	<ul style="list-style-type: none"> <li>• Confused about where duplexes and triplexes could go.</li> <li>• Folks in Kenmore need cars. If a triplex had 6 vehicles, there's not enough space for this given the minimum lot dimensions and there is limited parking on some streets (NE 198<sup>th</sup> Street, for example).</li> </ul>	<ul style="list-style-type: none"> <li>• A map of possible locations is included with the "Missing Middle" housing Zoning Code amendments. Generally, these uses would be permitted within ¼-mile of the City's two main transit corridors. NE 198<sup>th</sup> Street is not within the area being considered by the Planning Commission for duplexes and triplexes.</li> <li>• The proposed parking requirement is .75 stalls per unit. Because of the City's rounding rules, a duplex would need a minimum of 2 parking stalls. A triplex would also need a minimum of 2 parking stalls. A builder/developer could choose to create more parking if the lot size was adequate.</li> </ul>

### Staff Responses to Public Comments: Public Works facility map changes

	Commenter	Concern	Staff Response
1.	Robert & Virginia Noss 5/4/22 email	Interested in the type of Public Works Facility envisioned for the properties.	Information was sent to the commenters (the materials provided to the Planning Commission at the 12/7/21 meeting).
2.	Elizabeth Mooney 5/17/22 public hearing and 5/18/22 email	Hold up on Public works until more people can see the sign and comment. The vector project might not go thru and we could put that building closer to bothell way (sic). She does not approve of the rezone or the Public Works facility in the proposed location.	Nearby residents and businesses (within 1000') received a direct mailing advising them of the proposal and the public hearing. The project has been advertised through many channels: legal notice, public notice board, outreach to immediate neighbors, and information in the City e-News and Quarterly.

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			<p>This site was identified after a Citywide search last summer. City staff provided presentations regarding the site to City Council and the public at three City Council meetings, May 24, 2021, July 26, 2021, and August 2, 2021. Final authorization to purchase the properties was provided to the City Manager at the August 2, 2021, City Council meeting.</p> <p>On July 9, 2021, city staff met with the residents that live on the eastern side of the site (6530 &amp; 6528 NE 202<sup>nd</sup> Street and 20215 66th Avenue NE).</p> <p>The City held two virtual public open houses on the morning of July 8, 2021, and the evening of July 19, 2021.</p> <p>A presentation on the project was made to the Planning Commission in December 2021, along with another round of in-person visits to the neighbors.</p>
3.	Emilie Burnham 5/17/22 public hearing	The Public Works project is happening too fast.	See response to comments from Elizabeth Mooney, above.



## ATTACHMENT 4

1 ~~Text~~ = deleted text

2 Text = new text

## 4 KENMORE 20-YEAR VISION

6 As we look into the future, we see Kenmore as a place that residents, businesses  
 7 and visitors find welcoming, with courteous people, ~~and that~~ offering a high  
 8 quality of life to live, raise children, shop, work, recreate, and socialize. In 2035~~44~~,  
 9 we see Kenmore as a fun, vibrant ~~waterfront~~ community centered on the  
 10 waterfront but including a variety of unique neighborhoods that

- 11 a. ~~offers~~encourages a diversity of well-maintained housing types to provide a choice of attractive living  
 12 accommodations affordable to ~~for~~ all residents
- 13 b. protects natural and environmentally sensitive areas, significant open space, trees, ~~and~~ air and water  
 14 quality, and healthy wildlife habitat, knowing that a healthy environment is critical to human health
- 15 c. leads and actively participates in regional efforts to promote environmental stewardship,  
 16 sustainability, restoration, and conservation while continuing to act boldly and wisely to slow climate  
 17 change and address its impacts
- 18 d. is friendly and inclusive, and family friendly, with a small town feeling, that welcoming all types of  
 19 families, supporting diversity, and fostering a sense of belonging and pride in all residents
- 20 e. is connected both visually and physically to its waterfront, recognizing it as a significant local and  
 21 regional asset
- 22 f. supports recreation and health through well-maintained parks, community centers, trails, and open  
 23 spaces
- 24 g. is a walkable and bikable community that provides a safe, reliable and effective system of streets,  
 25 sidewalks, bike-ways, and trails, ~~and transit routes,~~ linking significant local and regional destinations
- 26 h. embraces its role as a high-capacity transit community, supporting bus rapid transit and other transit  
 27 options as part of the regional network
- 28 i. provides convenient access to goods and services essential to residents' daily needs
- 29 j. ~~supports the character of~~ seeks to enhance the quality of life in its single-family residential  
 30 neighborhoods
- 31 k. has its own sense of place and an identifiable, walkable pedestrian-friendly downtown offering  
 32 commercial, civic, cultural and park spaces, integrated with multifamily housing
- 33 l. has an economic base that provides a range of goods and services, offers quality employment  
 34 opportunities, and supports local businesses
- 35 m. has clear design standards creating attractive, functional, and enduring buildings and places
- 36 n. encourages volunteerism and public involvement and works as a good partner with citizen residents and  
 37 governments throughout the region
- 38

ATTACHMENT 4

- 1 o. supports the safety, **physical and mental** health, and welfare of all of its **citizensresidents**
- 2 p. supports and encourages education and quality schools
- 3 q. supports local arts, culture and history
- 4 **To achieve this vision, responsible **and financially sustainable** commitments in**
- 5 **planning and resources will be made. We share and support this vision for**
- 6 **Kenmore.**

## ATTACHMENT 5

1 ~~Text~~ = deleted text

2 **Text** = new text

3

## 4 **LAND USE ELEMENT AMENDMENTS**

5

### 6 **INTRODUCTION**

#### 7 **Purpose**

8 The Land Use Element plays the central role of directing land use patterns and guiding land use decision-  
 9 making. It provides the basis for housing, transportation, public service, utility, and capital facility plans.  
 10 The Land Use Element ~~is divided into~~**includes** sub-elements due to the variety and complexity of issues:

#### 11 **Land Use**

- 12 • Downtown
- 13 • Community Design
- 14 • Natural Environment
- 15 • Shorelines
- 16 • Economic Development.

#### 17 **Growth Management Act**

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

- 23 • Distribution/location/extent of land uses: Agriculture, timber production, housing, commerce, industry,  
 24 recreation, open spaces, general aviation airports, public utilities, public facilities, **and other land uses**
- 25 • Population densities, building intensities, and estimates of future population growth
- 26 • Protection of the quality and quantity of ground water used for public water supplies
- 27 • Urban planning approaches that promote physical activity. **In Kenmore, goals, objectives and policies**  
 28 **related to this responsibility also are included in the Parks, Recreation and Open Space Element.**
- 29 • Drainage, flooding, and stormwater runoff within and nearby the jurisdiction as well as guidance for  
 30 corrective actions to mitigate or clean discharges to waters of the state. **In Kenmore, goals, objectives,**  
 31 **and policies related to this responsibility also are found in the Surface Water Element.**

32 Although the GMA directs growth at urban densities to the Urban Growth Area (including Kenmore), lower

## ATTACHMENT 5

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 “**Larger City**,” which is described below as follows:

**Larger City** A Larger City has a combined population and employment total over 22,500, but is smaller than a Metropolitan or Core City. Many of these 18 cities (which include Edmonds, Kenmore, Mountlake Terrace, Shoreline, and Woodinville) are home to important local and regional transit stations, ferry terminals, park and ride facilities, and other transportation connections. Central places within this group of cities are expected to become the more important subregional job, service, cultural, and housing centers over time. The Regional Growth Strategy envisions an expanding role for these cities in accommodating growth. **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.

~~VISION 2040 contains the~~ The Multi-County Planning Policies required by the Growth Management Act are part of **VISION 2050** and provides 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, “protect the environment, support and create vibrant, livable, and healthy communities, offer economic opportunities for all, provide for safe and efficient mobility, and use the region’s resources wisely and efficiently an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.”

## **Countywide Planning Policies**

The ~~2012~~ **2022** 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. Residential, commercial, and industrial development should occur in an urban context and be sufficiently dense to efficiently support urban services.

The policies establish a “centers” strategy. Growth is to be focused within cities with a countywide designated Urban or Manufacturing/Industrial Regional Growth Centers such as Seattle’s Northgate and

## ATTACHMENT 5

Kirkland's Totem Lake areas. Local Countywide Growth eCenters, including Kenmore, accommodate housing, employment and services in a compact form and at sufficient densities to support existing or planned high capacity transit service and to make efficient use of urban land. As in Vision 2040 VISION 2050, Kenmore is identified as a "Larger City High Capacity Transit Community."

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

## EXISTING CONDITIONS

### History of Kenmore

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

### Native Americans

The Native Americans who lived in the Sammamish River Valley Area were known as the Simump Tribe. Local settlers called them the Squaks, a corruption of the word "Squowh." According to historical accounts, not more than approximately 200 Native Americans lived along Lake Sammamish or the Sammamish River Valley when white settlers arrived in the 1860s. Numerous arrowheads were found by early settlers at the mouth of the Sammamish River along Lake Washington.

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

### Kenmore Founders White settlers

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

John McMasters leased property from Squire and operated McMasters' Shingle Mill from 1900 to 1920, the first commercial business in Kenmore. The mill was located just east of the current Kenmore Pre-Mix site. It was McMasters who named the community Kenmore because it reminded him of his birthplace Kenmore, 40 miles south of Ottawa, in Canada. This in turn had been named after Kenmore, Scotland, which ishas similar geography to the study area with its large lake and surrounding mountains.

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

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

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

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

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

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

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

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

### **Historic Structures and Places**

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

- Kenmore Bridge over the Sammamish River

## ATTACHMENT 5

- 1      • Kenmore Community Clubhouse
- 2      • Aqua Club
- 3      • Inglewood Golf Course Clubhouse
- 4      • St. Edward Seminary
- 5      • St. Thomas Seminary (Bastyr University)
- 6      • Kenmore Air Harbor House
- 7      • Arnston Hartlove Grocery
- 8      • Northlake Lutheran Church
- 9      • Church of the Redeemer
- 10     • Charles Thomsen House

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

11

12 The above sites are located on **Figure LU-1**. Most are potentially eligible for local landmark status. The

13 Kenmore Community Clubhouse was designated as a local landmark in 2015. The Thomsen House was

14 designated as a King County Landmark prior to Kenmore's incorporation. Both of these The City's local

15 landmark properties are described more fully below.

16 *Charles Thomsen House*

17 The Charles M. Thomsen House was built in 1927 in the French Provincial Style and was designated as a

18 King County Landmark prior to Kenmore's incorporation in 1998. While the vast majority of Period

## ATTACHMENT 5

Revival style residences in King County are located in Seattle, the handful of Period Revival homes in formerly rural, unincorporated areas of the County consist of variations of the English Cottage and Colonial Revival Styles. The Thomsen Estate House is notable as it is the only known example of a 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-20<sup>th</sup> 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.

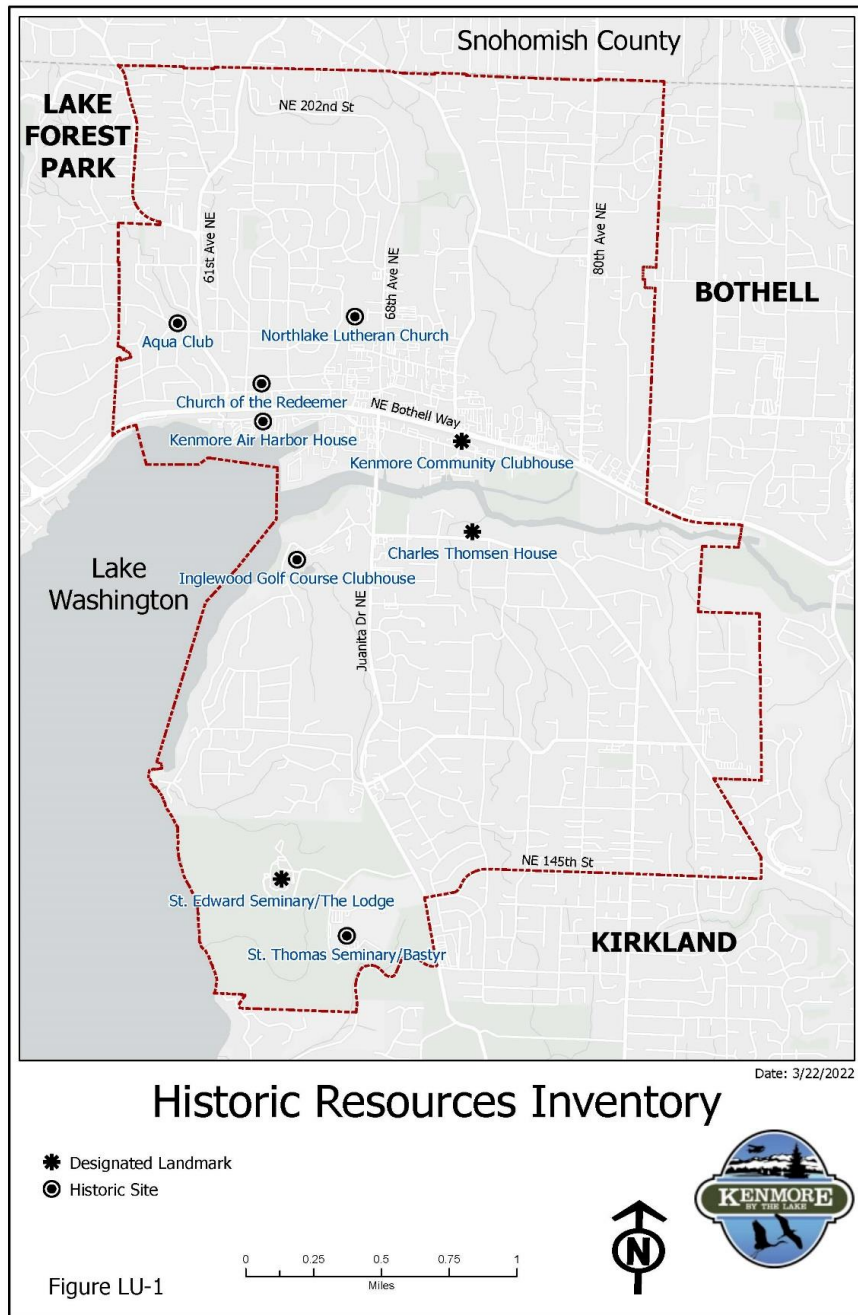
According to the State of Washington Office of Archaeology and Historic Preservation, "The St. Edward Seminary is listed on the State of Washington Heritage Register and in the National Register of Historic Places. It was awarded local landmark status in 2018 at the same time the property was rehabilitated and restored into the Lodge at St. Edward State Park. The Charles Thomsen House may also be eligible for the Washington Heritage Register or the National Register."

The 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.



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**Land Use Patterns**

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

**Existing Land Uses**

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

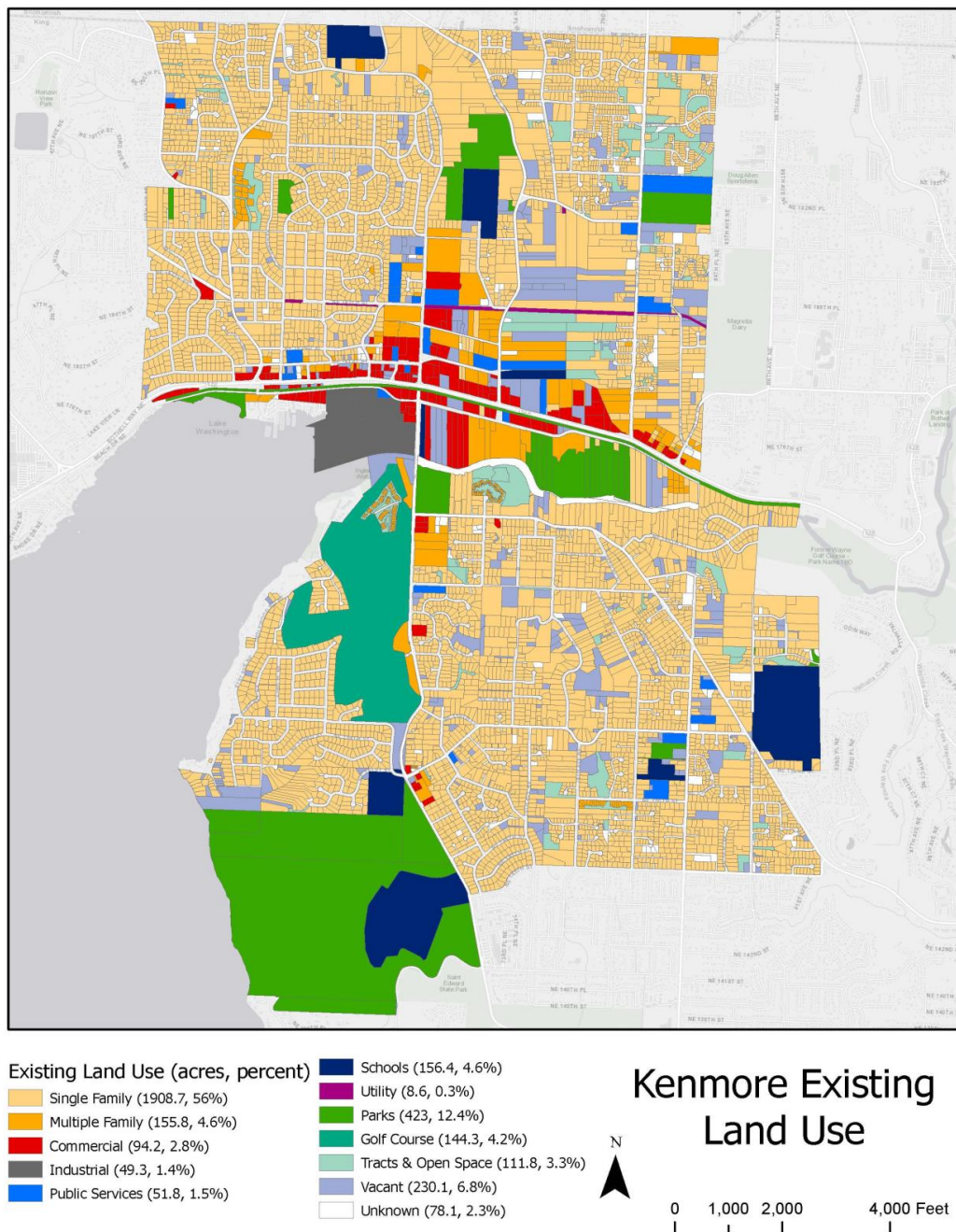
**TABLE LU-A**  
**2015-2022 LAND USE BY PARCELS - CITY OF KENMORE**

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%
<b>TOTAL</b>	<b>3,412</b>	<b>100%</b>
Note: Does not include rights-of-way		

Source: King County Department of Assessments

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1 Figure LU-2



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Most of the Kenmore's single-family residential growth will occur on remaining vacant parcels, ~~estimated at 102 acres not available in 2007~~, 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 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 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 ~~2015~~2019, about ~~half~~two-thirds of the fleet was made up of de Havilland Otters (the largest planes, accommodating up to 10 passengers). The other ~~half~~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 Air Harbor. On a typical winter day, 10 operations could be expected. In ~~2014~~2019, approximately ~~61,000~~65,000 passengers were served. July and August are the Air Harbor's busiest months.

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 supplier 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 the lake. The downwind leg of this pattern is flown over the golf course, the base leg just east of 68<sup>th</sup> Avenue NE, and the final approach leg

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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:

- ~~Protection/maintenance of single-family residential areas~~ **Neighborhoods offering a variety of residential housing types and densities ranging from low-density single-family areas to multi-family development in Downtown.** This is a key concept of the Vision Statement ~~is to protect single-family areas and concentrate most multi-family in Downtown~~ **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 targeted for conversion 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 ~~single-family areas~~ **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.** ~~The Community Business district provides additional opportunities for mixed use development to support Downtown and the local community.~~
- **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.**
- ~~Creation~~ **Continued development of a central place vibrant downtown in Kenmore.** ~~Creating a~~ **Kenmore is both a High Capacity Transit Community and a Candidate Countywide Growth Center.** Downtown is central to ~~the Vision Statement, provisions including~~ **providing a central place for the focal point for community growth and development, promotion of** ~~including~~ **centrally located multi-family and both mixed-use and standalone commercial development with access to alternative modes of transportation** ~~high capacity transit, civic buildings such as City Hall, the Post Office, the Library, the Hangar and Town Square, and other provisions~~ **amenities.** ~~The northwest quadrant of the 68<sup>th</sup> Avenue and SR 522 intersection is identified as an area for a concentration of smaller scale civic and mixed uses, while the southeast quadrant of the same intersection~~ **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.** ~~Lakepointe would develop as planned in the southwest quadrant of the intersection.~~
- **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**



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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.

- **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 (about 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.

As evidenced by the Kenmore Village project, 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 Buildable Lands Urban Growth Capacity Report project. The methodology for the jobs and housing capacity estimates is provided in the report King County Buildable Lands Report 2014.

Assuming development in accordance with the Kenmore Land Use Plan and using 2012 as the base year, the City could accommodate an additional 4,503 housing units and an additional 3,945 jobs.

The City's 2012-2031/2019-2044 housing unit growth target established by the King County Countywide Planning Policies is 2,980/3,070 housing units. The adopted Land Use Plan would provide enough zoned capacity, and a more than sufficient market cushion, to exceed the 2034/2044 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 3,897/3,200 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.

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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:

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

Aside from the exceptions above, all proposals are to be considered by the City Council concurrently so the cumulative effect of the various proposals can be ascertained.

## GOALS, OBJECTIVES, AND POLICIES

Following are the general land use 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., H 26.1.2).~~

### **GOAL 1. *ENHANCE KENMORE'S QUALITY OF LIFE AS A PLACE FOR PEOPLE OF ALL AGES TO LIVE, RAISE CHILDREN, RECREATE, WORK, SHOP, AND SOCIALIZE.***

**OBJECTIVE 1.1** Provide a community atmosphere that is ~~friendly and inclusive and family-friendly, with a small town feeling that~~ **supporting diversity and fostering a sense of belonging and pride in all residents.**

**Policy LU-1.1.1** Recognize and support people of color, indigenous and immigrant populations, and other individuals or groups who have historically been underrepresented in community goal-setting and implementation.

**Policy LU-1.1.2** Encourage the involvement of historically-marginalized groups when discussing policies that will impact their neighborhoods and communities. Provide outreach in multiple formats and languages.

**Policy LU-1.1.3** Consider the impact of City policies, programs and projects on groups whose voices may not regularly be heard.

**Policy LU-1.1.4** Evaluate planning approaches for potential residential and commercial displacement and use a range of strategies to mitigate displacement impacts.

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- 1 Policy LU-1.1.5 Make Kenmore a community where all people love where they live.
- 2
- 3 **OBJECTIVE 1.2 Promote the mental and physical health of all community members.**
- 4 Policy LU-1.2.1 Create healthy, viable, and safe neighborhoods where all people can live, work  
 5 and play, regardless of color, age, income, or ability.
- 6 Policy LU-1.4.2.2 Through land use policies and development regulations that are consistent with  
 7 state and federal laws, limit land uses and activities that may result in harmful  
 8 secondary effects to the community, such as crime, vandalism, or neighborhood  
 9 deterioration. Consider spacing requirements, buffers, landscaping, access,  
 10 signage controls, business license and operating requirements, as well as other  
 11 mechanisms to control secondary impacts.
- 12 Policy LU-1.2.3 Ensure fairness and equity in distributing community amenities such as parks and  
 13 community facilities to provide all residents with opportunities to enjoy the  
 14 benefits of a rich social and physical environment.
- 15 Policy LU-1.2.4 Strive to make City capital projects and community events accessible to those  
 16 with physical impairments.
- 17 Policy LU 1.1.1 Encourage development within Kenmore that creates and supports a healthy and  
 18 diverse community. Kenmore should contain affordable housing and employment  
 19 opportunities and should protect the natural environment and significant cultural  
 20 resources.
- 21 Policy LU-1.4.3.5 Use incentives, regulations and programs to support land use patterns and  
 22 development standards that encourage physical activity through walking and  
 23 bicycling.
- 24 Policy LU-1.4.4.2.6 Consider small-scale, neighborhood commercial uses within walking or bicycling  
 25 distance of homes to increase residents' opportunities to meet their daily needs  
 26 without having to drive. Encourage businesses to locate in Kenmore so that  
 27 residents have more opportunities to walk or bicycle to work.
- 28 Policy LU-1.2.7 Continue to support projects that improve the quality of both the built and natural  
 29 environments to support a thriving community and reduce disparate health and  
 30 environmental impacts, especially to low-income and disadvantaged  
 31 communities. Clean air, water and soil, and a healthy ecosystem are critical for  
 32 human health.
- 33 **OBJECTIVE 1.23 Endeavor to provide a complete community, compatible in character and**  
 34 **design, containing housing, shops, work places, schools, parks, civic facilities,**  
 35 **and community services.**
- 36 Policy LU-1.23.1 Ensure that Kenmore's plans consider all the issues, resources and needs that make  
 37 a community whole, including land use, civic, cultural, recreation, transit, health,



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- 1 human services, natural environment, and the provision of infrastructure and other  
2 services.
- 3 Policy LU-1.23.2 Provide adequate land capacity for residential growth, and for a full range of  
4 commercial uses in Kenmore. This land capacity should include both redevelopment  
5 opportunities as well as opportunities for development on vacant lands.
- 6 Policy LU-1.23.3 Integrate non-residential uses such as governmental, utility, religious, social, and  
7 other institutional uses, where appropriate, into residential neighborhoods to create  
8 quality communities which have a full range of public facilities and services. These  
9 uses should be sited, designed, and scaled to be compatible with existing  
10 residential character.
- 11 **OBJECTIVE 1.14** **Encourage the availability of healthy, affordable, culturally acceptable food**  
12 **for all community residents.**
- 13 Policy LU-1.14.1 Through land use regulations and economic development, encourage locally-based  
14 food production, distribution and choice.
- 15 Policy LU-1.14.2 Where appropriate, encourage the development of community gardens and  
16 farmers' markets as a means to encourage community-building, support local  
17 agriculture and promote economic development.
- 18 **OBJECTIVE 1.35** **Maintain and enhance the character of existing single-family all residential**  
19 **neighborhoods by allowing compatible housing, improving infrastructure**  
20 **and walkability, and establishing appropriate site development standards.**
- 21 Policy LU-1.35.1 Ensure that zoning regulations ~~emphasize single-family dwellings as the principal~~  
22 ~~use in the City's established single-family neighborhoods~~ provide for a range of  
23 housing types and densities, such as lower density single-family neighborhoods,  
24 medium density neighborhoods that combine single-family housing with duplexes,  
25 triplexes and cottage housing, and neighborhoods with larger-scale multifamily  
26 developments.
- 27 Policy LU-1.35.2 Provide development standards that create a consistent and compatible pattern of  
28 development within residential neighborhoods. Development standards should  
29 address housing densities, lot dimensions, building setbacks and height,  
30 impervious surface limitations, management of surface water with an emphasis on  
31 low impact development, tree retention, access, parking, and other standards.  
32 Regulations addressing building size and design also may be appropriate in some  
33 locations.
- 34 Policy LU-1.35.3 Provide regular and appropriate levels of investment in transportation, surface  
35 water and parks maintenance and improvements within residential neighborhoods,  
36 consistent with the City's capital improvement priorities. Encourage special  
37 districts to provide services and maintain infrastructure within residential  
38 neighborhoods consistent with adopted service and capital improvement plans.  
39 (see Policy H 26.1.2)

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- 1 **OBJECTIVE 1.46** Create a climate that fosters business creation and retention that positively  
 2 contributes to the City's quality of life.
- 3 Policy LU-1.46.1 Provide adequate land for commercial development of a character which enhances  
 4 the community's goals, augments the tax base, and does not adversely affect the  
 5 natural environment.
- 6 Policy LU-1.6.2 Support the large number of home-based businesses in Kenmore and recognize  
 7 their importance as a way to keep jobs closer to home.
- 8 Policy LU-1.46.23 Ensure zoning regulations accommodate a range of allowable business and  
 9 commercial uses in appropriate locations at the neighborhood, community, and  
 10 regional levels.
- 11 **OBJECTIVE 1.57** Identify and prioritize properties for public acquisition and use.
- 12 Policy LU-1.57.1 During the 20-year planning period, identify community needs and site the  
 13 following facilities or uses in accordance with the Downtown-Sub-Capital  
 14 Facilities Element, the Housing Element, and the Parks, Recreation and Open  
 15 Space Element:
- 16 • Town Green and Community BuildingPublic Works facility
- 17 • Affordable housing
- 18 • Parkland, particularly on the waterfront or in under-served areas
- 19 • Open space to preserve environmentally sensitive areas, including those  
 20 areas that protect and enhance the City's wetlands and receiving water  
 21 bodies, where regulatory measures alone are insufficient.
- 22 Policy LU-1.57.2 Encourage public and private community service providers, including the City of  
 23 Kenmore, to share or reuse facilities when appropriate, to reduce costs, conserve  
 24 land and provide convenience and amenity for the public. Joint siting and shared  
 25 use of facilities should be encouraged for schools, community centers, health  
 26 facilities, cultural facilities, libraries, swimming pools, institutional properties, and  
 27 other social and recreational facilities.
- 28 Policy LU-1.57.3 Promote site development which provides utilities and infrastructure that are  
 29 maintainable, aesthetically pleasing, and have several functions, such as surface  
 30 water facilities designed as accessible open spaces for a development.
- 31 **GOAL 1.1. — DEVELOP AND MAINTAIN A SUSTAINABILITY ACTION PLAN,**  
 32 **OUTLINING STEPS THE COMMUNITY (INCLUDING CITIZENS,**  
 33 **BUSINESSES, CITY ADMINISTRATION AND THE CITY COUNCIL) CAN**  
 34 **TAKE TO SUPPORT SUSTAINABLE ECONOMIC PROSPERITY, SOCIAL**  
 35 **EQUITY AND ENVIRONMENTAL HEALTH IN KENMORE.**

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**OBJECTIVE 1.1.1** Encourage the availability of healthy, affordable, culturally acceptable food for all community residents.

**Policy LU 1.1.1.1** Through land use regulations and economic development, encourage locally based food production, distribution and choice.

**Policy LU 1.1.1.2** Where appropriate, encourage the development of community gardens and farmers' markets as a means to encourage community building, support local agriculture and promote economic development.

**GOAL 2. PROVIDE FOR ORDERLY DEVELOPMENT.**

**OBJECTIVE 2.1 Implement the Comprehensive Plan Land Use Map.**

**Policy LU-2.1.1** Designate the proposed general distribution, general location and extent of the uses of land, where appropriate, for housing, commerce, offices, recreation, open spaces, public utilities, public facilities, and other land uses. The official Comprehensive Plan Land Use Map is included as **Figure LU-3**.

**Policy LU-2.1.2** Implement a range of residential, commercial, and public land use classifications:

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

LAND USE/ ZONE-DISTRICT CLASSIFICATION	BASE DENSITY/ MAXIMUM DENSITY WITH BONUS <sup>1</sup>  IMPLEMENTING ZONING DISTRICT
Residential 1 Dwelling Unit Per Acre (R-1)  Low Density Residential	1 (4) <sup>2</sup>  R-1, R-4, R-6
Residential 4 Dwelling Units Per Acre (R-4)	4 (6)
Residential 6 Dwelling Units Per Acre (R-6)	6 (9)
Residential 8 Dwelling Units Per Acre (R-8)	8 (12)

<sup>1</sup> Maximum density may be exceeded when a significant public benefit is provided. Examples include transit-oriented development, MHC preservation, or an approved development agreement.

<sup>2</sup> In the R-1 zone, the base density of 1 unit per acre may be transferred onsite to less constrained property. The bonus indicated in parentheses may only be transferred off site to a density-receiving area such as the Downtown. Bonus criteria are subject to requirements of the Kenmore Municipal Code.

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LAND USE/ <del>ZONE DISTRICT</del> CLASSIFICATION	BASE DENSITY/ MAXIMUM DENSITY WITH BONUS <sup>1</sup>  IMPLEMENTING ZONING DISTRICT
<del>Residential 12 Dwelling Units Per Acre (R-12)</del> Medium Density Residential	<del>12 (18)</del> R-6, R-12
<del>Residential 18 Dwelling Units Per Acre (R-18)</del> High Density Residential	<del>18 (27)</del> R-18, R-24, R-48, UR
<del>Residential 24 Dwelling Units Per Acre (R-24)</del> Manufactured Housing Community ( <del>MHC</del> )	<del>24 (36)</del> <del>12 to 20</del> MHC
Downtown Residential	<del>48 to 72 (72)</del> DR
Neighborhood Business ( <del>NB</del> )	<del>8 (24)</del> NB
Community Business ( <del>CB</del> )	<del>24 (36)</del> CB
Waterfront Commercial ( <del>WC</del> )	<del>48 (72)</del> WC
Urban Corridor ( <del>UC</del> )	<del>48 (72)</del> UC
Regional Business ( <del>RB</del> )	<del>48 (72)</del> RB
Downtown Commercial	<del>48 to 72 (72)</del> DC
Public and Private Facilities ( <del>PPT</del> )	<del>n/a</del> PSP
Special Study Area	Special Districtn/a

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

- Residential: The purposes of the Residential ~~Districts~~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. ~~In the R-1 district, the primary uses are single detached dwellings clustered as appropriate in relation to environmental constraints. In the R-4 through R-8 districts, Residential District purposes are accomplished by providing for predominantly single detached dwelling units on lot sizes that vary according to district. In the R-12 through R-24 districts, Residential District purposes are accomplished by allowing for a mix of predominantly apartment and townhouse dwelling units with a variety of densities according to district. In the Residential Districts, accessory uses and complementary~~

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nonresidential uses that are compatible with residential communities may be allowed.

- **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 units, duplexes, triplexes, cottage housing, and small-scale apartment buildings, depending on district.

- **High Density Residential:** In this classification, land uses are predominantly larger apartment or condominium buildings with a variety of densities according to district. Base densities generally exceed 18 dwelling units per acre. In the area near the Metro/Sound Transit Park and Ride, development intensities support and are supported by multi-modal transportation options, including high capacity transit. The provision of affordable housing is a key feature of this transit-oriented development.

- **Manufactured Housing Community:** The Manufactured Housing Community **Districtclassification** is intended to ensure consistency with RCW 36.70A.070(2)(c) which requires that sufficient land be available for all types of housing including manufactured housing. The Manufactured Housing Community **Districtclassification** promotes residential development that is higher density than single-family, but single-family in character. The **is** land use **designationclassification** is assigned to existing manufactured housing communities.

- **Downtown Residential:** The Downtown Residential **Districtclassification** provides higher density residential development in support of the Downtown Commercial **Districtclassification**. Limited retail and office uses are also allowed as part of mixed-use developments. The **Districtclassification** represents an opportunity to provide a range of housing types in the community with attention to appearance and scale. ~~The Downtown Residential land use plan classification is implemented by the Downtown Residential zone.~~

Some limited existing uses requiring vehicle storage that continue to contribute to the economic vitality of downtown are permitted to continue their business on existing properties, but are encouraged to

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transition the use of their properties to those more in keeping with the first paragraph of this intent statement.

- Neighborhood Business: The purposes of the Neighborhood Business **Districtclassification** are to provide convenient daily retail and personal services for a limited service area, to minimize the impacts of commercial activities on nearby properties, and to provide for limited residential development.

- Community Business: The purpose of the Community Business **Districtclassification** is to provide pedestrian-friendly, mixed-use development that both supports larger mixed-use and commercial areas with its residential development, and provides small-scale retail, educational, and personal service uses, and offices, for the local community. Allowable uses include office uses and mixed-use (housing and retail/service) developments. Commercial uses with extensive outdoor storage and industrial uses would be discouraged in the Community Business **Districtclassification**.

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

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

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

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

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

- Regional Business: The purposes of the Regional Business **Districtclassification** include to provide for the broadest mix of retail,

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office, wholesale, and service uses, with compatible storage and light manufacturing uses, serving regional market areas and offering significant employment opportunities. These purposes are accomplished by supporting existing businesses, while encouraging compact and mixed-use development that is supportive of transit and pedestrian travel for the future. Industrial and heavy manufacturing uses are no longer appropriate in this ~~district~~classification.

- Downtown Commercial: The Downtown Commercial ~~District~~classification features a mix of private and public uses designed to create a ~~small town feel~~, and pedestrian-friendly ~~environment~~downtown consistent with Kenmore's designation in the Regional Growth Strategy as a High Capacity Transit Community and as a Candidate King County Countywide Growth Center. Public places, sidewalks, extensive landscaping, transit-orientation, shared or structured parking, protection of environmentally sensitive areas, ~~affordable housing~~, 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 ~~uses~~, offices, small-scale commercial and retail ~~businesses~~, 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, particularly in the Northwest Quadrant of the 68th Avenue NE/SR 522 intersection.~~

Some limited existing uses that require vehicle storage and continue to contribute to the economic vitality of downtown Kenmore are permitted as existing uses on existing properties, though the use is encouraged to transition use of the property to those more in keeping with the first paragraph of this purpose statement. ~~The Downtown Commercial land use plan classification is implemented by the Downtown Commercial zone.~~

- Public and Private Facilities: The purpose of the Public and Private Facilities ~~District~~classification is to identify and retain public and private lands primarily utilized for parks, recreation, schools, ~~medical facilities (e.g. hospitals, clinics, medical districts etc.), non-profit service uses and organizations~~, utilities, government buildings, and other administrative or institutional uses. ~~In some locations, housing may also be an appropriate use.~~ Master plans would be encouraged to determine the type and extent of these primary uses as well as compatible accessory uses. Development regulations include a process to reclassify smaller properties to the zone most prevalent immediately

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surrounding the site subject to the provision of information by the institution about the need to convert to a different use.

- Special Study Area – Bastyr University: The City has designated the St. Thomas Seminary property, owned by Bastyr University as a Special Study Area recognizing the Bastyr University Master Plan approved in December 2009 that will guide the development of the property. The land use designation for the Campus is Public and Private Facilities and development activities on the Campus will be limited to activities and levels of use as specified in the approved Master Plan and implementing zone of Public and Semi-Public.

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—Mixed Use Master Plan: 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 site development permit and Master Plan are approved for the Lakepointe site cohesive development plan should be prepared for the site to guide development of the property specifying permitted uses and development consistent with the following goals: Property Specific (P suffix) Development Standards. Northshore Comprehensive Plan Policies K 11 and K 12, adopted in Exhibit "C"



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to Ordinance 98-0027 that was reaffirmed in Ordinance 03-0177, continue to be in effect for this property.

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;
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.

- Special Study Area—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;

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- 1 8. Provide a strong transportation demand management program that
- 2 facilitates transit use; and
- 3 9. Create an environmentally-sensitive and sustainable development,
- 4 including reduced car infrastructure, low impact development,
- 5 protection of water quality and critical areas, mitigation for impacts
- 6 to the shoreline edge, and enhancement of fish and wildlife habitat.
- 7
- 8
- 9 Policy LU-2.1.3 ~~Multi-family~~High density residential classifications should be applied as follows:
- 10
- 11 a. Primarily located in or near the Downtown area and in the area of transit-
- 12 oriented development near the Metro/Sound Transit Park and Ride~~in~~
- 13 mixed use developments and in neighboring areas already containing
- 14 multi-family uses;
- 15
- 16 b. In or next to Regional, Community, or Neighborhood Business Centers;
- 17 and,
- 18 c. Where ~~Ex~~existing or planned transportation capacity should be adequate
- 19 to accommodate projected travel demand.
- 20
- 21 Policy LU-2.1.4 Commercial classifications should be:
- 22
- 23 a. Located along Principal or Minor arterials or on collector streets that
- 24 intersect with arterials within 1/2 mile. Existing or planned transportation
- 25 capacity should be adequate to accommodate projected travel demand;
- 26
- 27 c. Encouraged near trails to provide opportunities for small-scale pedestrian-
- 28 oriented development serving passers-by.
- 29
- 30 d. Strategically located to maximize the potential success of the hierarchy of
- 31 commercial classifications. The priority area for commercial development
- 32 should be the Downtown;
- 33
- 34 e. Sized appropriately to accommodate sufficient land to accommodate
- 35 community business and services needs;
- 36
- 37 f. Located in areas with current or planned pedestrian access; and
- 38
- g. Commercial designations should be expanded only when it can be
- demonstrated that conditions have changed since the original commercial
- classification boundaries were determined, and there is a demonstrated
- community need.

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- 1 Policy LU-2.1.5 Consider proposed Comprehensive Plan Amendments each calendar year  
 2 concurrently so that the cumulative effect of the proposals can be determined. The  
 3 City may consider some amendments outside of the normal review cycle such as  
 4 amendments to the Capital Facilities Element, Shoreline Master Program, adoption  
 5 of a subarea plan, emergency amendments, or others as authorized in the Growth  
 6 Management Act. All proposed Comprehensive Plan Amendments should include  
 7 the following elements:
- 8 a. A detailed statement of what is proposed to be changed and why;
  - 9 b. A statement of anticipated impacts of the change, including geographic  
 10 area affected and issues presented;
  - 11 c. A demonstration of why existing Comprehensive Plan guidance should  
 12 not continue in effect or why existing criteria no longer apply;
  - 13 d. A statement of how the amendment complies with the Growth  
 14 Management Act's goals and specific requirements;
  - 15 e. A statement of how the amendment complies with the Kenmore Vision  
 16 Statement;
  - 17 f. A statement of how functional plans and capital improvement programs  
 18 support the change; and
  - 19 g. Public review of the recommended change, necessary implementation  
 20 (including area zoning if appropriate) and alternatives.
- 21 Policy LU-2.1.6 Ensure proposed Comprehensive Plan policy amendments ~~are accompanied by~~  
 22 ~~any result in~~ changes to development regulations, modifications to capital  
 23 improvement programs, ~~and revised~~ subarea, neighborhood, and functional plans  
 24 ~~required for implementation so that regulations will be consistent as necessary to~~  
 25 ~~ensure consistency with between~~ the Plan ~~and the implementing regulatory and~~  
 26 ~~budgetary frameworks.~~
- 27 **OBJECTIVE 2.2 Prepare clear development regulations consistent with the Comprehensive**  
 28 **Plan.**
- 29 Policy LU-2.2.1 Prepare zoning maps, classifications, and development standards that are  
 30 consistent with the Comprehensive Plan and functional plans.
- 31 Policy LU-2.2.2 To provide flexibility as times and development conditions change, address  
 32 possible amendments to the P-suffix and special district overlay requirements  
 33 through the development agreement process. If development standards are  
 34 modified or eliminated, offsetting public benefits must be provided.
- 35 Policy LU-2.2.3 Kenmore's regulation of land use should:
- 36 a. Protect public health, safety, and general welfare;

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- 1 b. Protect environmentally-sensitive areas, including wetlands,  
 2 groundwater, streams, Lake Washington, the Sammamish River and  
 3 Puget Sound.  
 4  
 5 c. Support tree preservation, whenever possible.  
 6
- 7 bd. Implement and be consistent with the Comprehensive Plan and other  
 8 adopted land use goals, policies, and plans;
- 9 ee. Be expeditious, predictable, clear, straightforward, and internally  
 10 consistent;
- 11 df. Treat all members of the public equally and base regulatory decisions  
 12 wholly on the applicable criteria and code requirements; and,
- 13 g. Provide clear direction for resolution of regulatory conflict;
- 14 eh. Be enforceable, efficiently administered, and provide appropriate  
 15 incentives and penalties;
- 16 fi. Be consistently and effectively enforced;
- 17 gi. Create public and private benefits worth their cost;
- 18 hk. Be coordinated with timely provision of necessary public facilities and  
 19 services;
- 20 il. Be coordinated with special purpose districts and other public agencies  
 21 to promote compatible development standards in Kenmore;
- 22 jm. Be responsive, understandable, and accessible to the public;
- 23 kn. Provide effective public notice and reasonable opportunities for the public  
 24 (especially those directly affected) to be heard and to influence decisions;
- 25 lo. Avoid intruding on activities involving constitutionally protected  
 26 freedoms of speech, petition, expression, assembly, association and  
 27 economic competition, except when essential to protect public health,  
 28 safety and welfare (and then the restriction should be no broader than  
 29 necessary); and
- 30 np. Provide for relief from regulations when they would deprive a property of  
 31 reasonable use, and when such relief would neither endanger public health  
 32 and safety nor conflict with adopted use policies.
- 33 **OBJECTIVE 2.3** **Establish a system of densities and development standards that allows for**  
 34 **efficient infrastructure and service delivery while protecting environmental**

## ATTACHMENT 5

- resources, and ~~acknowledging neighborhood character~~ **ensuring compatibility between different building types.**
- Policy LU-2.3.1 Through future planning efforts over the next twenty years, seek to achieve ~~an average zoning density of at least seven homes per acre in the City through~~ a mix of ~~residential~~ densities and housing types, appropriately located. Higher density classifications should be applied primarily in and around the Downtown ~~and in the transit-oriented development area near the Metro/Sound Transit Park and Ride.~~ Medium density classifications should be applied within a walkable and/or bikeable distance to transit and services. Lower density classifications, generally no less than four dwelling units per acre, should be applied to established single-family neighborhoods ~~without easy access to transit and services.~~ A lower density zone may be used to recognize significant environmentally sensitive areas.
- Policy LU-2.3.2 When considering density increases or reduced lot sizes, use tools such as building size and form regulations and design standards to address issues of neighborhood compatibility.**
- Policy LU-2.3.23 Apply minimum density requirements to residential and mixed-use zones of twelve or more homes per acre when consistent with the vision for a given zone.
- Policy LU-2.3.4 In the Downtown Commercial classification, adopt a minimum floor area ratio (FAR) to promote multi-story development.**
- Policy LU-2.3.35 Review Uniform Building codes and make amendments to remove barriers to achieving desired densities, such as increased stories of wood frame construction.
- Policy LU-2.3.46 Use regulations, incentives, open space acquisition, or, where these measures are not adequate, use low density zoning to protect floodplains, riparian corridors, high value wetlands, and unstable slopes from degradation, and to encourage linking these environmental features into a network of open space, fish and wildlife habitat. In sensitive areas, some density may be transferred onsite to less constrained areas, or density may be transferred off-site to specified receiving areas, such as the Downtown.
- Policy LU-2.3.57 ~~In some areas, use~~ Through density incentives, ~~to encourage development of innovative low-cost affordable~~ housing, or significant open space, public parks and public trails. Where provided, encourage public parks and public trails to be part of a network consistent with the Parks, Recreation, and Open Space Element goals, objectives, and policies. Additionally, in the Downtown, density incentives or other incentives should be provided for shared and structured parking, or consolidation of lots. Consider performance-based measures to achieve this policy. Ensure benefits, for example, significant open space, are in proximity to the development site.
- Policy LU-2.3.8 In parts of Downtown near transit, in the high-density residential classification near the Metro/Sound Transit Park and Ride, and in the Urban Corridor**

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- 1 classification east of 73<sup>rd</sup> Avenue NE, require inclusion of affordable housing in  
2 new residential or mixed use development.
- 3 **OBJECTIVE 2.4 Coordinate land use, road, and utility planning.**
- 4 Policy LU-2.4.1 Establish priority areas for public facility and service improvements, especially for  
5 transportation. These priority areas should be located where public facility and  
6 service improvements would most effectively advance the City of Kenmore's  
7 growth and development as a Candidate Countywide Growth Center, or the City's  
8 goals for economic development, ~~Downtown revitalization~~ neighborhood  
9 improvement, environmental protection, energy efficiency, or affordable housing  
10 objectives. Priority areas will shift over time as improvements are installed and  
11 adopted service level standards are attained.
- 12 Policy LU-2.4.2 Implement an annual monitoring program to assess land use development trends,  
13 and service and infrastructure provision. If service deficiencies, such as city,  
14 county and state roads, public water supply and wastewater treatment, or  
15 communication infrastructure are identified, the City of Kenmore and the affected  
16 service providers should adopt Capital Improvement Programs to remedy  
17 identified deficiencies in a timely fashion, or the City of Kenmore should reassess  
18 the land use plan. In particular, the City should continue to promote reliability  
19 improvements for electric services in Kenmore.
- 20 Policy LU-2.4.3 Work with communication providers to ensure that broadband service at suitable  
21 speeds is available throughout the city.
- 22 Policy LU-2.4.34 Ensure that infrastructure and facilities are sized appropriately to community needs  
23 and are located with attention to the desired neighborhood character.
- 24 Policy LU-2.4.45 Consider the effects of improved or new infrastructure such as roads and utilities  
25 as potential barriers between neighborhoods or as stimulators of development.
- 26 Policy LU-2.4.56 Through zoning and subdivision regulations, require that residential developments,  
27 including mobile home parks, whether new developments or substantial  
28 redevelopments, provide the following improvements:
- 29 a. Paved streets (and alleys if appropriate), curbs and sidewalks, and internal  
30 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;

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- 1 g. Public sewers.
- 2 Policy LU-2.4.67 Provide water, sewer, surface water, transportation, and recreational facilities at  
3 the time of development.
- 4 **OBJECTIVE 2.5 Encourage development on properties with existing or planned public**  
5 **services and utilities.**
- 6 Policy LU-2.5.1 Encourage innovative, quality development and redevelopment through a variety of  
7 regulatory, incentive, and program strategies. Possible approaches include:
- 8 a. Special development standards for infill or redevelopment sites;
- 9 b. Assembly and resale of sites to providers of affordable housing or mixed-  
10 use developments;
- 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**  
16 **between development and environmentally sensitive areas.**
- 17 Policy LU-2.6.1 Review and amend zoning and subdivision regulations to ensure adequate  
18 setbacks, landscaping, and buffering are required where land use conflicts may  
19 occur.
- 20 Policy LU-2.6.2 Ensure critical area regulations provide sufficient buffer widths consistent with the  
21 quality and class of the environmentally sensitive area.
- 22 Policy LU-2.6.3 Locate zoning districts and prepare development regulations that result in gradual  
23 transitions between different building intensities.
- 24 **OBJECTIVE 2.7 Participate in joint planning of services and utilities with special districts,**  
25 **private service providers, neighboring municipalities, King County and**  
26 **Snohomish County, and the State of Washington.**
- 27 Policy LU-2.7.1 Plan in partnership with special districts, private service providers, neighboring  
28 municipalities, King and Snohomish Counties, and the State of Washington. The  
29 City should strive to balance the differing needs identified by planning partners at  
30 various geographic levels, and ensure that planning partners honor Kenmore's  
31 needs.
- 32 Policy LU-2.7.2 Prepare functional plans to identify City facility and service needs and define ways  
33 to fund these needs consistent with the land use plans and service and finance

## ATTACHMENT 5

strategy. Independent special districts and other public agencies should also prepare functional plans which should be considered by Kenmore. The capital facility plans and capital improvement programs prepared by all other agencies which provide services to Kenmore should be consistent with the Kenmore Comprehensive Plan.

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

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

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

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

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

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

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

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

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

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

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

**GOAL 34. IDENTIFY, PRESERVE, AND ENHANCE THE CULTURAL RESOURCES OF KENMORE.**

**OBJECTIVE 34.1 Promote and support visual, literary, and cultural arts and activities in the community.**

**Policy LU-34.1.1 Encourage King County to continue to provide arts and culturally-based services to the City of Kenmore through its existing programs, and to provide technical assistance for locally-generated programs.**



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- 1 Policy LU-34.1.2 Encourage shared, multipurpose use of regional and community facilities for cultural  
2 activities to maximize their efficient use and to expand public access to cultural  
3 opportunities.
- 4 Policy LU-34.1.3 Develop a public art program that provides art in public facilities, projects and  
5 places to enhance community character and quality of life. Priority locations  
6 should include Downtown, government facilities, and municipal parks.  
7 Maintenance and conservation should be considerations in the development and  
8 management of public art.
- 9 **OBJECTIVE 34.2 Promote the preservation of significant historic and archaeological sites and**  
10 **structures.**
- 11 Policy LU-34.2.1 Establish a partnership between Kenmore, King County, the Kenmore Heritage  
12 Society and citizen volunteers in order to ~~comprehensively inventory historic and~~  
13 ~~archaeological resources~~ pursue historic inventories and studies to promote landmark  
14 designation. Use the inventory to guide decision-making in resource planning,  
15 environmental review, and resource management.
- 16 Policy LU-34.2.2 Encourage land uses and development that retain and enhance significant historic  
17 and archaeological resources and sustain historic community character.
- 18 Policy LU-34.2.3 Coordinate with ~~Native American~~ the Tribes, the King County Historic Preservation  
19 Officer, and the State Office of Archaeology and Historic Preservation, as  
20 appropriate, to review public and private projects to protect and enhance historic and  
21 archaeological resources.
- 22 Policy LU-34.2.4 Seek funding from King County, the State of Washington, or other agencies to  
23 acquire and preserve significant historic resources for use by City and other public  
24 agencies.
- 25 **OBJECTIVE 34.3 Encourage local activities which promote the community's history.**
- 26 Policy LU-34.3.1 Support the efforts of the Kenmore Heritage Society to document Kenmore's  
27 history, and provide educational materials and resources to all ages.
- 28 Policy LU-34.3.2 Work in partnership with the Kenmore Heritage Society, other agencies and special  
29 districts to identify places or facilities where a museum or display of historic artifacts  
30 and information can be accomplished.
- 31 Policy LU-34.3.3 When dedicating new civic facilities, consider naming them in honor of historical  
32 events or persons of significance to the community.
- 33 Policy LU-4.3.4 Acknowledge that growth and development in Kenmore occurs on the ancestral  
34 lands of the Coast Salish peoples.

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1 **IMPLEMENTATION STRATEGIES**

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

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

- 6 ~~• An annual monitoring program for assessing development trends, services and infrastructure~~
- 7 • Historic resource preservation funding
  - 8 • Public arts programs
  - 9 • Partnerships with historic groups and agencies.
- 10 • Standards and locational requirements for small-scale commercial enterprises and services closer to  
 11 home for neighborhood residents in low and medium density residential 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 Metro/Sound  
 15 Transit Park and Ride.

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

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

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

- 31 • The King County Urban Growth Capacity Study
- 32 • Coordination with special districts and County regarding services

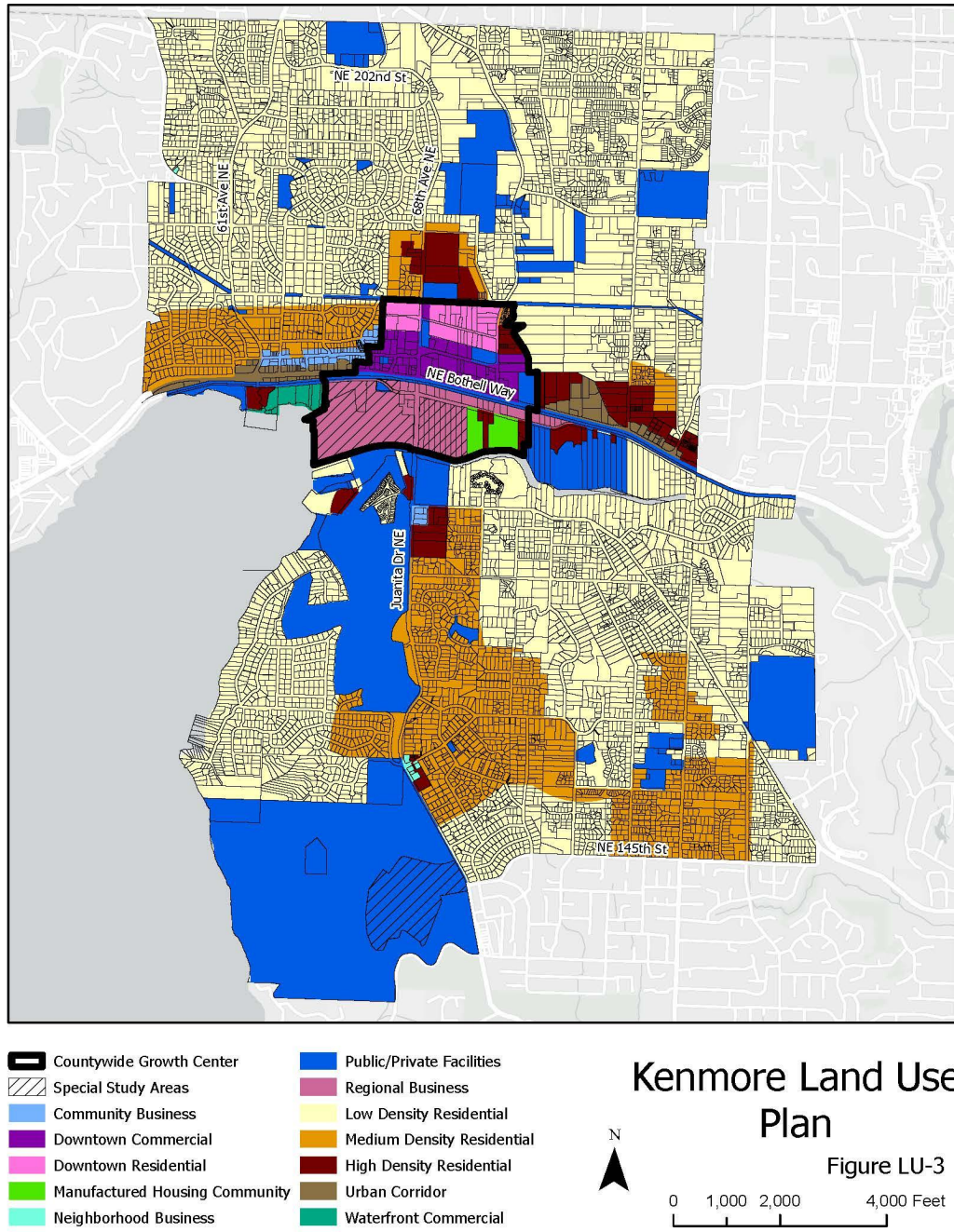
## ATTACHMENT 5

- Support of County historic resources programs
- Coordination with County/State agencies regarding historic/cultural resources during development review.

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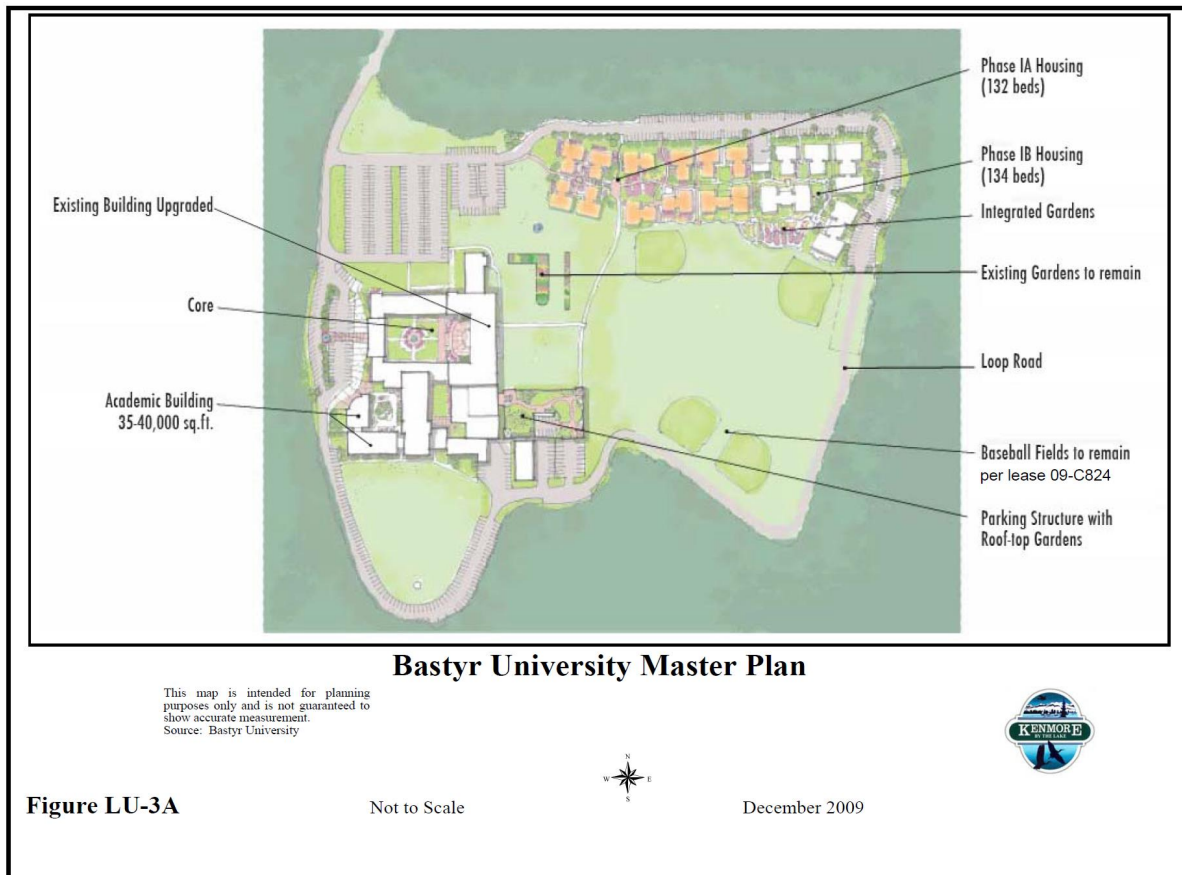
ATTACHMENT 5

1 **Bastyr University Master Plan**

2

3

4



## ATTACHMENT 6

1 ~~Text~~ = deleted text

2 ~~Text~~ = new text

## 4 HOUSING ELEMENT AMENDMENTS

### 6 INTRODUCTION AND BACKGROUND

#### 7 Purpose

8 This Housing Element is intended to ~~promote and maintain residential neighborhoods, ensure plan for~~ a  
 9 range of densities and housing types for all ~~needs and~~ incomes, ~~address special needs housing, and protect~~  
 10 ~~the quality of the residential environment through preserving, improving, and expanding housing stock.~~  
 11 ~~City housing policy should be financially sustainable—supportive of strong neighborhoods with efficient~~  
 12 ~~service provision. Consistent with the Natural Environment Sub-Element of this Plan, new housing should~~  
 13 ~~be located to protect the natural environment, including wetlands, streams, and fish and wildlife habitats of~~  
 14 ~~importance. When the community was first incorporated, community visioning efforts showed some trends~~  
 15 ~~in housing preferences, including a preference for adding single family dwellings at about the same lot size~~  
 16 ~~as surrounding lots, and acceptance of accessory dwelling units. Also indicated was a desire to control the~~  
 17 ~~location of attached housing by placing it in Central Kenmore, and not dispersing small scale attached~~  
 18 ~~dwellings in neighborhoods.~~

#### 19 Growth Management Act Requirements

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

#### 34 Countywide Planning Policies

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

- 38 • ~~Preserving, improving, and expanding its housing stock.~~
- 39 • ~~Promoting fair and equitable access to housing for all people.~~
- 40 • ~~Taking actions that eliminate race-, place-, ability-, and income-based housing disparities.~~



## ATTACHMENT 6

The CPPs ~~identified~~ identify the countywide housing needs of moderate-, low-, and very low-, and extremely low-income households, which are equal to 16.19 percent, 12.15 percent and 12.15 percent, respectively, of all housing County households. The CPPs also state that each city ~~shall~~ should address the housing needs of all economic segments and strive to provide housing affordability to accommodate a proportionate amount of the countywide needs.

The county-wide population growth forecast has been established by the Washington State Office of Financial Management (OFM), as required by the GMA. ~~Each~~ In the CPPs, each jurisdiction in King County agreed to a housing target (population allocations converted into households) for the years ~~2006-2031~~ 2019-2044, in Countywide Planning Policies (CPPs). The household Kenmore's housing growth target for Kenmore is 3,5093,070 housing units. The city is committed to ensuring ~~there is~~ Kenmore has capacity in the Comprehensive Plan and implementing regulations to meet this target. Actual growth would occur based upon market forces.

~~Beyond ensuring capacity for growth and support for affordable housing, the CPPs focus local government housing elements toward other objectives, such as:~~

- ~~New housing accessible to employment, shopping, and transit.~~
- ~~Neighborhoods that promote healthy human activity.~~
- ~~Fair housing.~~
- ~~Regional collaboration on inter-jurisdictional housing issues.~~

#### **Affordable Housing Committee Recommendations**

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

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

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

#### **History of Discriminatory Land Use and Housing Practices**

Like many communities, Kenmore has a documented history of discriminatory land use and housing practices, including the placement of racially discriminatory housing covenants over some local neighborhoods. These actions prevented people of color 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 only rental housing. A new focus diversity, equity and inclusion is part of this Housing Element.

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In particular, a new emphasis on “Missing Middle” housing types is one way to reverse this pattern of exclusion, particularly in areas close to high-capacity transit and other amenities.

### **Displacement Risk**

The Puget Sound Regional Council (PSRC) has developed a “displacement risk map” to identify areas in the region where current residents and businesses are at risk of displacement as growth occurs. A portion of Kenmore east of 68<sup>th</sup> Avenue NE 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.

### **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.

## **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 ~~update~~ as Appendix .

### **Population and HouseholdsPopulation Age**

Kenmore’s population grew ten (10) percent in the 2000s, from 18,678 to 20,460an estimated 16 percent from 2010 to 2021. Excluding the small “Point Cities,” (Hunts Point, Yarrow Point, Medina, Clyde Hill, Beaux Arts Village )Kenmore grew more slowly than any other ARCH community in that period (Appendix . Exhibit ).

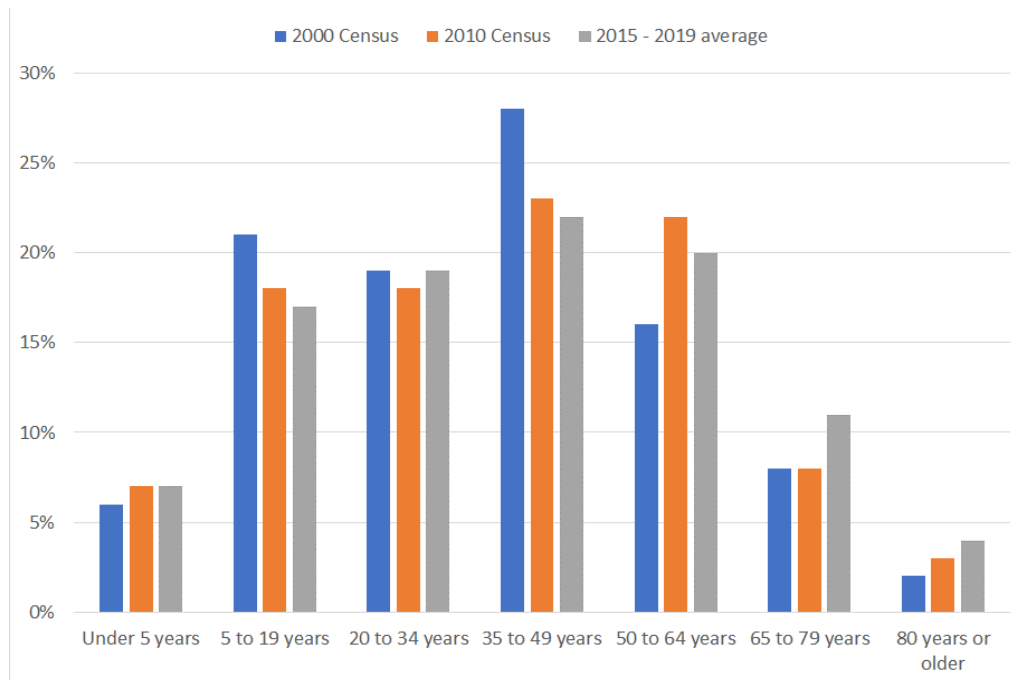
Kenmore’s population grew 11.9 percent between 2015 and 2021, from 18,67821,500 to 20,46024,050. People with disabilities comprise 9 percent of the population, just as county-wide (Appendix . Exhibit ).

Population declined, however, among school-age children and adults 35 to 44 years old and rose for those 65 years and older (Housing Analysis Appendix , Exhibit D-1 ; and Figure H-1, below). The city’s proportion of senior citizens (65 years and older) is similar to countywide figures. As in other citiespredicted, the seniors’ segment has not increased significantly as ofsince 2010, butdue to aging of the Baby Boomers generation (age 55 — 65) will increase that figure over the next decade.



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**FIGURE H-1**  
**POPULATION AGE, KENMORE**



Source: 2010 Census and Washington State Office of Financial Management, April 1, 2021 Population Estimates.

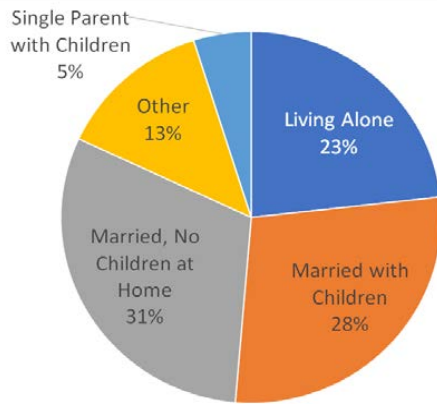
People of Color comprise approximately 22 percent of the Kenmore population overall. The highest percentages of these groups (26 to 28 percent) appear in the youngest age categories, below 45 years old (Appendix , Exhibit ).

#### Households and Household Types

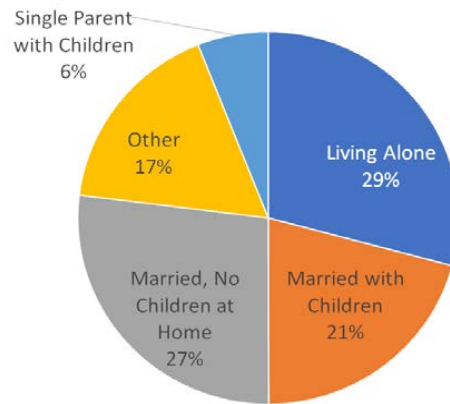
Kenmore had roughly 700 (14 percent) more households in 2011 than in 2000, but the types of households remained virtually unchanged, averaged 8,858 total households from 2015 to 2019, 11 percent more than in 2010, but the composition of household types changed very little (Housing Analysis Appendix , Exhibit B ). Compared to King County overall (Figures H-2 and H-3 below), the city has a greater percentage of married-couple families (56.9 percent) than King County overall (Figures H-2 and H-3, below), but is typical for east King County in that respect. ("East King County," or EKC, refers here to member cities of ARCH) and families with children (33 percent). The city also maintains a somewhat lower proportion of one- and two-person households (57 percent) than the rest of east King County (58.64 percent; Housing Analysis Appendix , Exhibit C-2 ).

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**FIGURE H-2  
KENMORE, 2015–2019**



**FIGURE H-3  
KING COUNTY, 2015–2019**



Source: 2010 Census American Community Survey (ACS) 2019 5-Year Estimates (U.S. Census Bureau)

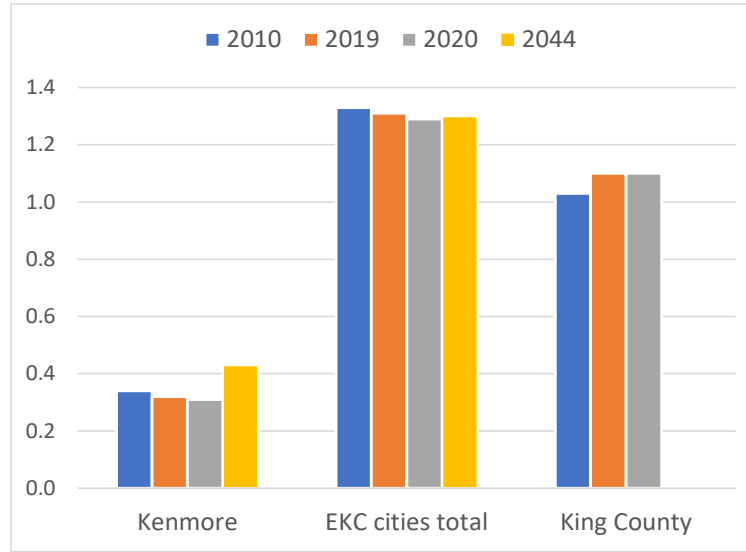
### **Kenmore Jobs and Wages**

Employment can be an important contributor to housing demand within a community, both in terms of the amount and affordability of housing. Although Kenmore's employment growth during the 1990s was relatively high (24 percent), this was mostly offset by lost jobs (26 percent) between 2000 and 2010. 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.

The Jobs-Housing Ratio is a way to measure demand for housing from local employment relative to the local housing supply. (a) ratio less than 1.0 means less demand for housing from the local workforce than is available in the city). As of 2006/2019, the city's jobs-housing ratio was just under 0.4/had fallen to 0.3 and based on growth projections would increase to just over 0.4 by 2034/2044 (see Figure H-4). This is much lower than the countywide ratio and the ratio of most other ARCH cities in east King County, suggesting This means that most Kenmore residents work in other cities, compared to other areas, and the housing demand from existing jobs is relatively low.

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**FIGURE H-4  
JOBS-HOUSING RATIO**

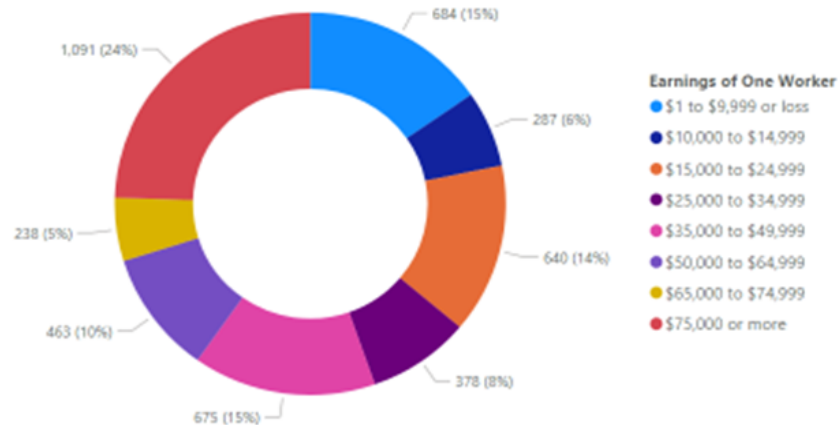


Source: A Regional Coalition for Housing (ARCH).

While the demand for housing from local employment is lower than other nearby communities, along with relatively low employment opportunities in the city, jobs in Kenmore tend to pay less than jobs countywide in the same sector (Figure H-5, below), which implies a demand for relatively affordable housing from the local workforce toward the lower paying types; 60 percent pay less than \$50,000 a year (Figure H-5, below).

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FIGURE H-5

**AVERAGE WAGES BY INDUSTRY SECTOR WAGES OF JOBS IN KENMORE**

Source: Puget Sound Regional Council/ACS, 2015–2019 5-Year Estimates.

**Household Incomes**

Approximately 2022 percent of the households in Kenmore fall within the standards defined as extremely low- or very low- or low income (Table H-A). This is slightly lower than countywide figures, but higher than east King County (Figure H-6 Appendix , Exhibit ). The rental market is the primary source of housing for these populations.

Figure H-6 provides information on median household income by race/ethnicity.

**TABLE H-A**  
**HOUSEHOLDS BY INCOME CATEGORY**

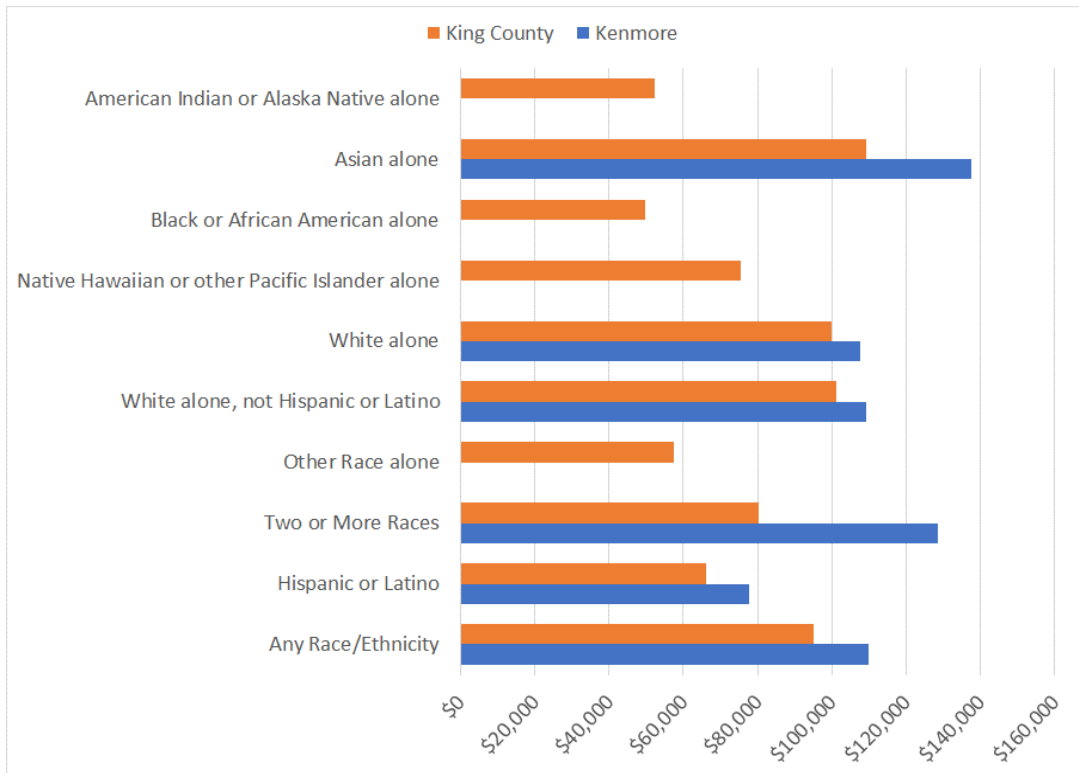
## ATTACHMENT 6

HOUSEHOLD INCOME CATEGORY	PERCENT OF TOTAL HOUSEHOLDS			
	KENMORE		KING CO.	
	<u>2006- 2010</u>	<u>2014- 2018</u>	<u>2006- 2010</u>	<u>2014- 2018</u>
< 30% of median: <del>Very</del> Extremely Low-Income	11%	12%	12%	9%
30% to 50% of median: <del>Very</del> Low-Income	6%	10%	10%	9%
50% to 80% of median: <del>Moderate</del> Low-Income	13%	11%	13%	10%
> 80% of median: Middle- and Higher-Income	71%	68%	64%	72%
<p>“Median” refers to the <del>(King County)</del> Area Median Income <del>(King and Snohomish counties)</del>.</p> <p>Some totals exceed 100% due to rounding.</p> <p>*“<del>Kenmore Census Designated Place.</del>” The city was not incorporated until 1998, and the Kenmore CDP is a slightly different geographic area but the closest with available data. Income category breakouts not available for 1990.</p>				

Source: ~~1990 and 2000 Census (U.S. Census Bureau) and 2006-2010~~Comprehensive Housing Affordability Strategy (CHAS) ~~(Comprehensive Housing Affordability Strategy-5-Year Estimates (U.S. Housing and Urban Development).~~

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**FIGURE H-6**  
**MEDIAN HOUSEHOLD INCOME**



Source: ACS 2019 5-Year Estimates (U.S. Census Bureau).

Northshore School District records show that 48.13.5 percent of the students qualify, based on income, for free or reduced lunches at school (Northshore website). Almost nine (9) percent of the students live in a household with an income below the poverty level (Housing Analysis, Exhibit G-3).

#### **Number and Types of Existing Housing Units**

##### **Housing Types**

Kenmore added 42.14 percent more housing units during the 2000s since 2006—somewhat slower than the growth of the 1990s, but in line with projections in the 2005 Comprehensive Plan. Kenmore also grew a bit more slowly than King County and the rest of the Eastside. (See Exhibits A and E-1 of the East King County Housing Analysis Appendix.) The city's mix of housing types changed very little during that time since 2000 (Table H-B, below).

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**TABLE H-B**  
**NUMBER AND TYPE OF HOUSING UNITS, KENMORE**

	<b>2000</b>		<b>2010</b>		<b>2021</b>	
<b>TYPE OF HOUSING</b>	<b>UNITS</b>	<b>% OF TOTAL</b>	<b>UNITS</b>	<b>% OF TOTAL</b>	<b>UNITS</b>	<b>% OF TOTAL</b>
Single-family Detached	5,235	70%	6,024	70%	6,625	69%
Multi-2 or more-family	1,892	25%	2,254	26%	2,753	28%
Mobile Homes	361	5%	291	3%	287	3%
Total Units	7,488	100%	8,569	100%	9,665	100%

Source: U.S. Census Bureau, 2000 Census, and Washington State Office of Financial Management (OFM),  
2014-2021.

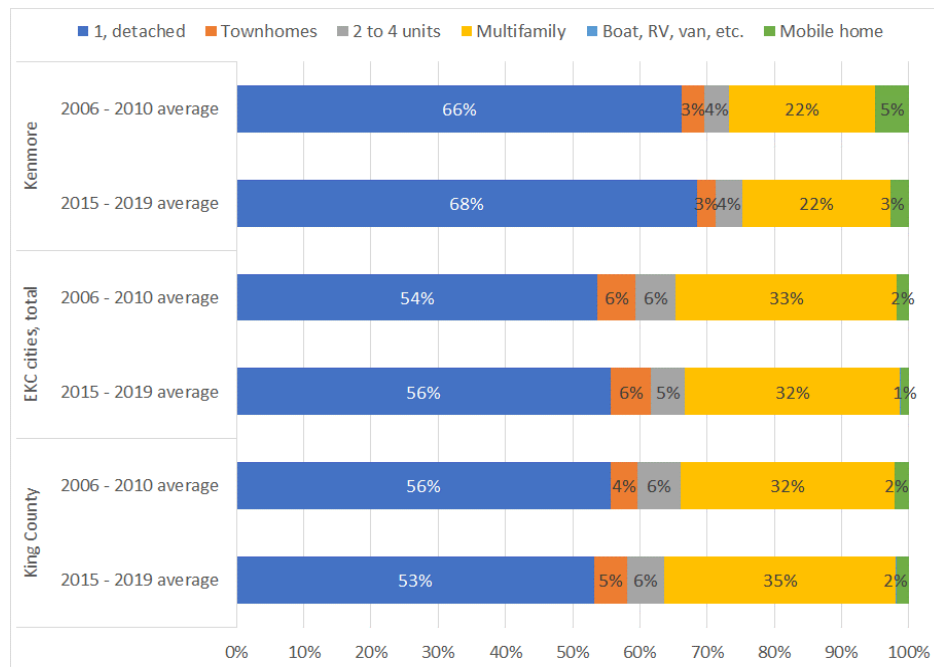
Compared to King County and most of east King County, Kenmore has a relatively low percentage (22 percent) of multi-family housing. Less than 30 percent of Kenmore's housing is multi-family (Figure H-7, below; Housing Analysis Appendix, Exhibit L-1). Approximately 25 percent of the multi-family units are condominiums. 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.

Of Kenmore's total city acreage, 78% is zoned exclusively for residential uses (all of the R zones and MHC). Of that acreage, the area zoned exclusively for single-family residential development comprised 95% of the total in 2021. New allowances for duplexes and triplexes in residential areas near transit will reduce this percentage and provide more opportunities for additional housing types in the City.

Approximately 350 multi-family units have been built or begun construction since 2006, about 25 percent of overall housing growth in this period (2014 Buildable Lands Report; not all reflected in Figure H-7). About 40 percent of these newer units are condominiums.

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**FIGURE H-7**  
**HOUSING UNITS BY UNITS IN STRUCTURE**



Source: 2000 Census and 2014 2010 Census and 2019 American Community Survey, 5-Year Estimates (U.S. Census Bureau).

Kenmore is one of the few communities in east King County with any significant number of manufactured homes (close to 300; Washington State OFM). 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 manufactured housing has offered a relatively affordable form of housing and 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.

Several multi family housing projects are in the planning or construction stages. The largest proposed multi family development is Lakepointe, which would provide 1,200 new housing units; the exact mix of owner occupied and rental units in the project is yet to be determined.

Another project, which has been approved, is the first major residential redevelopment project in the Downtown district. Located on a former Metro park and ride site, the property will have up to 325 apartments within walking distance of shopping and transit. Pursuant to local zoning requirements, twenty



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five (25) percent of the units will be affordable to moderate income households. The first phase of 138 apartments started construction in 2014.

Kenmore has permitted more than 6034 accessory dwelling units as of 2011-2021, or about one for every 167 detached single family homes—almost exactly the same as the average for all of east King County (Housing Analysis, Exhibit Q-1). (This compares to a rate of one for every 32 detached homes in Mercer Island, the city with the highest ratio of ADUs.). In 2020, the City amended its ADU regulations to encourage development of ADUs, including extinguishment of the owner occupancy requirement after the first six months of consecutive occupancy.

### **Age of Housing**

Kenmore's housing stock is somewhat older than the rest of east King County, but a bit younger than that of King County overall. Fifteen (15) percent of all homes in the community are less than 10 years old (similar to the rest of east King County), and 45 percent have been built since 1980 compared to 55 percent for the rest of east King County (Housing Analysis, Exhibit O).

Kenmore's housing stock is similar in age to that of other ARCH communities and younger than that of King County overall. Eight (8) percent of all homes in the community were built since 2010 (similar to the rest of King County and the ARCH sphere). On the other hand, 25 percent of Kenmore's homes are more than 50 years old, compared to 37 percent across King County (See Housing Analysis, Appendix ).

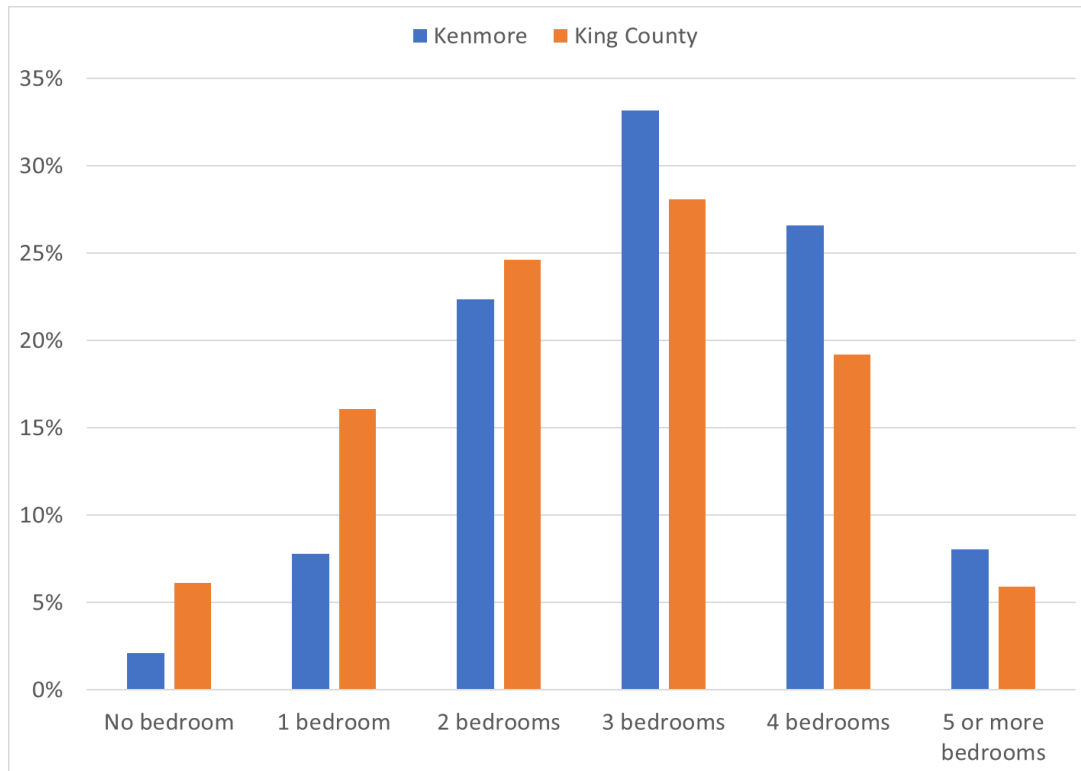
### **Housing Condition**

One percent (1%) of Kenmore's housing units lack complete plumbing facilities, and one percent lack complete kitchen facilities (Housing Analysis, Appendix ). King County overall is similar in both respects.

### **Bedrooms**

Kenmore's housing stock is weighted toward homes with more bedrooms than King County in general (Figure H-8, below). This is true in both owner-occupied and renter-occupied housing. Compared to 2010, Kenmore has increased slightly the percentages of studio and four-bedroom units and lost about 140 one-bedroom units (Appendix , Exhibit ).

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**FIGURE H-8****HOUSING UNITS AND BEDROOMS**

Source: ACS 2015 – 2019 5-Year Estimates.

**Prices of Market Rate Housing Prices****Homeownership**

Kenmore has a homeownership rate of 74.73 percent, which is at the upper end of ownership rates among the highest for ARCH cities in east King County, and greater than the countywide average rate (57%). Kenmore has also had a relatively significant increase in the rate of homeownership since the early 1990s, while most cities have seen homeownership rates stable or decreased in that period. 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 in the first quarter of 2014/2020 in Kenmore was \$413,730,000 (Central Puget Sound Real Estate Research Committee/Washington Center for Real Estate Research). This is lower than the average prices in nearby communities and in King County overall (\$474,000). On average, Kenmore's home prices fell 14 percent during the recent recession, less than east King County in general (21 percent); but as seen across most of the Eastside, prices have more than recovered.

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Condominiums and townhomes, including both ground-oriented and non-ground-oriented owned dwelling units, provide a relatively affordable homeownership alternatives for Kenmore residents. The average sale price for condominiums in early 2014/2020 was \$169,371,000—similar to condo prices in Bothell and Woodinville, and low compared to the averages across east King County and King County overall (Central Puget Sound Real Estate Research Committee/Washington State Real Estate Research Committee).

## Rental Housing

Rental housing makes up about 25/27 percent of housing supply in Kenmore, a significantly smaller portion of overall housing than in east King County as a whole and King County as a whole. Average rents are slightly higher in the Kenmore/Bothell market than in the Shoreline market (Table H-C, below), but low compared to the rest of East King County and the county overall. The median gross rent (including utilities) in Kenmore in 2020 was the lowest among east King County cities except Beaux Arts Village, and 10 percent below the county-wide median (Table H-C; Appendix , Exhibit ).

**TABLE H-C**  
**AVERAGE MEDIAN GROSS RENTS, 2014 (SPRING) 2015–2019 5-YEAR AVERAGES**  
**PROPERTIES WITH 20 OR MORE APARTMENTS (2019 DOLLARS)**

LOCATION	SIZE OF UNIT (BEDROOMS/BATHROOMS)				AVERAGE All Units
	0/1	1/1	2/1	3/2	
Bothell/Kenmore	\$1,472	\$1,480	\$1,724	\$2,205	\$1,719
Kenmore	\$1,236	\$1,287	\$1,391	\$2,071	\$1,433
Shoreline/Lake Forest Park	\$1,193	\$1,362	\$1,592	\$1,925	\$1,574
Eastside/King County	\$1,307	\$1,420	\$1,671	\$2,030	\$1,606

Source: The Apartment Vacancy Report (Dupre+Scott Apartment Advisors) ACS 2015-2019 5-Year Estimates.

Rental vacancy data indicate that Kenmore has relatively few apartments available (Housing Analysis, Exhibit P-2/Appendix , Exhibit ); Table H-D, below).

**TABLE H-D**  
**APARTMENT VACANCY RATES**  
**PROPERTIES WITH 20 OR MORE APARTMENTS**  
**RENTAL HOUSING VACANCIES**

	PERCENT OF ALL RENTAL HOUSING UNITS	
	2006 – 2010 average	2015 – 2019 average
Kenmore, total	2,239	2,606
Renter-occupied	94.5%	93.0%
Vacant, for rent	3.7%	3.7%

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	<b>PERCENT OF ALL RENTAL HOUSING UNITS</b>	
	<b>2006 – 2010 average</b>	<b>2015 – 2019 average</b>
<b>Vacant, for seasonal, recreational, or occasional use*</b>	<b>1.0%</b>	<b>1.8%</b>
<b>Rented, not occupied</b>	<b>0.7%</b>	<b>1.5%</b>
<b>Total vacant</b>	<b>5.5%</b>	<b>7.0%</b>
<b>King County, total</b>	<b>340,071</b>	<b>406,209</b>
<b>Renter-occupied</b>	<b>92.2%</b>	<b>93.5%</b>
<b>Vacant, for rent</b>	<b>4.4%</b>	<b>3.2%</b>
<b>Vacant, for seasonal, recreational, or occasional use</b>	<b>2.3%</b>	<b>2.2%</b>
<b>Rented, not occupied</b>	<b>1.1%</b>	<b>1.1%</b>
<b>Total vacant</b>	<b>7.8%</b>	<b>6.5%</b>

\* “Seasonal, recreational, or occasional use” may include units not available for rent.

### **Rental Housing for People Needing Supportive Services**

Kenmore has a range of housing for people who need supportive services, particularly for the elderly 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 ~~six (6)~~four (4) percent of the people in Kenmore are over the age of 7580 years (~~Housing AnalysisAppendix~~, Exhibit \_\_\_\_). Supplemental Security Income supports people with disabilities in ~~over 200 (3 about two)~~ percent of Kenmore households (~~Housing AnalysisAppendix~~, Exhibit \_\_\_\_).

Kenmore has ~~two~~one licensed assisted living ~~facilities~~facility (boarding homes) with ~~106~~100 beds and ~~24~~26 licensed adult family homes with ~~117~~150 beds (~~Housing AnalysisAppendix~~, Exhibit ~~Q-2~~ \_\_\_\_). 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 ~~almost 50~~35% since ~~2000~~2010, a somewhat lower rate than the growth across east King County (44 percent) (~~Housing AnalysisAppendix~~, Exhibit ~~K-2~~ \_\_\_\_). The closest nursing home to Kenmore is in Bothell. ~~The North Creek Health and Rehab Center (10909 NE 185th)~~Bothell Health Care (707 228<sup>th</sup> St. SW) nursing home has ~~112~~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.

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	<u>Apartment</u> s
<u>50% AMI</u>	<u>5</u>
<u>85% AMI</u>	<u>51</u>
<u>Market Rate</u>	<u>166</u>

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.

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.

#### **Assisted Rental Housing** *Public and other Funding Programs*

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

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

All of these income- and price-restricted housing units are located within a half mile of transit service, the Greenleaf family housing and Northwood senior housing operated by the King County Housing Authority (KCHA), Heron Run family and Heron Landing senior housing operated by DASH, Copper Lantern (rental and ownership housing) operated by LIHI and Shadrach family shelter operated by Hopelink.

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 20122 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 73<sup>rd</sup> Avenue NE) provides emergency family shelter. In 2018 and 2021, Camp Unity Eastside was located at

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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.

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

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. If they pay more than that, 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, 20142021

	VERYEXTREMELY LOW-INCOME		VERY LOW- INCOME		MODERATELOW- INCOME	
	30% of Area Median		50% of Area Median		80% of Area Median	
Household Size	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 (income figures): U.S. Department of Housing and Urban Development; ARCH.

Using the federal affordability definition, 4312% of Kenmore's housing is affordable to extremely low- and very low- and low-income households and 1512% to moderate low-income households (Housing Analysis Appendix, Exhibit M-2). The amount of housing affordable to lowextremely low- and very low-income families is similar to Bothell and slightly below King County, but higher than other cities in east King County cities as a group (7%). The amount of housing affordable at the moderate low-income level is again similar to Bothell, but higher than the rest of east King County overall (8%), but lower than Bothell and lower than the Countywide figures (16%). Table H-GF 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-five two (3532) percent of the rental units in Kenmore were affordable to extremely low- or very low- and low-income families in 20142018. This is similar to greater than the countywide figures (24%), but and much higher rate of affordability in rental housing than other cities in east King County (13%).

About seven nine (79%) of the single family owner-occupied housing units in Kenmore are affordable to families earning up to 80 percent of median income, and an additional four eight percent (48%) are affordable to families earning 80 to 100 percent of median income (Housing Analysis Appendix).

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Exhibit M-2, and Table H-F, below). 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, 2014-2018**

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

Source: 2006-2010 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

Despite the relative affordability of Kenmore, 38 percent of the city's households, and 42 percent of the renting households, are housing cost-burdened. 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 burdened worsened. Close to half (48 percent) of the renting households are housing cost-burdened, up from 42 percent (Housing Analysis Appendix , Exhibit H-4 ). Both figures are similar to countywide figures, but high for east King County. This is high compared to other ARCH cities (35 percent) and King County as a whole (42 percent). Moreover, of cities in east King County, Kenmore has the highest. On the positive side, Kenmore's percentage of severely cost-burdened households (renters) (paying more than half their incomes on housing) at has fallen from 21 percent to 17 percent.

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

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

<b>Race/Ethnicity of Householder</b>	<b>All Households</b>	<b>Cost Burdened (Housing costs 30% to 49% of household income)</b>	<b>Severely Cost Burdened (Housing costs 50% or more of household income)</b>
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

The city's ~~2006-2031~~2019-2044 growth target established by the King County Countywide Planning Policies is ~~3,500~~3,070 households/housing units. ~~Subtracting actual development, the remaining growth target (2012-2031) is 2,980 households.~~ On an annualized basis, this means the city should expect and plan for ~~149~~123 additional units each year. The Kenmore Land Use Plan provides enough zoned capacity to exceed the ~~2031~~2044 household/housing target, as shown in Table H-GH. Mixed-use areas provide a very large percentage more than half of the city's present capacity for new housing.

Within ½ mile of high-capacity transit, there is capacity for approximately 3,500 additional new housing units, including new duplex and triplex development in the medium density residential classification. Existing housing units in that area total nearly 7,000 units.

**TABLE H-GH**  
**EXISTING HOUSING UNITS, 2021 CAPACITY, AND TARGETS, KENMORE**

<b>Housing Type</b>	<b>20122018 Existing</b>		<b>Remaining Capacity</b>		<b>Total if Built to Capacity</b>	
	<b>Units</b>	<b>Pct</b>	<b>Units</b>	<b>Pct</b>	<b>Units</b>	<b>Pct</b>
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%		



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Housing Type	20122018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Total	9,429		4,135		13,564	

Source: Washington State Office of Financial Management and 2014 Buildable Lands 2021 Urban Growth Capacity Report (King County).

#### Affordable Housing Needs

Countywide Planning Policy (CPP) H-1 requires that, “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.)

The Washington Department of Commerce is developing detailed projections of housing need for each county, to be accompanied by guidance on sub-county allocations; therefore, it is possible that King County will revise the CPPs in response, which may indicate future revisions to Table H-I.

**TABLE H-I**  
**AFFORDABLE HOUSING NEEDS**

	2019 Estimated Supply		2044 Apportioned Demand		2019 – 2044 Need
<b>Kenmore</b>	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
<b>East King County cities</b>	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
51 – 80% AMI	24,465	11%	59,666	19%	35,201
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

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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). “(T)his section promotes cross-sectoral and interjurisdictional coordination ... (to) meet the housing needs of households with extremely low, very low, and low incomes. ... (C)ollective 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 their’s 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.

### SUMMARY OF LOCAL HOUSING STRATEGIES

Since incorporation, the city has taken action in several areas to address local housing needs. These include:

- Updates to the Downtown area plan have increased opportunities for creating new housing in the Downtown. This has allowed the city to have sufficient capacity to meet its 2006–2013 housing growth targets.
- In 2003, the city rezoned the old former Park and Ride site on 68<sup>th</sup> Avenue NE to allow housing a multifamily development, with a requirement that 25 percent of the units address local affordable housing needs. Spencer 68 apartments opened in 2015, providing 56 affordable units, five for low-income households. The first phase of development of this property began in 2014. To help enhance affordability on the property, the city approved a twelve-year property tax exemption on residential improvements.
- The city has 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 over 170 with nearly 200 units affordable to lower-income households.
- Through participation in the countywide CDBG Consortium, 25 local homeowners have received Housing Repair loans since 2005 (9 applications in 2021).
- In 2015 and again in 2022, the city adopted increased density allowances in the Transit Oriented Development District with requirements for including affordable housing in new development.
- The city, 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:
  - rezoned some of the City’s manufactured housing communities in order to preserve existing affordable housing in those communities.
  - amended zoning for portions of the Community Business zoning district, including incentives for development of affordable housing.
  - expanded the area eligible for a Multifamily Tax Exemption to the Transit-Oriented Development District.
- 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 remain in place through the Washington State and City of Kenmore declared emergency related to the Covid-19 pandemic:

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- 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 adopting additional residential protections including:
  - 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 The city adopted updated regulations to allow Accessory Dwelling Units, with over 3960 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.
- Also in 2022, the city adopted new standards allowing duplex and triplex development ("Missing Middle" housing) within ¼ mile of the City's two high-capacity transit corridors.

## GOALS, OBJECTIVES, AND POLICIES

RESIDENTIAL NEIGHBORHOODS **SUB-ELEMENT****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

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- 1 residential neighborhoods consistent with adopted service and capital  
2 improvement plans.
- 3 Policy H-1.1.3 In cooperation with King County, Puget Sound Energy, or other agencies, promote  
4 the use of weatherization programs in existing housing.
- 5 **OBJECTIVE H-1.2 Support housing stability through tenant protections for renters.**
- 6 **Policy H-1.2.1 Implement tenant protections that increase housing stability such as notice of rent**  
7 **increase and just cause eviction for tenants on termed leases.**
- 8 **OBJECTIVE H-1.3 Prioritize and plan for the retention of existing residents when considering**  
9 **zoning changes or capital projects. In particular consider impacts on**  
10 **marginalized people, with a particular focus on Black, Indigenous, and**  
11 **People of Color communities.**
- 12 **Policy H-1.3.1 Support policies, practices, and programming that promote and retain diversity,**  
13 **and ensure equity and inclusion in Kenmore.**
- 14 **OBJECTIVE H-1.24 Promote safe, physically accessible, well maintained, and well-designed**  
15 **residential environments with associated open spaces.**
- 16 Policy H-1.24.1 Encourage housing design and development that promotes public safety including  
17 “Crime Prevention through Environmental Design” components as described in  
18 the ~~Land Use~~**Community Design Sub-**Element.
- 19 Policy H-1.24.2 Ensure development regulations address accessible housing and transportation  
20 services. Residential structures as well as physical improvements, such as parking,  
21 streets, and sidewalks, should allow for mobility and accessibility by all residents,  
22 including the elderly and persons with disabilities, consistent with the  
23 Transportation Element. Promote awareness of Universal Design improvements  
24 that increase housing accessibility.
- 25 **Policy H-1.4.3 Support well-maintained neighborhoods through an active code enforcement**  
26 **program that does not disparately impact lower income residents.**
- 27 **Policy H-1.24.34 Prepare and implement development and design standards that acknowledge**  
28 **neighborhood character and address compatibility with surrounding**  
29 **development further the community vision** consistent with Land Use and  
30 Community Design Element goals and policies.
- 31 Policy H-1.24.45 Encourage energy and water efficiency in existing and new housing developments,  
32 as addressed in the Utilities Element.
- 33 Policy H-1.24.56 Ensure adequate setbacks, landscaping, and buffering are required between  
34 housing developments of significantly differing densities and between housing and  
35 commercial areas.
- 36 Policy H-1.24.67 Ensure critical area regulations ~~provide sufficient buffer widths consistent with the~~  
37 ~~quality and class of the~~**protect** environmentally sensitive areas ~~and that the~~  
38 ~~regulations are fully implemented~~. Restrict intrusion into sensitive areas by nearby  
39 residents and visitors.

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- 1 Policy H-1.24.78 Encourage cluster residential development along with open space, consistent with  
2 the Land Use Element to protect and preserve environmentally-sensitive areas.
- 3 Policy H-1.24.9 Plan for residential neighborhoods that promote the health and well-being of  
4 all residents by supporting active living and by reducing exposure to harmful  
5 environmentsconditions.
- 6 **GOAL H-2. PROVIDE HOUSING OPPORTUNITIES IN KENMORE FOR PEOPLE**  
7 **WITH SPECIAL NEEDS.**
- 8 **OBJECTIVE H-2.1 Provide opportunities for the development of short-term and permanent**  
9 **housing for people with special needs.**
- 10 Policy H-2.1.1 Allow opportunities for assisted housing, for people with special needs, by:
- 11 a. Permitting group living situations, including those where residents receive  
12 such supportive services as counseling, foster care or medical supervision in  
13 accordance with state and federal laws; and,
- 14 b. Encouraging developers and owners of assisted housing units to undertake  
15 activities to establish and maintain positive relationships with neighbors.  
16 Encourage neighbors to similarly maintain those relationships.
- 17 Policy H-2.1.2 Ensure that group home providers have received appropriate licenses from federal  
18 or state agencies where appropriate.
- 19 Policy H-2.1.3 Support housing options and services that enable seniors to stay in their homes or  
20 neighborhoods.
- 21 **OBJECTIVE H-2.2 Support and promote community facilities and programs that are important**  
22 **to the safety, health, and social needs of familiesresidents, children and**  
23 **persons with special needs.**
- 24 Policy H-2.2.1 Increase coordination among providers of social, health, counseling, and other  
25 services to individuals, families, children, and persons with special needs including  
26 senior citizens, persons with physical or mental disabilities, persons with terminal  
27 illness, or other special needs.
- 28 Policy H-2.2.2 Work with transit and transportation providers to increase access between special  
29 needs housing and community facilities and programs in Kenmore or the  
30 Northshore area.
- 31 Policy H-2.2.3 Support the location of social, recreational, health, safety, and other services in  
32 Kenmore to serve people with special needs.
- 33 Policy H-2.2.4 Support efforts by providers of social, health, counseling, and other services to  
34 assist newly-arrived immigrant populations.
- 35 Policy H-2.2.45 Support a range of housing options and services to help homeless persons and  
36 families move to long-term financial independencestay sheltered.

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Policy H-2.2.56 Work with other jurisdictions, the Regional Homelessness Authority, and health and social service organizations to develop a coordinated, regional approach to homelessness.

### **RESIDENTIAL GROWTH**

**OBJECTIVE GOAL H-1.33. PLAN APPROPRIATE LAND USE DESIGNATIONS AND ZONING CATEGORIES TO ACCOMMODATE PROJECTED HOUSEHOLD GROWTH.**

**Policy H-1.3.1**

**OBJECTIVE H-3.1 Plan for an adequate supply of land to accommodate projected household growth, including but not limited to, affordable housing, multifamily housing, and special needs housing.**

Policy H-4.3.1.2.1 Ensure zoning regulations accommodate a range of housing styles and types in appropriate locations, such as single-family detached dwellings, small houses on small lots, size-limited houses on smaller lots, duplexes, triplexes, cottage housing, townhouses, apartments, accessory dwellings, manufactured homes, and other types. Consider neighborhood character compatibility as well as housing needs and surrounding environmental conditions when applying zones, land use, and development standards.

**Policy H-4.3.1.2 Continue to take an incremental approach to expanding medium density housing opportunities in the City.**

**OBJECTIVE H-1.43.2 Identify and support Kenmore's Downtown as a center for commercial, civic, cultural, park, and higher density housing uses and activities consistent with its designation as a Countywide Growth Center.**

Policy H-4.43.2.1 Develop mixed-use, higher density districts in Downtown Kenmore, meeting community goals to develop community identity, provide vital business and service opportunities, concentration of higher density housing close to high-capacity transit, and provide multi-modal transportation services and connections to those services.

Policy H-4.43.2.2 When higher densities are applied to residential and mixed use development in the Downtown, include requirements for the provision of affordable housing.

Policy H-4.43.2.3 Offer density bonuses and density transfers, where appropriate, to achieve a compact, vital Downtown, as well as meet environmental and affordable housing goals.

Policy H-4.2.83.2.4 Encourage property consolidation in the Downtown, through density bonuses or other incentives, to create mixed-use and multi-family developments that offer a range of site and community benefits such as private and public open spaces and plazas, structured parking, and other amenities.

**Policy H-3.2.5 Address issues of diversity, equity and inclusion for historically-marginalized groups when developing Kenmore's Countywide Growth Center approaches.**

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Policy H-3.2.6 East of Downtown, in the area of transit-supportive development near the Park and Ride, require long-term low-cost housing as a condition of development.

#### HOUSING AFFORDABILITY ~~SUB-ELEMENT~~

**GOAL H-34. MAKE ADEQUATE PROVISIONS FOR A PROPORTIONATE AMOUNT OF THE EXISTING AND PROJECTED COUNTYWIDE NEED FOR HOUSING AT ALL INCOME LEVELS.**

**OBJECTIVE H-34.1 Encourage retention of the existing housing stock in Kenmore as a source of affordable housing.**

Policy H-34.1.1 Promote the use of housing rehabilitation assistance (from King County, for example) to lower-income homeowners and to landlords who rent to lower-income people.

Policy H-34.1.2 Support the acquisition, rehabilitation, and preservation of existing affordable housing by agencies and organizations as an alternative to new construction.

Policy H-4.1.3 Allow existing legally created duplexes, triplexes, and other medium-density housing types in the low and medium density residential classifications to continue without “nonconformance” limitations related to density, setbacks, height, or lot size.

Policy H-34.1.24 ~~Consider measures~~ Aspire to preserve and maintain existing manufactured housing communities.

Policy H-34.1.35 When displacement is unavoidable, ~~encourage~~ determine who is most likely to be harmed and ensure that the brunt of the impact is not carried by the same communities in Kenmore. Support relocation assistance and development of replacement housing to be developed, where feasible, to help very low- and low-income households. For mobile home parks in particular, consider a funding pool to assist low- and moderate-income residents in deteriorating and obsolete mobile homes to find alternative housing in the community, or help to establish preferences in nearby housing for persons giving up their homes.

**OBJECTIVE H-34.2 Adopt programs and regulations that support housing affordable to extremely low-, very low-, low-, and moderate-income households, comparable to the countywide need.<sup>1</sup>**

Policy H-34.2.1 Support efforts of private developers, both for-profit and not-for-profit, to preserve or develop affordable housing, including housing with on-site services, for extremely low-, very low-, low- and moderate-income families. Consider the following roles for the City’s active participation:

- a. Whenever possible, integrate affordable housing plans into proposals for development of publicly owned properties.

<sup>1</sup> See Countywide Planning Policies

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- 1 b. Play a partnership role with nonprofit housing project sponsors by  
2 supporting applications for CDBG, HOME, and other Federal, State, or  
3 local funding sources for the projects.
- 4 c. Enter into a long-term partnership with one or more nonprofit housing  
5 developers to identify sites and ~~decide on the timing of~~  
6 ~~applications~~ identify opportunities for public funding.
- 7 d. Actively support affordable housing projects by expediting the permitting  
8 process, reducing development fees, or similar measures.
- 9 e. Consider regulatory changes such as reducing parking requirements,  
10 updating building codes to promote innovative, low-cost development,  
11 and expanding the Multifamily Tax Exemption (MFTE) program to  
12 support more affordable housing development.
- 13 Policy H-34.2.2 Participate in A Regional Coalition for Housing (ARCH) to help develop and  
14 preserve affordable housing in the community and region. ~~Maintain data~~  
15 ~~demonstrating the impact in the City of Kenmore and communicate the results to~~  
16 ~~the community for continued understanding and support.~~
- 17 Policy H-34.2.3 Identify and catalogue real property owned by the City that is no longer required  
18 for its purposes and is suitable for the development of affordable housing for  
19 ~~extremely~~very-low to moderate-income households. ~~Engage with community~~  
20 ~~partners on how best to use these resources.~~
- 21 Policy H-34.2.54 Use local resources, as available, to leverage other public and private funding for  
22 the creation or preservation of affordable housing.
- 23 Policy H-34.2.45 Use density bonuses, inclusionary programs, and other methods with mixed-use  
24 and multi-family developments to provide housing affordable to ~~extremely~~ low-  
25 ~~and to~~ moderate-income households.
- 26 Policy H-4.2.6 As part of any rezone that increases residential capacity, consider requiring that a  
27 portion of the new units be affordable to extremely low-, very low- or low-income  
28 households.
- 29 Policy H-4.2.7 Before implementing a new policy or regulation, consider how it will impact the  
30 cost to build a home.
- 31 Policy H-4.2.8 Focus on projects that promote access to opportunity, anti-displacement, and  
32 wealth building for Black, Indigenous, and People of Color communities.
- 33 Policy H-4.2.9 Support alternative homeownership models that lower barriers to ownership and  
34 provide long-term affordability, such as community land trusts, and limited or  
35 shared equity co-ops
- 36 Policy H-34.2.910 Collaborate with other organizations or entities to evaluate tiny home villages as a  
37 way to address transitional homeless housing or provide an additional housing  
38 type.
- 39 Policy H-34.2.611 Ensure that affordable housing achieved through public incentives or assistance  
40 remains affordable for the longest possible term.



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- 1 Policy H-~~34.2.7~~<sup>12</sup> Collaborate with other local governments directly and through membership  
2 associations (e.g., Puget Sound Regional Council) on regional housing strategies,  
3 especially related to providing extremely low- and very low-income housing.
- 4 Policy H-~~34.2.8~~<sup>13</sup> Support legislation and funding at the local county, state, and federal levels that  
5 would promote the city's housing goals and policies.
- 6 **OBJECTIVE H-~~34.3~~<sup>3</sup> Provide zoning and development standards that integrate affordable housing**  
7 **compatibly into the community.**
- 8 ~~Policy H-3.3.1 Allow designated manufactured homes built to state standards on single family~~  
9 ~~lots.~~
- 10 Policy H-~~34.3.2~~<sup>1</sup> Allow and accommodate accessory dwelling units in single family low and  
11 medium density residential districts.
- 12 Policy H-~~34.3.3~~<sup>2</sup> Pursue land use policies and regulations that:
- 13 a. Result in lower development costs without loss of adequate public review,  
14 environmental quality, or public safety; and,
- 15 b. Do not reduce design quality, inhibit infrastructure financing strategies, or  
16 increase maintenance costs for public facilities.
- 17 ~~Policy H-3.3.4 Promote fair housing for all persons and ensure that no city policies, programs,~~  
18 ~~regulations or decisions result in housing discrimination.~~ (MOVED)

19

20

**HOUSING EQUITY**

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**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.**

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**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.**

29

30

Policy H-5.1.1 Ensure that no city policies, programs, regulations, or decisions result in housing  
discrimination.

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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.

34

Policy H-5.1.3 Support use of housing choice vouchers in Kenmore.

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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.

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**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.
- Continue to consider opportunities to expand locations for medium density residential housing types, such as duplexes, triplexes, cottage housing, and size-restricted houses on smaller lots.
- Adopt development standards for reduced minimum lot sizes with maximum house size restrictions, houses on small lots and consider cottage housing 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 more of the Housing Element's goals, objectives, and policies.
- ~~Continue to review the action steps and priorities from the Housing Strategy Plan.~~
- Implement the Housing Strategy Plan in coordination with ARCH.
- Maintain communications with, or participation in, regional agencies and projects.
- Monitor housing needs and supply over time, especially data that indicate/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 communities. Reassess and adjust policies and regulations as necessary to achieve City goals.
- 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 (20142022). 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

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- 1 jurisdiction's housing supply, according to the Comprehensive Housing Affordability Strategy (CHAS)
- 2 estimates of 2014 – 2018 5-Year Estimates. (CHAS 2015 – 2019 estimates are not yet available.) For
- 3 example, from 2014 – 2018, Kenmore averaged 3 percent of its housing units affordable to households
- 4 with incomes at or below 30% of the Area Median Income (AMI). That percentage was applied to the
- 5 city's 2019 total for an estimated 278 housing units affordable at that level.
  
- 6 "2044 Apportioned Demand" is the number of housing units the jurisdiction must plan for in 2044
- 7 distributed to each affordability category by the percentage goals set in Countywide Planning Policies.
- 8 Kenmore's 2019 – 2044 housing target of 3,070, added to the supply existing in 2019 (9,485) equals
- 9 12,555 housing units. Countywide Planning Policy (CPP) percentages are based on household incomes
- 10 and cost-burdened households across King County, according to the CHAS 2013 – 2017 5-Year
- 11 Estimates available when the CPPs were drafted.
  
- 12 "2019 – 2044 Need" is the difference between the 2044 Apportioned Demand and the 2019 Estimated
- 13 Supply at each affordability level. A positive number represents housing units that the jurisdiction must
- 14 plan for, and a negative number represents a surplus of housing units at that affordability level.

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## **CAPITAL FACILITIES ELEMENT AMENDMENTS**

### **INTRODUCTION**

#### **Purpose**

The Capital Facilities Element is intended to assist the City of Kenmore and its officials make the financial decisions to ensure that the public facilities and services City residents rely on will continue to adequately support City residents today and into the future. The Capital Facilities Element places particular focus on those facilities that the City is responsible for funding. This Element contains a six-year plan for capital improvements that support the City of Kenmore's current and future population and economy. The six-year capital improvements described here must be fully funded.

Another purpose of the Capital Facilities Element is to respond to Growth Management Act requirements to provide a process to review the potential siting of uses typically difficult to locate in most communities due to environmental, economic, or social costs. This Element provides policies that would guide local permit and public review of essential public facilities.

#### **Growth Management Act Requirements**

The Growth Management Act (GMA) establishes many of the requirements of the capital facilities element. It establishes an overall goal to "ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards." The GMA requires that the capital facilities element include an inventory of existing publicly owned capital facilities, a forecast of the future needs for new or expanded facilities, and a six-year plan to indicate from what sources the identified future facilities will be financed. The GMA defines public facilities to include roadways, street lighting, traffic signals, sidewalks, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. Public services are defined to include fire protection, law enforcement, public health, education, recreation, environmental protection, and other government<sup>al</sup> services. The Capital Facilities Element is intended to provide a general assessment of major public services which impact land use issues, rather than a detailed analysis of every service provided by government.

Another key GMA requirement is to include a process for identifying and siting essential public facilities. Essential public facilities include "those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, regional transit authority facilities as defined in RCW 81.112.020, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, **community facilities as defined in RCW 72.05.020**, and secure community transition facilities as defined in RCW 71.09.020." No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

#### **VISION 2050**

**VISION 2050 acknowledges that expanding public services to accommodate growth can create challenges in how and where to site new facilities. While capital facilities are essential to communities,**

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commerce, and quality of life, they often affect the environment and adjacent communities. Policies support locating development in a manner that minimizes impacts to natural features. They also promote the use of innovative environmentally-sensitive development practices, including design, materials, construction, and on-going maintenance. VISION 2050 adds a new emphasis on equity considerations to ensure that both the benefits and the impacts of capital facilities are shared by communities throughout the region.

### **Countywide Planning Policies**

The King County Countywide Planning Policies (CPPs) include general policies regarding adequate infrastructure for planned development for those areas within the Urban Growth Area. Growth is to be directed to centers and urbanized areas with existing infrastructure capacity. Policies also include several policy statements regarding water and wastewater. In summary, the policies address regional coordination of water supplies, water conservation, alternate sewer treatment technologies and systems, and preference for urban water and sewer systems to serve new construction in the areas identified for growth.

The King County Countywide Planning Policies CPPs indicate state that public capital facilities of a regional or statewide nature should be sited in a way that equitably disperses impacts and benefits and supports the Countywide Planning Policies using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities. As in VISION 2050, the CPPs emphasize that the impacts and benefits of public capital facilities should be equitably dispersed while still reflecting the CPPs' overall policy directions.

When siting and building essential public services and facilities, CPP policies support consideration of climate change, economic, equity, and health impacts.

### **Concurrency, Level of Service and Impact Fees**

Concurrency refers to the timely provision of public facilities and services relative to the need for them, especially for transportation improvements. WAC 365-196-210 states, "Concurrency means that adequate public facilities are available when the impacts of development occur, or within a specified time thereafter." The City maintains a 6-year capital improvement program that identifies needed improvements and the funds to pay for them. Longer-term facilities plans are described in individual Comprehensive Plan elements or summarized in this element, along with estimates of future costs, if available.

Level of service standards provide the baseline by which the impacts of new development are measured. WAC 365-196-210 states, "Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards are synonymous with locally established minimum standards." For transportation facilities, if growth will reduce the level of service below the City's adopted standards, development permits cannot be issued until facilities are provided. The Transportation Element discusses level of service standards for multimodal transportation facilities.

The City's impact fee requirements are in place to maintain desired levels of service by providing funding from new development for needed improvements. Impact fees are available as a funding mechanism for transportation facilities, parks, fire protection facilities, and schools. The City requires impact fees for transportation facilities and parks. If When the Northshore School District determines that impact fees for schools are needed, they may request that the City collect school impact fees on their behalf. The need for additional fire protection facilities was not identified in the Public Services Element.

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**Sound Fiscal Management**

Planning for major capital facilities and their costs enables the City of Kenmore to demonstrate the need for facilities and the need for revenues to pay for them. It also allows the City to estimate the future operation/maintenance costs of new facilities that will impact the annual budget. Additionally, it helps the City take advantage of sources of revenue (i.e., grants, fees, real estate excise taxes) that require a Capital Facilities Plan to qualify for the revenue. Lastly, it may help the City get better ratings on bond issues when the City borrows money for capital facilities.

**Eligibility for Grants and Loans**

The State Department of Community Development's Public Works Trust Fund requires that local governments have a Capital Facilities Plan in order to be eligible for grants and loans. Some other grants and loans have similar requirements (i.e., Washington State Recreation and Conservation Office grants, or the Department of Ecology's Centennial Clean Water Fund), or give preference to jurisdictions that have a Plan.

**INVENTORY/FORECAST OF FUTURE NEEDS****General**

The inventory and forecast of needs required in the Capital Facilities Element have been met in other Elements as follows:

- Existing and future needs for transportation facilities, **Chapter 6, Transportation Element**
- Domestic water systems, storm and sanitary sewer systems, **Chapter 8, Surface Water Element and Chapter 10, Utilities Element**
- Parks and recreational facilities, **Chapter 7, Parks, Recreation and Open Space Element**
- Government services including City, fire, police, human, library, and school services, **Chapter 9, Public Services Element**
- **Affordable housing provision, Chapter 5, Housing Element**

Levels of service analyses, where appropriate, also are discussed in these other Elements.

In 2018, the City of Lake Forest Park ended their contract with the City of Kenmore to provide public works services. The existing public works shop in Lake Forest Park will no longer be used by the City of Kenmore. This shop provides services needed to support the Transportation; Parks, Recreation and Open Space; Surface Water; and Public Services Elements of this Plan. Based on a level-of-service analysis of Kenmore's participation in the Lake Forest Park shop, the City estimates that a shop capable of housing twelve employees (five maintenance workers, an Administrative Assistant and six seasonal employees) will be required. This shop would maintain existing shop capacity and would continue to serve the City for the foreseeable future.

Housing Element policies support the use of surplus public property and local resources to leverage other public and private funding for the creation or preservation of affordable housing. In 2021/2022, the City Council determined that developing a project to provide affordable housing would fulfill not only a Council priority, but also would implement the goals, objectives, and policies of the Housing Element. Preliminarily, funding from the City's American Rescue Plan Act (ARPA) allocation and the ARCH

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Housing Trust Fund, along with a donation of surplus City property will advance this effort. Other affordable housing projects may be identified in the future for City participation.

The focus of the Capital Facilities Element is to identify the capital facility costs and timeframes for at least 6 years to support the Comprehensive Plan.

### **Essential Public Facilities**

#### **Existing Essential Public Facilities**

Within Kenmore today, there are several existing facilities that would qualify as “essential public facilities” including, but not limited to:

- SR-522 – Bothell Way, a state transportation facility (classified as a Highway of Statewide Significance)
- Kenmore Air Harbor, a private seaplane base, which is considered a “public use airport” by the Washington State Aviation System Plan
- Several adult family homes and group homes as described in **Chapter 5, Housing Element**.

Although not specifically listed in the definition of essential public facilities, regional wastewater facilities could be considered essential public facilities, since the definition lists examples and is not a definitive list. Examples of regional wastewater facilities include:

- King County Department of Natural Resources, Wastewater Treatment Division, regional facilities within Kenmore. These include the Kenmore Pump Station/Logboom Regulator System, Swamp Creek Trunk, and Kenmore Interceptor. The Kenmore Pump Station/Logboom Regulator System controls flows in the Kenmore Lakeline, a 48-inch diameter, five-mile long pipeline constructed in Lake Washington between Kenmore and Matthew’s Beach. This system conveys sewage from King County’s North Service Area to Matthews Beach Pump Station and from there to the West Point Treatment Plant. The Kenmore Interceptor is a 72-inch diameter sewer within Kenmore that enters the City from the east.

#### **Planned Essential Public Facilities**

The State of Washington Office of Financial Management (OFM) is required to maintain a list of those essential state public facilities that are required or likely to be built within the next six years. The OFM ~~2015-2021~~2021-2027 Six-Year Facilities Plan includes no planned facilities in Kenmore.

### **CAPITAL FACILITIES PLANNING**

This section addresses short and long-term improvement plans for City facilities including parks and recreation, surface water and transportation. **Tables CF-A through CF-D** are the Capital Facilities Plans through 2035 for transportation and surface water and through 2040 for parks, recreation and open spaces. **Table CF-E** is the City’s current Capital Improvement Program, showing the 6-year plans for capital facilities with forecasts of expenditures and revenues. Cost estimates and revenue projections are most accurate for the current biennium and least accurate for the long-term assessments. Projects and schedules in the Capital Facilities Element of the Comprehensive Plan will be updated annually as needed as part of in conjunction with the City’s budget process.

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1 The Element also incorporates by reference the 6-year capital facility plans for the special districts that  
2 provide water, wastewater services, fire protection and school services: the Northshore Utility District, the  
3 Northshore Fire Department and the Northshore School District. Agencies or special districts, in accordance  
4 with the provisions of the Growth Management Act, may need to update their Comprehensive Plans and/or  
5 6-year capital improvement plans in order to be consistent with the City's Comprehensive Plan.



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**TABLE CF-A  
PARKS CAPITAL IMPROVEMENTS  
CITY OF KENMORE**

**2020-2040 FISCALLY UNCONSTRAINED LIST**

<b>PROJECT DETAIL</b>	<b>TOTAL DOLLAR AMOUNT</b>
<b>ACQUISITION</b>	
<b>Short-Term</b>	
Swamp Creek Wetland Acquisition – Phase 1	1,700,000
<b>Mid-Term</b>	
Bastyr Field Replacement (Feasibility Study)	150,000
Tolt Pipeline – Phase 2 (73 <sup>rd</sup> Ave. NE to 80 <sup>th</sup> Ave. NE)	1,230,000
New Parkland Acquisition	5,560,785
WaterWalk Trail Acquisition – Phase 1 (Log Boom to Squires Landing Access)	741,438
<b>Long-Term</b>	
Moorlands Park Expansion Acquisition	741,438
Swamp Creek Wetland Acquisition – Phase 2	4,655,000
Aquatic/Community Center Partnership (¼ cost)	6,250,000
Lake Washington Waterfront Park Acquisitions	7,414,380
New Parkland Acquisition	16,682,355
Sammamish River Waterfront Park Acquisitions	8,897,256
<b>DEVELOPMENT</b>	
<b>Short-Term</b>	
Twin Springs Interim Use Plan	100,000
Moorlands Park Improvements	50,000
Rhododendron Park Boardwalk & Float Mitigation	96,000 + 8,000
Squires Landing Access Replacement Float Mitigation	16,000
Squires Landing Access Waterfront Access Project	5,750,000
Log Boom Park Waterfront Access Project	2,740,000
Rhododendron Park – Phase 2 Boatshed	487,000
Swamp Creek Wetland Trail Access Point	75,000
Linwood Park (Master Plan)	1,057,770

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Mid-Term	
City Hall Park – Phase 2	620,000
Linwood Park (Implementation)	1,051,770
Rhododendron Park – Phase 3	1,040,000
Athletic Fields	3,500,000
Swamp Creek Wetland Nature Trail	1,785,000
<del>Tolt Pipeline Trail Phase 2 (73<sup>rd</sup> Ave. NE to 80<sup>th</sup> Ave. NE)</del>	<del>350,000</del>
Twin Springs Park Phase 2 Trails	1,716,000
Twin Springs Park Phase 3 (Nature Play, Shelter)	1,800,000
Wallace Swamp Creek Park (Master Plan, Implement)	1,281,500
ADA and Universal Access	*
Dog Off-Leash Area	739,000
Existing Park Capacity Improvements (Expansion or New Features)	9,750,000
Restoration of Natural Areas	*
Safe Routes to Parks	*
WaterWalk Trail Development (Feasibility and Implementation)	5,000,000
Long-Term	
Moorlands Park Expansion Development	1,650,000
<del>Squires Landing</del> <del>and</del> <del>Waterfront Access – Phase 2</del>	4,144,800
<del>Tolt Pipeline Trail Phase 2</del>	<del>3,402,000</del>
Aquatic/Community Center Partnership Development (1/4 cost)	10,625,000
ADA and Universal Access	*
Existing Park Capacity Improvements	9,750,000
Lake Washington Waterfront Park Development	10,000,000
Natural Area Restoration	*
New Park Land Development	45,000,000
Safe Routes to Parks	*

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Sammamish River Waterfront Park Development	5,000,000
WaterWalk Trail Development	5,000,000
<b>REPAIR/REPLACEMENT (RENOVATION)</b>	
<b>Short-Term</b>	
Park Facility Repair/Replacement	*
<b>Mid- Term</b>	
Park Facility Repair/Replacement	*
<b>Long-Term</b>	
Park Facility Major Repairs/Replacement	*
Total	<b><u>\$186,655,722</u></b> <b><u>181,673,722</u></b>

\*Dollar amount is not included at this time as the scale and scope of the project has not been determined

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**TABLE CF-B**  
**SURFACE WATER FACILITIES CAPITAL IMPROVEMENTS**  
**CITY OF KENMORE**  
**~~2015~~2022-2035 FISCALLY UNCONSTRAINED LIST**

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
<del>Little Swamp Creek Culvert Replacement at 192<sup>ND</sup> Street</del>	<del>395,000</del>
0056 Culvert Replacement and Repairs at 190 <sup>TH</sup> Street	<del>1,111,000</del> 2,700,000
Surface Water Component of SR 522 Corridor Improvement Project – West A	634,000
<del>Tributary 0056 Evaluation</del>	<del>100,000</del>
<del>Ditch Rehabilitation</del>	<del>68,000</del>
Tributary 0057 Evaluation	<del>25,000</del> 50,000
<del>Sammamish Tributary 02 Evaluation</del>	<del>25,000</del>
Small Works Projects	1,030,000
<del>Strawberry Hills Surface Water Facility Retrofit</del>	<del>460,000</del>
<del>Wallace Swamp Creek Park Pond Beaver Management</del>	<del>96,000</del>
Little Swamp Creek Relocation	<del>1,274,000</del> 4,500,000
Northlake Heights LID Retrofit	<del>1,588,000</del> 1,274,000
<del>Juanita Drive Surface Water Facility Retrofit</del>	<del>698,000</del>
<del>Kenmore Lane (Plat) Facility Retrofit</del>	<del>1,000,000</del>
<del>Blueberry Creek Culvert Replacement</del>	<del>2,500,000</del>
<del>NE 202<sup>nd</sup> St. Culvert Replacement</del>	<del>2,500,000</del>
<del>NE 192<sup>nd</sup> St. West Culvert Replacement</del>	<del>2,500,000</del>
<b>TOTAL</b>	<b><del>\$7,474,000</del>18,958,000</b>

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**TABLE CF-C**  
**TRANSPORTATION CAPITAL IMPROVEMENTS**  
**CITY OF KENMORE**

**20152022-2035 AND BEYOND FISCALLY UNCONSTRAINED LIST**

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
West Sammamish River Bridge	<del>20,000,000</del> 41,495,000
<del>SR-522 Improvements (61st-65<sup>th</sup>)</del>	<del>9,800,000</del>
SR-522 Improvements (Lake Forest Park-61 <sup>st</sup> )	9,000,000
Sidewalk and Crossing Program	900,000
Downtown Parking Feasibility Study	75,000
61 <sup>st</sup> Ave. Sidewalk Replacement (East Side)	<del>2,100,000</del> 3,500,000
<del>61<sup>st</sup> Ave. Sidewalk Replacement (West Side)</del>	<del>1,500,000</del>
<del>Neighborhood Transportation Plans</del>	<del>1,500,000</del>
Arterial Restriping to add Bike Lanes on 73 <sup>rd</sup> Ave. (south of 192 <sup>nd</sup> ), 80 <sup>th</sup> Ave. and Simonds Road	360,000
Juanita Drive (NE 143 <sup>rd</sup> St. to NE 170 <sup>th</sup> St.)	<del>13,000,000</del> 16,845,000
Feasibility Study for Grade-Separated Crossing of SR 522	<del>250,000</del> 500,000
68 <sup>th</sup> Ave. Northbound Right Turn Pocket Extension	<del>2,600,000</del> 1,600,000
175 <sup>th</sup> <del>Lower</del> Swamp Creek Bridge	<del>810,000</del> 3,000,000
Yellow Standard Pedestrian Facilities	18,900,000
Yellow Standard Bicycle Facilities	18,800,000
Improved Pedestrian Crossings	650,000
Grade Separated SR522 Crossing	17,100,000
Intersection Treatments at 67 <sup>th</sup> Ave./181 <sup>st</sup> St. and 67 <sup>th</sup> Ave./175 <sup>th</sup> St.	6,000,000
Intersection Treatments at 73 <sup>rd</sup> Ave./192 <sup>nd</sup> St., 80 <sup>th</sup> Ave./192 <sup>nd</sup> St., and 84 <sup>th</sup> Ave./Simonds Rd.	3,800,000
Lakepointe Drive West (SR522 to 68 <sup>th</sup> Ave.), including new intersection at 68 <sup>th</sup> Ave.	7,500,000
175 <sup>th</sup> Signal Removal	20,000
Lake Pointe Dr. East (68 <sup>th</sup> Ave. to SR 522)	7,500,000

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<b>TOTAL</b>	<u>\$140,665,000</u> <u>159,045,000</u>
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**TABLE CF-D**  
**OTHER CAPITAL IMPROVEMENTS**  
**CITY OF KENMORE**  
**~~2015-2035~~2022-2044 AND BEYOND FISCALLY UNCONSTRAINED LIST**

PROJECT DETAIL	TOTAL DOLLAR AMOUNT
Public Works Shop Land Acquisition and Development	<del>\$6,500,000</del> 10- 20,000,000
Affordable Housing Development	\$8,090,000
<b>TOTAL</b>	<del>\$6,500,000</del> 18,090,000-28,090,000

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**TABLE CF-E**  
**CAPITAL IMPROVEMENT PROGRAM**  
**AS ADOPTED FOR THE YEARS 2021-2026**



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EXPENDITURES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
<b><u>PARKS</u></b>							
P 1 Twin Springs Interim Use	\$227,900	\$0	\$0	\$0	\$0	\$0	\$227,900
P 18 Rhododendron Park Waterfront & Open Space	18,000	8,000		0	0	0	26,000
P 18a Rhododendron Park Float Mitigation	2,000	2,000	0	0	0	0	4,000
P 26 Tlahwadees Landing Float Mitigation	4,000	4,000	0	0	0	0	8,000
P 27 Tlahwadees Landing Park Waterfront & Mitigation	179,762	8,078,190	30,000	43,000	43,000	43,000	8,416,952
P 28 Log Boom Park Waterfront Access & Mitigation	2,490,461	725,382	60,000	42,500	42,500	42,500	3,403,343
P 30 Rhododendron Park Boathouse Pavilion	3,200	3,200	3,200	3,200	3,200	0	16,000
P 31 Tlahwadees Landing Park Land Acquisition-Op	150,151	0	0	0	0	0	150,151
P 32 Moorlands Field Lighting	0	0	0	10,000	60,000	580,000	650,000
<b>Total Parks</b>	<b>\$3,075,474</b>	<b>\$8,820,772</b>	<b>\$93,200</b>	<b>\$98,700</b>	<b>\$148,700</b>	<b>\$665,500</b>	<b>\$12,902,346</b>
<b><u>TRANSPORTATION</u></b>							
T 8 SR 522 West B 57th to 61st	\$5,000	\$250,000	\$250,000	\$900,000	\$585,000	\$10,000	\$2,000,000
T 27 Sidewalk Program:							
Sidewalk Gaps/ADA Replacement Program	20,000	150,000	100,000	100,000	100,000	100,000	570,000
T27x NE 192nd Ave Sidewalks (73rd Ave -75th /	500	86,306	344,194	0	0	0	431,000
T 47 Arrowhead Dr	1,000	60,000	85,900	980,348	0	0	1,127,248
T 35 Pavement Preservation	150,000	990,000	150,000	990,000	150,000	990,000	3,420,000
T 37 West Samm Bridge	18,024,711	8,643,947	893,176	9,757	9,759	78,632	27,659,982
T 38 175th St/ Swamp Creek Crossing	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
T 41 Juanita Dr Pedestrian & Bicycle Safety All Segm	9,897,233	358,699	0	0	0	0	10,255,932
T 42 68th Ave Pedestrian & Bicycle Safety All Segm	9,167,718	2,733,503	0	0	0	0	11,901,221
T 44 61 Ave Sidewalk Replacement Project	85,000	165,000	4,674,265	0	0	0	4,924,265
T 48 2018 Local Road Safety - Signing	292,000	0	0	0	0	0	292,000
T 49 2018 Local Road Safety - Lighting	35,000	0	0	0	0	0	35,000
T 50 SR522 Gateway Sign East	20,000	0	0	0	0	0	20,000
T51 Burk-Gilman Trail/NE 175th St. wayfinding&	10,000	296,047	0	0	0	0	306,047
<b>Total Transportation</b>	<b>\$37,708,162</b>	<b>\$13,758,502</b>	<b>\$6,522,535</b>	<b>\$3,155,105</b>	<b>\$1,044,759</b>	<b>\$3,378,632</b>	<b>\$65,567,695</b>
<b><u>SURFACE WATER</u></b>							
SW 8 190th St. Fish Passable Culvert	\$316,000	\$2,074,580	\$0	\$0	\$0	\$0	\$2,390,580
SW 8 Trust Fund Loan Repayment	81,650	81,650	81,650	81,650	81,650	81,650	489,900
SW 17 Little Swamp Creek Relocation	0	0	0	0	800,000	814,300	1,614,300
SW 20 Small Works Projects	75,000	75,000	75,000	75,000	75,000	75,000	450,000
SW 29 Infiltration Tank Retrofit at 61st Ave NE/NE	0	0	0	0	500,000	0	500,000
SW 31 Drainage Impr & Street Repair at 66th Ave N	200,000	0	0	0	0	0	200,000
SW 32 61st Ave Stabilization	150,000	0	0	0	0	0	150,000
SW 34 Blueberry Creek Culverts	0	200,000	300,000	1,000,000	0	0	1,500,000
SW 34 Blueberry Creek Culverts Bank Note Repaym	0	0	0	0	120,000	120,000	240,000
T 44 61 Ave Sidewalk Replacement Project	0	0	30,000	0	0	0	30,000
T 37 West Samm Bridge (SWM Component)	649,587	0	0	0	0	0	649,587
<b>Total Surface Water</b>	<b>\$1,472,237</b>	<b>\$2,431,230</b>	<b>\$486,650</b>	<b>\$1,156,650</b>	<b>\$1,576,650</b>	<b>\$1,090,950</b>	<b>\$8,214,367</b>
<b><u>CITY FACILITIES</u></b>							
F 1 Public Works Shop Land Acquisition & Develop	\$6,000,000	\$0	\$4,000,000	\$0	\$0	\$0	\$10,000,000
Consultant and Acquisition Costs.	100,000	0	0	0	0	0	100,000
F 2 Debt Repayment	0	641,000	639,000	636,000	638,000	639,000	3,193,000
<b>Total City Facilities</b>	<b>\$6,100,000</b>	<b>\$641,000</b>	<b>\$4,639,000</b>	<b>\$636,000</b>	<b>\$638,000</b>	<b>\$639,000</b>	<b>\$13,293,000</b>
<b>TOTAL EXPENDITURES</b>	<b>\$48,355,873</b>	<b>\$25,651,504</b>	<b>\$11,741,385</b>	<b>\$5,046,455</b>	<b>\$3,408,109</b>	<b>\$5,774,082</b>	<b>\$99,977,408</b>

## ATTACHMENT 7

**TABLE CF-E**  
**CAPITAL IMPROVEMENT PROGRAM**  
**AS ADOPTED FOR THE YEARS 2021-2026**

REVENUES	2021 Adopted	2022 Adopted	2023 Adopted	2024 Adopted	2025 Adopted	2026 Adopted	2021-2026 Totals
Park Impact Fee Revenue	76,000	581,410	0	10,000	60,000	290,000	1,017,410
State Department of Commerce Award: Twin Spring	151,900	0	0	0	0	0	151,900
State Appropriation Unsecured	0	927,000	0	0	0	0	927,000
RCO Park Grants	209,093	961,482	0	0	0	290,000	1,460,575
King County Park Levy	9,200	309,200	63,200	45,700	45,700	42,500	515,500
King County Conservation District, secured	0	213,000	0	0	0	0	213,000
King County Waterworks Grants	0	100,000	0	0	0	0	100,000
Walkways & Waterways Bonds: Log Boom, Squires	1,791,571	4,147,950	0	0	0	0	5,939,521
City Swamp Creek Basin Funds	150,151	550,486	30,000	43,000	43,000	43,000	859,637
Public Art Fund	55,559	24,083	0	0	0	0	79,642
Real Estate Excise Tax (Parks)	632,000	1,006,161	0	0	0	0	1,638,161
Transportation Impact Fee Revenue	3,258,848	358,699	0	0	0	0	3,617,547
Real Estate Excise Tax (Transportation)	\$3,165,050	\$2,140,000	\$250,000	\$1,090,000	\$250,000	\$1,090,000	7,985,050
Dept of Commerce: Juanita Drive	194,000	0	0	0	0	0	194,000
WSDOT Safe Routes to School - Sidewalks	1,500	146,306	430,094	980,348	0	0	1,558,248
WSDOT pedestrian/bike grant	65,000	461,047	1,144,265	0	0	0	1,670,312
Future Grants	0	0	3,500,000	0	0	0	3,500,000
Federal Highway Safety Impr Program - Sidewalks	326,000	0	0	0	0	0	326,000
Walkways & Waterways Bonds: Juanita and 68th Av	5,908,160	400,000	0	0	0	0	6,308,160
WSDOT Grants: Juanita Drive	1,704,000	0	0	0	0	0	1,704,000
Sound Transit Grant Juanita Drive	1,278,000	0	0	0	0	0	1,278,000
Reimbursements from Other Agencies	2,765,330	0	0	0	0	0	2,765,330
Connecting WA Funds T8	5,000	250,000	250,000	900,000	585,000	10,000	2,000,000
DOE Grant: Juanita and 68th Ave	1,012,563	0	0	0	0	0	1,012,563
Strategic Opportunity Fund	0	1,333,503	0	0	0	0	1,333,503
Other grant or funding	0	25,000	25,000	175,000	200,000	2,200,000	2,625,000
Surface Water Utility Funds	0	0	30,000	0	0	0	30,000
Transportation Impact Fee Revenue-Samm Bridge	0	45,000	352,770	9,757	9,759	78,632	495,918
Real Estate Excise Tax (Transportation) - Samm Brid	0	996,913	500,000	0	0	0	1,496,913
BRAC Grant West Samm Bridge Replacement	3,692,856	0	0	0	0	0	3,692,856
TIB Grant: West Samm Bridge Replacement	3,650,023	1,295,403	0	0	0	0	4,945,426
Connecting WA Funds West Samm Bridge Replacen	9,619,546	6,306,631	40,406	0	0	0	15,966,583
Surface Water Management Fund	649,587	0	0	0	0	0	649,587
Utility Reimbursement: West Samm Bridge Replacen	412,699	0	0	0	0	0	412,699
Surface Water Utility Funds	1,056,237	1,419,230	386,650	56,650	396,650	440,950	3,756,367
Surface Water General Utility Charges	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Public Works Trust Fund Loan: 190th Culvert	316,000	912,000	0	0	0	0	1,228,000
Bank Note for Blueberry Creek Culverts (10 Yr 2.5%)	0	0	0	1,000,000	0	0	1,000,000
King County Flood Control District Resources	0	0	0	0	380,000	50,000	430,000
Other grants	0	0	0	0	700,000	500,000	1,200,000
20 year Note Public Works Shop	6,000,000	4,000,000	0	0	0	0	10,000,000
Surface Water Utility Funds	50,000	288,450	287,550	286,200	287,100	287,550	1,486,850
Street Fund	0	128,200	127,800	127,200	127,600	127,800	638,600
General Fund	50,000	160,250	159,750	159,000	159,500	159,750	848,250
Transportation Benefit District	0	64,100	63,900	63,600	63,800	63,900	319,300
<b>TOTAL REVENUES</b>	<b>\$48,355,873</b>	<b>\$29,651,504</b>	<b>\$7,741,385</b>	<b>\$5,046,455</b>	<b>\$3,408,109</b>	<b>\$5,774,082</b>	<b>\$99,977,408</b>

## ATTACHMENT 7

## GOALS, OBJECTIVES, AND POLICIES

Following are the goals, objectives and policies addressing capital facility planning and financing. These are applicable to Kenmore as well as to other agencies planning public capital facilities and services in Kenmore.

### ***GOAL CF-1. ESTABLISH APPROPRIATE LEVELS OF SERVICE FOR PUBLIC FACILITIES TO ADEQUATELY SERVE EXISTING AND FUTURE DEVELOPMENT.***

#### **Objective CF-1.1 Identify and define types of public facilities.**

Policy CF-1.1.1 Maintain an inventory of existing public facilities owned or operated by the City, and reference those of the County, State, special districts, or other public entities within Kenmore. Include in the inventory the locations and capacities of such facilities and systems.

#### **Objective CF-1.2 Review standards for levels of service, where appropriate, for each public facility, and determine what additional public facilities are needed in order to achieve and maintain the desired quality of life and vision for the City of Kenmore.**

Policy CF-1.2.1 Level of service standards should 1) measure the quality of life based on the City's vision of its future and values, 2) be achievable for existing development and growth anticipated in the land use plan, and 3) be achievable with existing and proposed financing plans.

Policy CF-1.2.2 If appropriate, use the level of service standards to 1) determine the need for public facilities and 2) test the adequacy of such facilities to serve proposed development. In addition, use the level of service standards for city-owned public facilities to develop the City's annual budget and 6-year Capital Improvement Program.

Policy CF-1.2.3 Reassess the Capital Facility Element annually to ensure that public facilities needs, financing, and level of service are consistent with the land use plan. The annual update should be coordinated with the annual budget process, and the annual amendment of the Comprehensive Plan.

### ***GOAL CF-2. PROVIDE ADEQUATE PUBLIC FACILITIES CONCURRENT WITH THE IMPACT OF NEW DEVELOPMENT.***

#### **Objective CF-2.1 Provide a variety of responses to the demands of growth on capital facilities.**

Policy CF-2.1.1 Ensure City public facilities and services are provided concurrent with the impact of new development or redevelopment, including stormwater, roads, and local parks. Require that non-City public facilities are provided concurrent with the impact of new development or redevelopment including, water and sewer. Consistent with the Growth Management Act, road improvements may be provided at the time of, or within 6-years of, development. Local parkland to serve new development may be in place at the time of, or within 6-years of, development.

## ATTACHMENT 7

1	Policy CF-2.1.2	Make the most efficient use of existing public facilities, including techniques such
2		as:
3		• Conservation
4		• Demand management
5		• Improved scheduling
6		• Encourage development that uses existing facilities
7		• Contracting for services
8		• Other methods of improved efficiency.
9	Policy CF-2.1.3	Provide additional public facility capacity when existing facilities are used to their
10		maximum level of efficiency consistent with adopted standards for levels of
11		service.
12	Policy CF-2.1.4	Encourage development where adequate public facilities and services exist or can
13		be provided in an efficient manner.
14	<b><i>GOAL CF-3. COORDINATE CAPITAL FACILITY PLANS WITH STATE, COUNTY, AND</i></b>	
15	<b><i>LOCAL AGENCIES AND DISTRICTS.</i></b>	
16	<b>Objective CF-3.1</b>	<b>Coordinate the land use planning and decisions with plans for public facility</b>
17		<b>capital improvements.</b>
18	Policy CF-3.1.1	Coordinate with non-City providers of public facilities about maintaining adopted
19		levels of service standards, funding, and construction of capital improvements.
20		Work in partnership with non-City public facility providers to prepare functional
21		plans consistent with the City of Kenmore Comprehensive Plan as provided in
22		Objective 2.7 and associated policies in the Land Use Element.
23	Policy CF-3.1.2	Establish interagency planning mechanisms to assure coordinated and mutually
24		supportive capital facility plans from non-City providers of public facilities.
25		a. Establish priority areas for infrastructure improvements consistent with the
26		City's vision as provided in Policy LU-2.4.1.
27		b. Annually assess development trends and infrastructure provision to identify
28		and remedy deficiencies or need to reassess the land use plan <del>as provided in</del>
29		<del>Policy LU 2.4.2.</del>
30		

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**GOAL CF-4. MAINTAIN A SIX-YEAR CAPITAL IMPROVEMENT PROGRAM TO IMPLEMENT THE COMPREHENSIVE PLAN.**

**Objective CF-4.1      Annually develop a six-year Capital Improvement Program to implement the Comprehensive Plan.**

Policy CF-4.1.1      Prepare and utilize the six-year Capital Improvement Program to identify City capital projects necessary to respond to the planned growth of the community and maintain desired levels of service.

Policy CF-4.1.2      Prepare and utilize the six-year Capital Improvement Program to integrate all of the community's capital project resources such as grants, bonds, city funds, donations, impact fees and other available funding.

Policy CF-4.1.3      Maintain the Capital Improvement Program as follows:

- a.      Provide for annual review of the Capital Improvement Program contained in this Capital Facilities Element by the City Council and incorporate a **citizenpublic** participation process.
- b.      Ensure that the Capital Improvement Program:
  - Is consistent with the overall Comprehensive Plan
  - Defines the projects' need and links to levels of service and facility plans
  - Includes construction costs, timing, and funding sources, and considers operations and maintenance impacts where appropriate
  - Establishes priorities for capital project development
  - Adopts by reference annual updates of the Northshore School District Capital Facilities Plan, Lake Washington School District Capital Facilities Plan if appropriate, Northshore Utility District water and sewer plans, and Northshore Fire District 16 (Northshore Fire Department) facility plans if any.

**GOAL CF-5. PREPARE AND MAINTAIN A CAPITAL IMPROVEMENT PROGRAM THAT IS FULLY FUNDED AND FINANCIALLY FEASIBLE.**

**Objective CF-5.1      Establish mechanisms to ensure that the required public facilities are financially feasible.**

Policy CF-5.1.1      Base the financing plan for public facilities on realistic estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

## ATTACHMENT 7

1	Policy CF-5.1.2	Finance the six-year Capital Improvement Program within the City's financial capacity to achieve a balance between available revenue and needed public facilities. If the projected funding is inadequate to finance needed public facilities based on adopted level of service standards and forecasted growth, the City could do one or more of the following:
2		
3		
4		
5		
6		• Lower the level of service standard
7		• Change the Land Use Plan
8		• Increase the amount of revenue from existing sources
9		• Adopt new sources of revenue
10	<b>Objective CF-5.2</b>	<b>Establish mechanisms to ensure that the required public facilities are fully funded.</b>
11		
12	Policy CF-5.2.1	Match revenue sources to capital improvements on the basis of sound fiscal policies.
13		
14	Policy CF-5.2.2	Revise the financing plan in the event that revenue sources for capital improvements, which require voter approval in a local referendum, are not approved.
15		
16		
17	Policy CF-5.2.3	Ensure that the ongoing operating and maintenance costs of a public facility are financially feasible prior to constructing the facility.
18		
19	<b><i>GOAL CF-6. ENSURE GROWTH PAYS PROPORTIONATE COSTS OF CAPITAL FACILITIES REQUIRED TO SERVE THE GROWTH</i></b>	
20		
21	<b>Objective CF-6.1</b>	<b>Ensure existing and future development pay for the costs of needed capital improvements.</b>
22		
23	Policy CF-6.1.1	Ensure that existing development pays for capital improvements that reduce or eliminate existing deficiencies, and pays for some or all of the cost to replace obsolete or worn out facilities. Existing development may also pay a portion of the cost of capital improvements needed by future development. Existing development's payments may take the form of user fees, charges for services, special assessments, and taxes.
24		
25		
26		
27		
28		
29	Policy CF-6.1.2	Ensure that future development pays a proportionate share of the cost of new facilities that it requires. Future development may also pay a portion of the cost to replace obsolete or worn-out facilities. Future development's payments may take the form of voluntary contributions for the benefit of any public facility, impact fees, mitigation payments, capacity fees, dedications of land, provision of public facilities, and future payments of users' fees, charges for services, special assessments, and taxes.
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## ATTACHMENT 7

**GOAL CF-7. LOCATE AND DESIGN CAPITAL FACILITIES TO REALIZE THE VISION STATEMENT, AND TO BE COMPATIBLE WITH SURROUNDING LAND USES AND THE ENVIRONMENT.**

**Objective CF-7.1 Promote capital facilities that protect the public health, safety and welfare, and that serve as models for function, design, and environmental protection.**

**Policy CF-7.1.1 Consider the quality of public facilities in planning for capital improvements.**

- Ensure that public facilities' design meets appropriate policies in the Community Design Sub-Element, complies with City design standards, and is compatible with the surrounding areas.
- Maintain public spaces and enhance their appearance.

**Policy CF-7.1.2 Encourage public amenities and facilities which serve as catalysts for beneficial development.**

**Policy CF-7.1.3 Protect public health and environmental quality through the appropriate design and installation of public facilities.**

- Promote conservation of energy, water, and other natural resources in the location and design of public facilities.
- Practice efficient and environmentally responsible maintenance and operating procedures for public facilities.
- Preserve existing significant natural vegetation and features in the development of public facilities.

**Policy CF-7.1.24 Equitably disperse the impacts and benefits of public capital facilities throughout the community.**

**GOAL CF-8. ALLOW FOR THE APPROPRIATE SITING OF ESSENTIAL PUBLIC CAPITAL FACILITIES OF A STATE-WIDE OR COUNTY-WIDE NATURE.**

**OBJECTIVE CF-8.1 Participate in a cooperative inter-jurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. The approach should address definitions, inventories, incentives, compensation, public involvement, environmental protection, climate change, economic and health impacts, and alternative sites analysis.**

**Policy CF-8.1.1 Identify essential public facilities based upon the Growth Management Act, State Office of Financial Management list of essential public facilities required or likely to be built, King County Countywide Planning Policies, and any City lists which may be developed.**

**Policy CF-8.1.2 Classify a facility as an essential public facility if it has one or more of the following characteristics:**

## ATTACHMENT 7

- 1 a. The facility meets the Growth Management Act definition of an essential  
2 public facility;
- 3 b. The facility is on a State, County or City list of essential public facilities;
- 4 c. The facility serves a significant portion of the County or metropolitan  
5 region or is part of a Countywide service system; or
- 6 d. The facility is the sole existing facility in the County for providing that  
7 essential public service.
- 8 **OBJECTIVE CF-8.2 Establish a local public review and permit process for essential public**  
9 **facilities.**
- 10 Policy CF-8.2.1 Require a siting analysis for proposed new or expansions to existing essential public  
11 facilities consisting of the following:
- 12 a. An inventory of similar existing essential public facilities in King County  
13 and neighboring counties, including their locations and capacities;
- 14 b. A forecast of the future needs for the essential public facility, and  
15 definition of a logical service area;
- 16 c. An analysis of the potential social and economic **costs and** benefits to  
17 jurisdictions receiving or surrounding the facilities;
- 18 d. An analysis of environmental, **health**, social, and economic impacts,  
19 including mitigation, of any existing essential public facility, as well as of  
20 any new site(s) under consideration as an alternative to expansion of an  
21 existing facility;
- 22 e. An analysis of alternatives to the facility, including decentralization,  
23 conservation, demand management and other strategies;
- 24 f. Consideration of any applicable prior review conducted by a public  
25 agency, local government, or **citizen's community** group;
- 26 g. An analysis of the consistency with Comprehensive Plan policies and  
27 designations; and,
- 28 h. Consideration of other standards and criteria as outlined in the King  
29 County Countywide Planning Policies and other locally defined plans and  
30 ordinances.
- 31 Policy CF-8.2.2 Require a public process by which **citizens the public have has** a reasonable  
32 opportunity to participate in the site selection process, **especially those from**  
33 **historically marginalized and disproportionately burdened communities.**
- 34 Policy CF-8.2.3 Siting criteria for essential public facilities which are not difficult to site should  
35 provide for site design and buffering techniques to ensure compatibility with  
36 surrounding uses, and enable the facility to be permitted outright in appropriate  
37 zoning classifications whenever feasible.



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- 1 Policy CF-8.2.4 Work with King County and other municipalities to standardize review procedures  
2 and criteria for the siting of Statewide and Countywide essential public facilities  
3 and incorporate these procedures within interlocal agreements.
- 4 **OBJECTIVE CF-8.3 Cooperate regionally to ensure appropriate and equitable siting of essential**  
5 **public facilities.**
- 6 Policy CF-8.3.1 Encourage the State and County to site essential public facilities equitably among  
7 communities. No single community should absorb an inequitable share of these  
8 facilities and their impacts. Siting should consider environmental equity and  
9 environmental, economic, technical, and service area factors. The net impact of  
10 siting new essential public facilities should be weighted against the net impact of  
11 expansion of existing essential public facilities, with appropriate buffering and  
12 mitigation.
- 13 Policy CF-8.3.2 Participate in a cooperative interjurisdictional approach to the siting of essential  
14 public facilities in accordance with the King County Countywide Planning  
15 Policies. Joint planning agreements should be sought where appropriate.
- 16 **OBJECTIVE CF-8.4 Seek to mitigate disproportionate financial burdens to the City due to the**  
17 **siting of essential public facilities.**
- 18 Policy CF-8.4.1 Through joint planning or interlocal agreements, the City should seek to mitigate  
19 disproportionate financial burdens due to the siting of essential public facilities
- 20 Policy CF-8.4.2 Seek amenities or incentives for neighborhoods in which the facilities are located,  
21 and require compensation for adverse impacts.

22

23 **IMPLEMENTATION STRATEGIES**

24 The Capital Facilities Element policies would require new or increased commitments of City resources to  
25 prepare new regulations, review/amend existing regulations, or coordinate with agencies and other service  
26 providers.

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

28 ~~• A concurrency review and implementation system addressing multimodal transportation facilities~~

- 29 • Evaluation reports monitoring implementation of the goals and policies of the Capital Facilities  
30 Element.

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

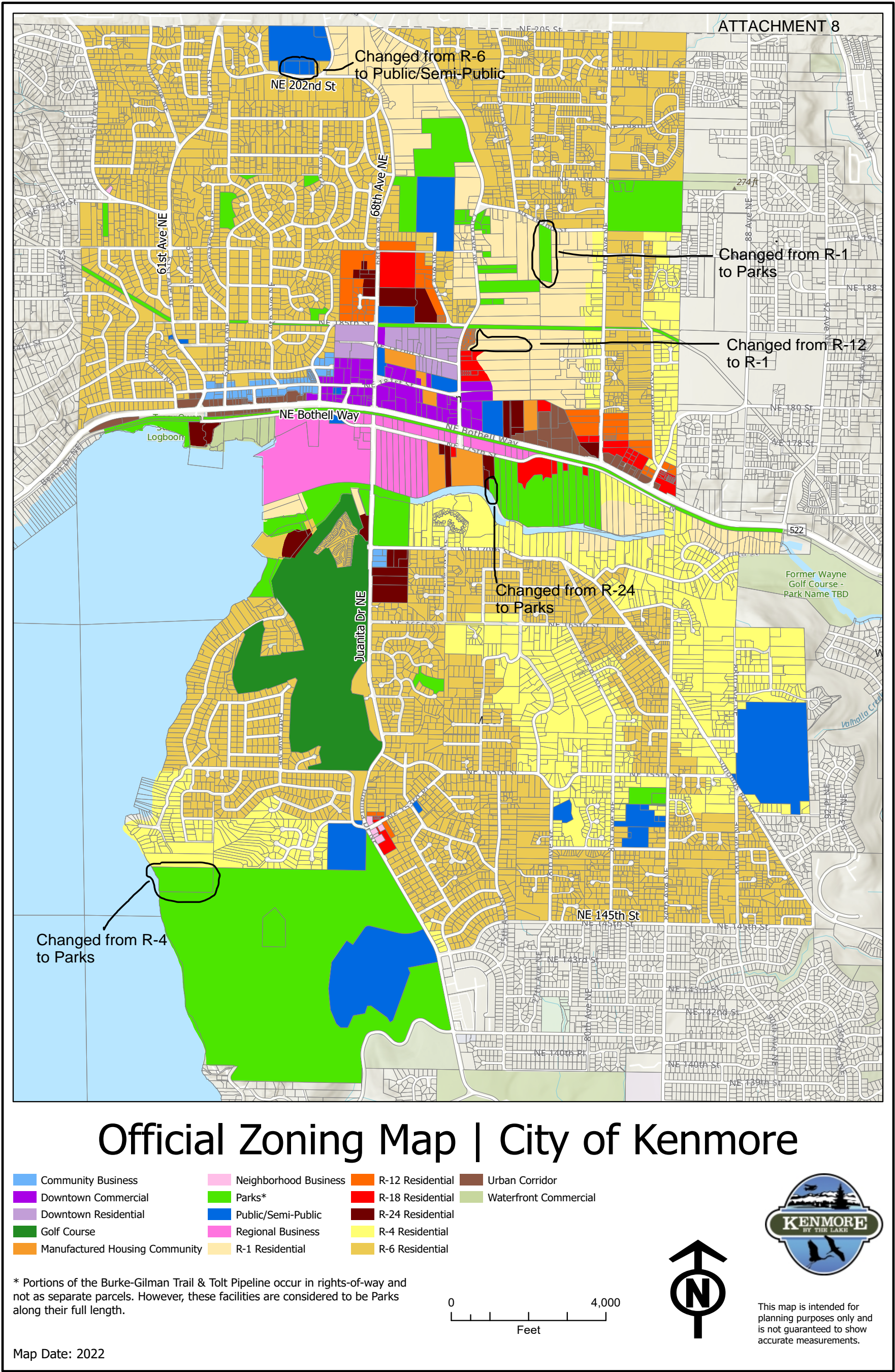
- 33 • Impact fee approaches, given revised facilities lists
- 34 • Levels of service for non-City-owned facilities.

35

ATTACHMENT 7

1   **REFERENCES**

- 2   King County Growth Management Planning Council (December ~~2012~~2021). Countywide Planning  
3       Policies. Seattle, WA.
- 4   Puget Sound Regional Council (2020). VISION 2050. Seattle, WA.
- 5   State of Washington Office of Financial Management (January 2015). ~~2015-21~~2021-2027 Six-Year  
6       Facilities Plan. Olympia, WA.





## ATTACHMENT 9a

**DRAFT “MISSING MIDDLE” HOUSING CODE AMENDMENTS**

**Text** = deleted text

**Text** = new text

**Related Definitions****18.20.340 Building.**

“Building” means any *structure* having a roof.

**18.20.835 Dwelling, multiple-family.**

“Multiple-family dwelling” means ~~a one-family~~ **one** dwelling **unit** attached to one or more ~~one-family~~ **units** by common roofs, walls, or floors. Also includes one or more dwellings **units** attached to nonresidential *uses*. This definition does not include *accessory dwelling units, community residential facilities, supportive living facilities*, or nursing and personal care facilities. **Subsets of “multiple-family dwelling” include:**

**A. Apartment.** A residential ~~building~~ containing two or more ~~dwelling units~~ or a single ~~dwelling unit~~ and a nonresidential use, which are attached at one or more common roofs, walls, or floors. Typically, the unit’s habitable area is provided on a single level. Unit entrances may or may not be provided from a common corridor. *Microhousing dwelling units* are considered apartments.

**A. Duplex.** A multiple-family dwelling on a single *lot* designed to look like a *single detached dwelling unit* and containing two *dwelling units*. The two units share a common roof, wall, or floor, although floorplans may vary. Individual units may be side-by-side or stacked one on top of the other. The two *dwelling units* and the *lot* are under a single ownership or may be owned through a condominium. A duplex is not a *townhouse*.

**B. Triplex.** A multiple-family dwelling on a single lot designed to look like a *single detached dwelling unit* and containing three *dwelling units*. The three units share a common roof, wall, or floor, although floorplans may vary. Individual units may be side-by-side, stacked on top of one another or a combination of side-by-side and stacked. The three *dwelling units* and the *lot* are under a single ownership or may be owned through a condominium. A triplex is not a *townhouse*.

**BC. Townhouse.** A ~~row of two or more similar or identical one-family, attached~~ **ground-related dwelling units** attached to one or more such units or to a nonresidential ~~use~~ in which each unit has its own **exterior** ground-level access to the outside, no unit is located over another unit,

ATTACHMENT 9a

1 and each unit is separated from any other unit by one or more vertical common walls.  
 2 Most Typically the townhouse units are multi-story. Each dwelling unit is independently owned.

3 | **18.20.1860 Nonconformance.**

4 "Nonconformance" means any *use*, improvement or *structure* established in conformance with  
 5 the *City* rules and regulations in effect at the time of establishment that no longer conforms to  
 6 the range of *uses* permitted in the *site's* current zone or to the current development standards  
 7 of the code due to changes in the code or its application to the subject property.

8 | **18.20.2080 Porte cochere.**

9 "Porte cochere" means a covered porch-like structure through which a motor vehicle on a driveway  
 10 can pass, allowing occupants to enter or leave the vehicle under shelter. A porte cochere does not  
 11 contain habitable space either under or over the roof and does not serve as a permanent  
 12 parking space.

13 | **18.20.2530 Setback.**

14 "Setback" means the required distance between a *structure* and a specified line such as a lot,  
 15 easement or *buffer* line that is required to remain free of *structures*.

16 | **18.20.2910 Street.**

17 "Street" means a public or recorded *private* thoroughfare providing pedestrian and vehicular  
 18 access through neighborhoods and communities and to abutting property.

19 | **18.20.2920 Street frontage.**

20 "Street frontage" means any portion of a *lot* or combination of *lots* which directly abut a *street*.

21 | **18.20.2930 Structure.**

22 "Structure" means anything permanently constructed in or on the ground, or over the water;  
 23 excluding *fences* eight feet or less in height, decks less than 18 inches above grade, paved areas,  
 24 and structural or nonstructural fill.

25

26

## ATTACHMENT 9a

**Zones, Maps and Designations****18.15.040 Residential zones.**

A. The purpose of the residential zones (R and MHC) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. These purposes are accomplished by:

1. Providing, in the R-1 through R-6 zones, for a mix of predominantly *single detached dwelling units*, with a variety of *at lower densities*, and sizes in locations appropriate for residential use to protect and preserve environmentally sensitive areas;

2. Providing, in the R-6 zone, for a mix of *single detached dwelling units* and, in areas near higher-capacity transit, smaller-scale multiple-family uses such as *duplexes* and *triplexes*;

3. Providing, in the R-12 through R-48 zones, for a mix of predominantly *apartment and townhouse multiple-family dwelling units*, with a variety of densities and sizes in locations appropriate for residential use;

4. Providing, in the MHC zone, for continuation of existing *manufactured housing communities*;

5. Allowing only those accessory and complementary nonresidential uses that are compatible with residential communities; and

6. Establishing density designations to facilitate advanced area-wide planning for public facilities and services, and to protect environmentally critical sites from overdevelopment.

**R-6 Residential Zoning Standards****18.21.020 Residential zones R-1, R-4 and R-6 – Use allowances.**

The following uses listed in Table A are identified as *permitted*, conditionally permitted, or *prohibited uses* in residential zones R-1, R-4 and R-6:

## ATTACHMENT 9a

Table A. R-1, R-4 and R-6 Zones Use Allowances

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
Air transportation service <sup>1</sup>	Ambulatory surgery center <sup>25</sup>	Adult entertainment business
Arts, entertainment, indoor <sup>2,3</sup>	Arts, entertainment, outdoor <sup>26</sup>	Animal kennel/shelter
Day care <sup>4</sup>	Cemetery, columbarium or mausoleum <sup>27</sup>	Auction house
Educational service <sup>5</sup>	College/university <sup>25</sup>	Automotive sales and service, marine
Family child-care home <sup>6</sup>	Community residential facility <sup>28</sup>	Automotive sales and service, non-marine
Fire or police facility <sup>7,8</sup>	Eating and drinking place <sup>3,29</sup>	Business service, intensive
Health care and social assistance <sup>9,10</sup>	Hospital <sup>25</sup>	Business service, standard
Multiple-family dwelling <sup>11</sup>	Manufactured housing community <sup>30</sup>	Construction and trade
Office <sup>12</sup>	Personal service <sup>31</sup>	Funeral home/crematory
Park <sup>13</sup>	Recreational facility, indoor <sup>3,16,32</sup>	Laboratory
Recreational facility, outdoor <sup>14,15,16</sup>	Regional land use <sup>33,34,35</sup>	Manufacturing, heavy
Religious institution <sup>17</sup>	Retail sales <sup>31,36</sup>	Manufacturing, light
Resource land use <sup>18</sup>	Temporary lodging <sup>37</sup>	Marijuana business
Single detached dwelling unit <sup>19,20</sup>		Marijuana cooperative
Standalone parking <sup>21</sup>		Mobile food service
Supportive living facility <sup>22</sup>		Retail sales, bulk
Utility facility <sup>23,24</sup>		Secure facility
		Transportation
		Vehicle or equipment rental
		Vehicle refueling station
		Warehousing
		Wholesale trade

1

. . .

2

3

4

11. Townhouse units only permitted and only on lots in a subdivision or short subdivision designed for townhouse units or through a. Other townhouse units require a conditional use permit with a binding site plan.

5

6

Duplexes and triplexes permitted only in the R-6 zone, generally within ¼ mile of higher-capacity transit service. See KMC 18.21.025 for a map of possible locations. Duplexes and triplexes are

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allowed on a *lot* only if the entire parcel is within the ¼-mile area and if the *lot* dimensions are adequate as described in KMC 18.21.030. See also KMC 18.21.035 for design standards for *duplexes* and *triplexes*.

~~Apartments~~ Other types of *multiple-family dwellings* are prohibited.

. . .

### 18.21.025 Map of Potential Duplex/Triplex Locations

The area where a *duplex* or *triplex* may be permitted is shown on Figure 18.21.025.1. A *duplex* or *triplex* shall not be authorized in this area, however, unless 100% of the *lot* is inside the boundaries of this area, and if the *lot* dimensions are adequate as described in KMC 18.21.030.

### 18.21.030 Residential zones R-1, R-4 and R-6 – Development standards.

The following zone-specific development standards in Table B apply in the R-1, R-4 and R-6 residential zones:

Table B. R-1, R-4 and R-6 Residential Zones Development Standards

STANDARDS	Z O N E S	R-1 <sup>1</sup>	R-4	R-6
Base Density <del>(other than Duplex or Triplex)</del> : Dwelling Unit/Acre <sup>2</sup>		1 du/ac	4 du/ac <sup>3</sup>	6 du/ac
Maximum Density <del>(other than Duplex or Triplex)</del> : Dwelling Unit/Acre <sup>4</sup>			6 du/ac	9 du/ac
<u>Duplex Base Density: Dwelling Unit/Acre<sup>2</sup></u>	--	--	--	<u>22 du/ac</u>
<u>Duplex Maximum Density: Dwelling Unit/Acre<sup>4</sup></u>	--	--	--	<u>24 du/ac</u>
<u>Triplex Base Density: Dwelling Unit/Acre<sup>2</sup></u>	--	--	--	<u>26 du/ac</u>
<u>Triplex Maximum Density: Dwelling Unit/Acre<sup>4</sup></u>	--	--	--	<u>29 du/ac</u>



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Table B. R-1, R-4 and R-6 Residential Zones Development Standards

STANDARDS	Z O N E S	R-1 <sup>1</sup>	R-4	R-6
Minimum Density		None	None	None
Minimum Lot Width (other than Duplex or Triplex) <sup>6</sup>		35 ft. <sup>7</sup>	30 ft.	30 ft.
Side-by-side Duplex Minimum Lot Dimensions <sup>18</sup>		--	--	50' wide 100' deep
Stacked Duplex Minimum Lot Dimensions <sup>18</sup>		--	--	40' wide 100' deep
Triplex Minimum Lot Dimensions <sup>18</sup>		--	--	50' wide 100' deep
Minimum Street Setback		20 ft. <sup>7</sup>	15 ft. <sup>8,9</sup>	15 ft. <sup>8,9</sup>
Minimum Side Setback <sup>5,10</sup>		5 ft. <sup>7</sup>	15 ft. total <sup>11</sup>	15 ft. total <sup>11</sup>
Minimum Rear Setback <sup>5,10</sup>		5 ft. <sup>7</sup>	20 ft.	20 ft.
Maximum Height (Other than Duplex or Triplex) <sup>12</sup>		35 ft.	35 ft.	35 ft. 45 ft. <sup>13</sup>
Duplex/Triplex Maximum Height				30 ft. (2 ½ stories), but no more than 24' to the eaves (not including the eaves on dormers)
Base Impervious Surface: Percentage		30%	45%	60%
Maximum Impervious Surface: Percentage <sup>14</sup>		30% <sup>15</sup>	55%	70%
Minimum Lot Size (does not apply to Duplex or Triplex)		2,500 sq. ft.	7,200 sq. ft. <sup>16,17</sup>	5,400 sq. ft. <sup>16,17</sup>

1

. . .

2 <sup>2</sup> Density applies only to *dwelling units* and not to sleeping units.

3

. . .

4 <sup>4</sup> This maximum density may be achieved only through the application of residential density  
5 incentives pursuant to Chapter 18.80 KMC or transfers of density credits, or any combination of  
6 density incentive or density transfer. Maximum density may only be exceeded pursuant to  
7 KMC 18.80.040(E)(1)(f). Bonus density for duplexes or triplexes shall only be permitted in the  
8 form of a single detached dwelling unit, a duplex or a triplex.

2 . . .

5 <sup>9</sup> At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced  
6 parking area and the street property line. The linear distance shall be measured along the  
7 centerline of the driveway from the access point to such garage, carport or fenced area to  
8 the street property line. Driveways providing ingress and egress between off-street parking areas  
9 and abutting streets shall be designed, located and constructed in accordance with the  
10 provisions of Chapter 12.50 KMC, Road Standards.

15 <sup>11</sup> Any side yard shall equal a minimum of five feet but the two side yards combined must equal a  
16 minimum of 15 feet.

17 . . .

19 a. Regional uses shall be established at the time of permit review;  
20 b. Nonresidential uses in residential zones shall comply with KMC 18.21.060 and 18.30.170;  
21 c. Individual lots in the R-4 through R-6 zones which are less than 9,076 square feet in area shall be  
22 subject to the applicable provisions of the nearest comparable R-6 zone;  
23 d. Lots may be increased beyond the total amount permitted in this chapter subject to approval of  
24 a conditional use permit;  
25 e. The base impervious surface percentage may be exceeded, up to the maximum impervious  
26 surface percentage, provided low impact development strategies are implemented subject to  
27 approval by the city manager.

28 . . .

33

34

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## 18.21.035 Additional duplex and triplex development standards

### A. Building dimensions

#### 1. Maximum building dimensions for a duplex apply as follows:

<b>LOT WIDTH:</b>	<b>40'-49'</b>	<b>50'-59'</b>	<b>60'-69'</b>	<b>70'-79'</b>	<b>&gt;80'</b>
<b>Side-by-side duplex:</b> Maximum building width along street frontage	Not permitted	32'	42'	50'	42' if building is sited to allow future development with at least a 40' street frontage
<b>Stacked duplex:</b> Maximum building width along street frontage	22'	32'	42'	50'	32' if building is sited to allow future development with at least a 40' street frontage

<b>LOT DEPTH:</b>	<b>&lt;100'</b>	<b>100-124'</b>	<b>125-149'</b>	<b>150-199'</b>	<b>&gt;200'</b>
<b>Side-by-side duplex:</b> Maximum building depth perpendicular to the building's street facade	Not permitted	40'	50'	50'	60' for 1 story structure 50' for 2 story structure
<b>Stacked duplex:</b> Maximum building depth perpendicular	Not permitted	40'	50'	50'	50'

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to the <i>building's</i> street facade					
---	--	--	--	--	--

1 2. Maximum *building* dimensions for a *triplex building* apply as follows:

<b>LOT WIDTH:</b>	40-49'	50-59'	60-69'	70-79'	>80'
Maximum <i>building</i> width along <i>street</i> <i>frontage</i>	Not permitted	32'	42'	50'	50'

2

<b>LOT DEPTH:</b>	<100'	100-124'	125-149'	150-199'	>200'
Maximum <i>building</i> depth perpendicular to the <i>building's</i> street facade	Not permitted	40'	40'	50'	60' for 1 story structure  50' for 2 story structure

3 3. In rare cases, the *city manager* may adjust maximum *building* widths and depths by up to 20%  
4 to make more efficient use of land or to address unique circumstances.

5 B. Design standards. To ensure that new *buildings* are of similar size and scale to neighboring  
6 single detached dwelling units, the following design standards apply to *duplex* and *triplex buildings*:

7 1. Building orientation.

8 a. A *duplex* or *triplex building* shall be oriented with the front of the *building* parallel to the  
9 street.

10 2. Dwelling Unit Entrances.

11 a. Each *duplex* or *triplex building* shall have its primary *building* entrance oriented toward  
12 the street, located on the front facade and/or along the sides(s) of the *building* via an entry  
13 porch visible from and connected to the street by a walkway.

14 b. Access to second floor dwelling units may be by an external stair, which may be open or  
15 enclosed, but shall not be located between the *building* and the street. If enclosed, the stair  
16 shall be within the *building's* overall massing and roof.

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**3. Garage and carport size and location.**

a. On lots narrower in width than 60', a garage or carport shall be located at the rear of the lot.

b. Garages and carports shall be located a minimum of 20' behind the street façade of the duplex or triplex and have a maximum width of 20' as measured parallel to the street. The equivalent of no more than 2 single-car garage doors may be visible on the street facade.

c. Garages may be entered from the side of the building (parallel to the street). If entered from the side, any garage wall facing the street shall incorporate windows so that the garage appears to contain habitable space.

d. A porte cochere up to 12 feet wide overall is allowed at the same front setback as the street façade of the duplex or triplex and must allow access to the rear of the lot. A porte cochere is not included in the maximum building width. The porte cochere shall be designed in the same style and level of detail as the duplex or triplex.

**3. Surface Parking**

a. Surface parking for a duplex or triplex shall be limited to groups of no more than 3 spaces.

b. Parking areas with more than two spaces shall be located to the rear of the building, shall be visually separated by at least a distance of 5' from perimeter property lines, and shall be screened from neighboring properties through site plan design and/or landscaping.

**Landscaping**

**18.35.030 Land use grouping.**

To facilitate the application of this chapter, land uses have been grouped in the following manner:

A. "Residential development" refers to residential land uses.

B. "Attached/group residences" refers to:

1. Multiple-family dwellings, except duplexes and triplexes, and as provided in subsection (C)(1) of this section;

- 7 C. "Single-family *development*" refers to:

- 13 . . .

16 For single-family residential subdivisions:

- 20 B. The trees shall be:

- 11

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- 1 a. Right of way trees shall be maintained by the adjacent landowner in accordance
- 2 with the provisions of Chapter 12.70 KMC, Sidewalks, Planting Strips and Street Trees.
- 3 b. Trees on private streets shall be maintained by the adjacent landowner unless part of a
- 4 homeowners' association program unless part of a City maintenance program; and
- 5 4. A species in accordance with the provisions of Chapter 12.50 KMC, Road Standards
- 6 approved by the City if located within the street right-of-way and compatible with
- 7 overhead utility lines;
- 8 C. The trees may be spaced at irregular intervals to accommodate sight distance requirements
- 9 for driveways and intersections.

10

## 11 **General Development Standards**

### 12 **18.30.110 Lot width – Measurement method.**

13 Lot width shall be measured by scaling a circle of the applicable diameter within the boundaries  
14 of the lot; provided, that an access easement, access tract, access panhandle and  
15 building setbacks shall not be included within the circle area. See KMC 17.20.120(C) for  
16 additional standards related to lot configuration. See KMC 18.21.030 for lot width measurement  
17 methods for duplexes and triplexes in the R-6 Residential zoning district.

### 18 **18.30.230 Setbacks – Projections and structures allowed.**

19 Provided that the required setbacks from regional utility corridors of KMC 18.30.200, the  
20 adjoining half-street or designated arterial setbacks of KMC 18.30.220 and the sight distance  
21 requirements of KMC 18.30.240 are maintained, structures may extend into or be located in  
22 required setbacks, including setbacks as required by KMC 18.21.060(B), as follows:

23 . . .

24 Q. In a rear setback in the R-4 and R-6 residential zones, the following structures are permitted if  
25 it is determined by the city manager that they will not have any substantial detrimental effect on  
26 abutting properties or the City as a whole; and provided, that they shall be no closer than five  
27 feet to the rear lot line:

- 28 1. Children's play structures not otherwise regulated by this title;
- 29 2. No more than one storage shed or similar use, limited in height to eight feet for a flat
- 30 roof or 10 feet for a pitched roof, with a maximum dimension of 15 feet on any side and a
- 31 total area not exceeding 200 square feet;

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1 3. An *arbor*, not attached to a building and limited in height to eight feet, with a maximum  
 2 footprint of 100 square feet, including eaves. If latticework is used, there shall be a  
 3 minimum opening of two inches between crosspieces.

4 R. In a rear *setback* in the R-4 and R-6 residential zones, an *accessory dwelling unit* shall be  
 5 permitted; provided, that the *accessory dwelling unit* shall be no closer than 10 feet to the  
 6 rear *lot* line. All of the other standards for *accessory dwelling units* specified in  
 7 Chapter [18.73](#) KMC shall be met.

8 S. In a rear setback for a duplex or triplex in the R-6 residential zone, a garage for a maximum of  
 9 3 vehicles shall be permitted; provided, that the garage shall be no closer than 10 feet to the  
 10 rear lot line unless an alley access is provided. If an alley access is provided, this setback may  
 11 be further reduced to a minimum of 5'.

12

### 13 **Parking**

#### 14 **18.40.030 Computation of required off-street parking spaces.**

15 A. Except as modified in KMC [18.40.040](#), [18.40.050](#) or [18.40.090](#), off-street parking areas shall  
 16 contain at a minimum the number of *parking spaces* as stipulated in the following table. Off-  
 17 street parking ratios expressed as number of spaces per square feet means the usable or net  
 18 square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not  
 19 limited to building maintenance areas, storage areas, closets, restrooms and exterior walls. If  
 20 the formula for determining the number of off-street *parking spaces* results in a fraction, the  
 21 number of off-street *parking spaces* shall be rounded to the nearest whole number with  
 22 fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

LAND USE	MINIMUM PARKING SPACES REQUIRED Citywide, Except in Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE	MINIMUM PARKING SPACES REQUIRED Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE
<b>RESIDENTIAL:</b>		
<i>Single detached dwelling unit</i>	2.0 per <i>dwelling unit</i>	2.0 per <i>dwelling unit</i> ; tandem stalls permitted
<i>Townhouse</i>	2.0 per <i>dwelling unit</i>	1.5 per <i>dwelling unit</i> ; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units
<u>Duplex</u>	<u>.75 per dwelling unit</u>	<u>.75 per dwelling unit</u>



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LAND USE	MINIMUM PARKING SPACES REQUIRED Citywide, Except in Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE	MINIMUM PARKING SPACES REQUIRED Downtown Commercial and Downtown Residential Zones West of 68th Avenue NE
<i>Triplex</i>	.75 per <i>dwelling unit</i>	.75 per <i>dwelling unit</i>
<i>Apartment</i> Other <i>multiple-family dwellings</i> :		
<i>Microhousing dwelling unit</i>	Within 1/4 mile of SR-522: 0.75 per dwelling unit. Otherwise, 1.2 per dwelling unit	Within 1/4 mile of SR-522: 0.75:du. Otherwise, 1.0:du. Tandem stalls permitted
Studio unit	1.2 per <i>dwelling unit</i>	1.0:du; tandem stalls permitted
One-bedroom unit	1.5 per <i>dwelling unit</i>	1.0:du; tandem stalls permitted
Two-bedroom unit	1.7 per <i>dwelling unit</i>	1.5:du; tandem stalls permitted
Three-bedroom unit or larger	2.0 per <i>dwelling unit</i>	1.7:du; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units

#### 18.40.110 Off-street parking plan design standards.

A. Off-street parking areas shall not be located more than 600 feet from the *building* they are required to serve for all *uses* except those specified as follows; where an off-street parking area does not abut the *building* it serves, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:

1. For all single detached dwellings, duplexes, and triplexes, the parking spaces shall be located on the same *lot* they are required to serve;

...

E. Driveways providing ingress and egress between off-street parking areas and abutting *streets* shall be designed, located and constructed in accordance with the provisions of Chapter 12.50 KMC, Street/Road Standards. Driveways for single detached dwelling units, no more than 20 feet in width, may cross required setbacks or landscaped areas to provide access between the off-street parking areas and the street, provided no more than 15 percent of the required landscaping or setback area is eliminated by the driveway. Joint use driveways may be located within required landscaping or setback areas. Driveways for all other developments may cross or be located within required setbacks or landscaped areas to provide access between the off-street parking areas and the street, if no more than 10 percent of the required landscaping is displaced by the driveway and the driveway is located no closer than five feet from any property line except where intersecting the street.

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1 F. *Parking spaces* required under this title shall be located as follows:

2 1. For *single detached dwelling units* the required *parking spaces* shall be located outside of  
 3 any required setbacks ~~or landscaping~~, but driveways crossing setbacks and  
 4 required landscaping may be used for parking. However, if the driveway is a joint use  
 5 driveway, no vehicle parked on the driveway shall obstruct any joint user's access to the  
 6 driveway or parking spaces;

7 2. For duplexes and triplexes, all parking spaces shall be outside of the required street  
 8 setback and shall be no closer than 5' to perimeter lot lines. KMC 18.21.035.B contains  
 9 additional standards for parking area/garage/carport locations. Driveways crossing  
 10 required setbacks may be used for parking if a 5' separation from perimeter lot lines is  
 11 maintained.

12 3. For nonresidential uses in residential zones, parking is permitted in *setback* areas in  
 13 accordance with KMC [18.21.060](#).

14 24. For all other *developments*, *parking spaces* may be permitted by the *city*  
 15 *manager* in *setback* areas in accordance with an approved landscape plan; and

16 5. If the driveway is a joint use driveway, no vehicle parked on the driveway shall obstruct  
 17 any joint user's access to the driveway or parking spaces.

18 . . .

19 H. Tandem or end-to-end parking is allowed in residential *developments*. ApartmentMultiple-  
 20 family dwellings, including duplex, triplex, or *townhouse developments*, may have tandem parking  
 21 areas for each *dwelling unit* but shall not combine parking for separate *dwelling units* in a  
 22 tandem parking areasconfiguration.

23 . . .

24 J. The total number of vehicles parked or stored outside of a *building* on a single-  
 25 familyresidential lot in the R-4R-1 through R-6 zones, excluding *recreational vehicles* and trailers,  
 26 shall not exceed six vehicles on *lots* 12,500 square feet or less and eight vehicles on *lots* greater  
 27 than 12,500 square feet.

28

## 29 **Nonconformances**

### 30 **18.100.010 Purpose.**

31 The purposes of this chapter are to:

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- 1 A. Establish the legal status of a *nonconformance* by creating provisions through which
- 2 a *nonconformance* may be maintained, altered, reconstructed, expanded or terminated;
- 3 B. Establish the rules for an *existing legal use* by creating provisions through which an *existing*
- 4 *legal use* may be maintained, altered, reconstructed, expanded or terminated; and
- 5 C. Provide for the temporary establishment of *uses* that are not otherwise permitted in a zone
- 6 or that do not meet all development standards of a zone and to regulate such *uses* by their
- 7 scope and period of use.

8 **18.100.020 Nonconformance – Applicability.**

- 9 A. All *nonconformances* shall be subject to the provisions of this chapter, except for:
- 10 1. nonconforming billboards, which shall be subject to KMC [18.42.150](#), and
- 11 [2. existing legal \*multiple-family dwellings\* that do not conform to the following standards:](#)
- 12 [base density, maximum density, minimum \*setbacks\*, maximum height, or minimum lot](#)
- 13 [size. This exception is not applicable to other standards for a \*multiple-family dwelling\*,](#)
- 14 [such as base or maximum impervious surface or critical area buffers, which continue to](#)
- 15 [be \*nonconformances\* subject to the provisions of this chapter.](#)
- 16 B. The provisions of this chapter do not supersede or relieve a property owner from compliance
- 17 with:
- 18 1. The requirements of the International Building and Fire Codes; or
- 19 2. The provisions of this code beyond the specific *nonconformance* addressed by this
- 20 chapter. [Ord. 17-0445B § 3; Ord. 11-0329 § 3 (Exh. 1).]

21 **18.100.090 Nonconformance – Residences.**

- 22 Any residence nonconforming relative to *use* may be expanded, after review and approval,
- 23 subject to all other applicable codes besides those set forth in this chapter
- 24 for *nonconformances*.

25

26 **Road Standard Amendments**

- 27 5.04 Driveways and Driveway Approaches This section provides driveway and driveway
- 28 approach standards to public and private roads. It is not the intent of these Standards to
- 29 govern design or location of driveways on private property except where they connect to the

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1 road where minimum setbacks are required along property lines and where safety is a concern.  
 2 However, fire access requirements governed by the Fire Code (KMC 15.10) and KMC Title 18,  
 3 establish criteria for driveway widths.

4 . . .

5 B. Single Family Residential Driveway and Driveway Approaches:

6 1. Driveways and driveway approaches must be a minimum length of 20 feet, measured  
 7 along any point between the nearest tract/easement/right-of-way line of a shared access or  
 8 roadway and the nearest edge of the parking area/carport/garage required per KMC  
 9 18.40.030. Driveways may not exceed 45 feet in length if feasible.

10 2. Driveway and driveway approaches shall have a minimum width of 12 feet and a  
 11 maximum width as follows:

12 i. Driveways and driveway approaches accessed from private roads shall have a maximum  
 13 width of 35 feet.

14 ii. Driveways and driveway approaches accessed from public roads shall have a maximum  
 15 width of 20 feet at the right-of-way line. Driveways may be widened to a maximum of 35  
 16 feet beginning at a minimum of 5 feet from the right-of-way line.

17 3. Driveways shall be continuously paved or surfaced with gravel between the public right-  
 18 of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the  
 19 City of Kenmore.

20 i. This requirement shall not restrict the use of alternative pavement types (such are  
 21 porous pavements or pavers) and methods (such as wheel strips) to meet flow control  
 22 BMP or Low Impact Development requirements.

23 ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not  
 24 be permitted on steep driveways.

25 4. If frontage improvements do not exist and are not required, driveway approaches from  
 26 the right of way line to the edge of pavement shall be HMA unless otherwise approved by  
 27 the City Engineer.

28 C. Duplex or Triplex Driveways and Driveway Approaches:

29 1. Driveways and driveway approaches must be a minimum length of 35 feet, measured  
 30 along any point between the nearest tract/easement/right-of-way line of a shared access or  
 31 roadway and the nearest edge of a carport or garage. Driveways or driveway approaches to  
 32 a parking area must be a minimum length of 20'.

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- 1 2. Driveway and driveway approaches shall be 12 feet wide between the
- 2 tract/easement/right-of-way line and the duplex or triplex building. A minimum driveway
- 3 width of 10' is required along the side of the building or in the rear of the lot.
- 4 3. Driveways shall be continuously paved or surfaced with gravel between the public right-
- 5 of-way and the parking area required by KMC 18.40.030, unless otherwise approved by the
- 6 City of Kenmore.
- 7 i. This requirement shall not restrict the use of alternative pavement types (such are
- 8 porous pavements or pavers) and methods (such as wheel strips) to meet flow control
- 9 BMP or Low Impact Development requirements.
- 10 ii. Driveways with a slope exceeding 5% in grade shall be paved; gravel surfacing will not
- 11 be permitted on steep driveways.
- 12 4. If frontage improvements do not exist and are not required, driveway approaches from
- 13 the right of way line to the edge of pavement shall be HMA unless otherwise approved by
- 14 the City Engineer.
- 15 D. Townhome Driveways and Driveway Approaches: Driveways lengths shall be 20 feet when
- 16 accessed from a public road with a width between 8 feet and 20 feet. Driveways are not
- 17 required when accessing from a private road. If driveways are proposed off of a private road,
- 18 they shall follow the requirements for access from a public road. Driveway approaches to
- 19 garages from private roads shall not exceed 6 feet in length. Any conflicts with the KMC, the
- 20 KMC shall prevail.
- 21 CE. Commercial, Industrial, & Other Multi-Family Driveways and Driveway Approaches:
- 22 1. Driveways, when designed, must be a minimum length of 40 feet, measured along any
- 23 point between the nearest tract/easement/right-of-way line of a shared access or roadway
- 24 and the nearest edge of the parking area/carport/garage required per KMC 18.40.030.
- 25 2. Driveways and Driveway approaches shall have a minimum width of 24 feet and a
- 26 maximum width of 36 feet.
- 27 3. Driveways shall be continuously paved between the public right-of-way and the parking
- 28 area required by KMC 18.40.030.
- 29 i. This requirement shall not restrict the use of alternative pavement types (such are
- 30 porous pavements or pavers) and methods (such as wheel strips) to meet a flow control
- 31 BMP or Low Impact Development requirement.
- 32 EE. Location of New Driveways.
- 33 1. Driveway location is subject to City approval.
- 34 2. No portion of driveway width for uses other than duplexes or triplexes shall be allowed
- 35 within 5 feet of any existing side property lines.

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- 1 i. Exceptions may be granted without a formal variance request for access panhandles to
- 2 single lots and for lots taking access from a cul-de-sac bulb; in such cases the driveway
- 3 shall be located, and possibly reduced in width, to provide the largest setback feasible.
- 4 ii. A setback variance may be approved if approval from the adjacent property owner(s) is
- 5 received.

6 3. For duplexes and triplexes, a driveway may be allowed within 3 feet of any existing side  
7 property line if *native vegetation* is provided to screen the driveway from the neighboring  
8 property. Landscaping shall minimally consist of a mix of native evergreen and deciduous  
9 shrubs spaced no more than 6' on center and with an ultimate height of at least 5', along  
10 with additional native garden plantings spaced to result in total coverage of the majority of  
11 the required landscape area within three years. The landscape plan shall be incorporated  
12 into the site plan submitted with the permit and the landscaping shall be maintained as  
13 specified in KMC 18.35.120. Noxious weeds, as defined in KMC 18.20.1890, shall not be  
14 used for landscaping.

15 As an alternative, a minimum 6'-tall fence, consistent with the standards in KMC 18.30.040,  
16 may be provided.

17 . . .

18  
19 **AMENDMENTS RESULTING FROM ELIMINATION OF**  
20 **"APARTMENT" DEFINITION**

21  
22 **18.15.040 Residential zones.**

23 A. The purpose of the residential zones (R and MHC) is to implement comprehensive plan goals  
24 and policies for housing quality, diversity and affordability, and to efficiently use residential  
25 land, public services and energy. These purposes are accomplished by:

26 1. Providing, in the R-1 through R-6 zones, for a mix of predominantly *single detached*  
27 *dwelling units*, with a variety of densities and sizes in locations appropriate for residential  
28 use;

29 2. Providing, in the R-6 zone within ¼-mile of major transit corridors, for a mix of *single*  
30 *detached dwelling units, duplexes, and triplexes;*

## ATTACHMENT 9a

23. Providing, in the R-12 through R-48 zones, for a mix of predominantly ~~apartment and townhouse~~multiple-family dwelling units, with a variety of densities and sizes in locations appropriate for residential use;

#### 18.20.830 Dwelling unit, microhousing.

"Microhousing dwelling unit" means an ~~apartment~~multiple-family dwelling unit with a total square footage of less than 320 square feet and a habitable space, as defined in the International Building Code as adopted in the Kenmore Municipal Code, of at least 220 square feet. The room(s) are intended for use solely by the dwelling's occupant(s), although common kitchen or bath facilities may be provided.

#### 18.20.1375 Hotel.

"Hotel" means a *building* or portion thereof designed or used for transient rental for sleeping purposes. Hotel *structures* are at least two stories in height, with lodging space above the first floor. Lodging space may also be located on the first floor. Individual rooms are typically accessed from a common hallway. A central *kitchen* and dining room and accessory shops and services catering to the general public may be provided. Not included in this definition are ~~townhouses, apartments~~multiple-family dwelling units, bed and breakfasts, or *motels*.

#### 18.20.1785 Motel.

"Motel" means a *building* or group of detached or connected *buildings* designed or used primarily for providing sleeping accommodations for automobile travelers and typically having a *parking space* adjacent to a sleeping accommodation. This definition excludes ~~townhouses, apartments~~multiple-family dwelling units, *bed and breakfast guesthouses*, and *hotels*.

#### 18.21.040 Residential zones R-12, R-18 and R-24 – Use allowances.

35. *Self-service storage* only permitted and only if accessory to an ~~apartment~~multiple-family development of at least 12 units, provided:

a. The gross floor area in *self-service storage* shall not exceed the total gross floor area of the ~~apartment~~multiple-family dwellings on the site;

#### 18.21.050 Residential zones R-12, R-18, R-24, R-48, and MHC – Development standards.

## ATTACHMENT 9a

a. For *developments* consisting of three or more single detached dwellings located on a single parcel, the *setback* shall be 10 feet along any property line abutting R-1 through R-6, except for *structures* in on-site recreation areas required in KMC 18.30.130, which shall have a *setback* of five feet.

b. For ~~townhouse and apartment~~ *multiple-family* development, the *setback* shall be 20 feet along any property line abutting R-1 through R-6, except for *structures* in on-site recreation areas required in KMC 18.30.130, which shall have a *setback* of five feet, unless the ~~townhouse or apartment~~ *multiple-family* development is adjacent to property upon which an existing ~~townhouse or apartment~~ *multiple-family* development is located.

## 18.24.040 Zoning standards.

Specific zone-based development standards for the downtown residential zone in Table B apply to the DR zone as follows:

Table B. Downtown Residential Development Standards

STANDARD	REQUIREMENT
Base Density: <i>Dwelling Units</i> /Gross Acre	48; applies east of 68th Avenue NE
Maximum Density: <i>Dwelling Units</i> /Gross Acre with Density Bonus Incentives	72; density incentives or bonuses not required west of 68th Avenue NE
Minimum Density: <i>Dwelling Units</i> /Net Acre	18 – <i>Townhouse</i> only development 18 – 36 – <i>Townhouse</i> / <del>apartment</del> <i>other multiple-family</i> combination development 36 – <del>Apartment</del> <i>Multiple-family development other than townhouses</i>
Minimum Lot Width	<i>Townhouse</i> – 20 ft. <del>Apartment</del> <i>Other Multiple-Family development</i> – 30 ft.

## 18.30.130 Recreation space – On-site areas.

A. Single-family detached subdivisions, ~~apartment, townhouse~~ *multiple-family development* and *mixed use development* of more than nine units in the R-4 through R-48 and DR zones and standalone ~~apartment or townhouse~~ *multiple-family* developments in the NB, UC or DC zone of more than nine units, excluding age restricted *senior citizen* housing, shall provide a common recreational open space area on site, except when facilities are available to the public that meet all of the following requirements:



## ATTACHMENT 9a

**18.40.030 Computation of required off-street parking spaces.**

. . .

E. In any *development* required to provide six or more *parking spaces*, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.

. . .

5. One indoor bicycle storage space shall be provided for every two *dwelling units* in ~~townhouse and apartment~~ *multiple-family* residential uses ~~other than duplexes and triplexes~~, unless individual garages are provided for every unit. The *city manager* may reduce the number of bike rack parking spaces if *indoor storage* facilities are available to all residents.

**18.40.110 Off-street parking plan design standards.**

. . .

H. Tandem or end-to-end parking is allowed in residential *developments*. ~~Apartment or townhouse~~ *Multiple-family* *developments* may have tandem parking areas for each *dwelling unit* but shall not combine parking for separate *dwelling units* in tandem parking areas.

**18.40.130 Compact car allowance requirements.**

In any *development* containing more than 20 *parking spaces*, up to 50 percent of the total number of spaces may be sized to accommodate compact cars, subject to the following:

A. Each space shall be clearly identified as a compact car space by painting the word "COMPACT" in capital letters, a minimum of eight inches high, on the pavement at the base of the *parking space* and centered between the striping;

B. Aisle widths shall conform to the standards set for standard size cars; and

C. ~~Apartment~~ *Multiple-family* *developments* with less than 20 parking spaces may designate up to 40 percent of the required parking spaces as compact spaces.

**18.42.090 Residential zone signs.**

*Signs* in the downtown residential, R and MHC zones are limited as follows:

## ATTACHMENT 9a

1 . . .

2 B. Residential Use.

3 1. One *sign* not exceeding two square feet is permitted; and

4 2. One *permanent residential development identification sign* not exceeding 32 square feet is  
 5 permitted per neighborhood, subdivision, manufactured housing  
 6 community, ~~apartment/condominium~~ *multiple-family complex development* (but not  
 7 *including a duplex or triplex*), or other residential area. The maximum height for  
 8 the *sign* shall be six feet. The *sign* may be freestanding or mounted on a wall, *fence*, or  
 9 other *structure*.

10 **18.50.060 Attached dwellings and group residences –**  
 11 **Applicability.**

12 The standards of KMC [18.50.070](#) and [18.50.080](#) shall apply to all new ~~apartment~~ *multiple-family*  
 13 *developments* exceeding four *dwelling units*, ~~new townhouse development~~ and new group  
 14 residences except Class I *community residential facilities* (CRF-I). Expansions of  
 15 existing *development* that involve four or more *dwelling units* shall be subject to compliance with  
 16 KMC [18.50.070](#) and [18.50.080](#).

17 **18.50.070 Attached dwellings and group residences – Vehicular**  
 18 **access and parking location.**

19 Except for *development* located in the downtown commercial or downtown residential zones, or  
 20 RB-zoned properties that are not subject to P-suffix condition NS-P4 and which lie north of NE  
 21 175th Street, which must comply with Chapter [18.52](#) KMC, Downtown Design Standards, the  
 22 following requirements apply:

23 A. On *sites* abutting an *alley* constructed to a width of at least 20  
 24 feet, ~~apartment and townhouse~~ *multiple-family development* and all group residences except Class  
 25 I *community residential facilities* (CRF-I) shall have parking areas placed to the rear  
 26 of *buildings* with primary vehicular access via the *alley*, except when waived by the *city*  
 27 *manager* due to physical *site* limitations.

28

## ATTACHMENT 9a

### 18.50.080 Attached dwellings and group residences – Building facade modulation.

Except for *development* located in the downtown commercial or downtown residential zones, or RB-zoned properties that are not subject to P-suffix condition NS-P4 and which lie north of NE 175th Street, which must comply with Chapter 18.52 KMC, Downtown Design Standards, ~~apartment and townhouse~~ *multiple-family developments*, ~~excluding duplexes and triplexes~~, and all group residences shall provide *building facade modulation* on facades exceeding 60 feet and facing abutting *streets* or properties zoned R-1 through R-6. The following standards shall apply:

. . .

### 18.50.220 Re-use of facilities – Standards for conversion of historic buildings.

In order to ensure that significant features of the property are protected pursuant to Chapter 2.20 KMC, the following standards shall apply to conversion of historic *buildings*:

A. Gross floor area of *building* additions or new *buildings* required for the conversion shall not exceed 20 percent of the gross floor area of the historic *building*, unless allowed by the zone;

B. Conversions to ~~apartments~~ *multiple-family dwelling units* shall not exceed one *dwelling unit* for each 3,600 square feet of lot area, unless allowed by the zone; and

C. Any construction required for the conversion shall require certification of appropriateness from the *City* landmark commission.

### 18.80.080 Applicability of development standards.

A. RDI *developments* shall comply with dimensional standards of the zone with a base density most closely comparable to the total approved density of the RDI *development*; provided, that an RDI proposal in the R-4 through R-6 zones shall conform to the height requirements of the underlying zone in which it is located.

B. RDI *developments* in the R-4 through R-6 zones shall be landscaped as follows:

1. When 75 percent or more of the units in the RDI *development* consist of ~~townhouses or apartments~~ *multiple-family dwelling units other than duplexes or triplexes*,

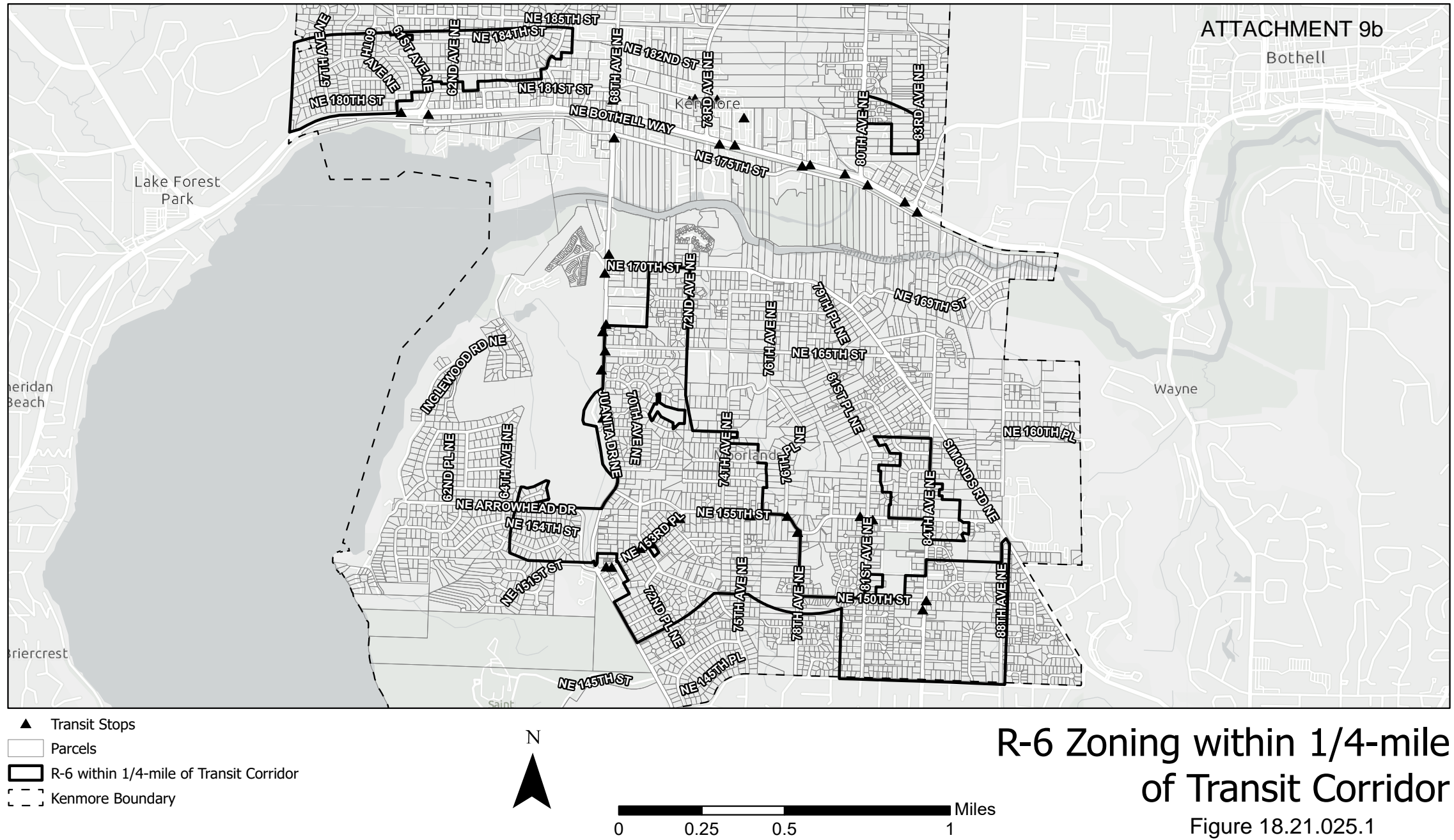
ATTACHMENT 9a

1 the *development* shall provide perimeter *landscaping* and *tree* retention in accordance with  
2 Chapters [18.35](#) and [18.57](#) KMC ~~for townhouse or apartment projects.~~

3 2. When less than 75 percent of the units in the RDI consist  
4 of ~~townhouses or apartments~~ multiple-family dwelling units other than duplexes or triplexes,  
5 the *development* shall provide *landscaping* and *tree* retention in accordance with  
6 Chapters [18.35](#) and [18.57](#) KMC ~~for townhouses or apartments~~ on the portion(s) of  
7 the *development* containing such units; provided, that if *buildings* containing such units are  
8 more than 100 feet from the *development's* perimeter, the required *landscaping* may be  
9 reduced by 50 percent.

10 **18.100.180 Temporary real estate offices.**

11 One temporary real estate office may be located on any new residential *development*; provided,  
12 that activities are limited to the initial sale or rental of property or units within the *development*.  
13 The office *use* shall be discontinued within one year of recording of a short subdivision of four  
14 lots or less or issuance of a final certificate of occupancy for ~~an apartment a multiple-~~  
15 ~~family~~ *development*, and within two years of the recording of a formal subdivision or short  
16 subdivision of more than four lots.





## City of Kenmore, Washington

### WAC 197-11-970 SEPA DETERMINATION OF NONSIGNIFICANCE (DNS)

**FILE No.:** SEPA22-0042,

**Project Name:** 2022 Comprehensive Plan, Zoning Code, and Zoning Map Amendments

**Description of proposal:** Proposed amendments to the City of Kenmore Comprehensive Plan, Zoning Code, and Zoning Map, as described below:

1. 2024 Comprehensive Plan Update: Amendments are proposed to the following sections of the Comprehensive Plan: 1) Vision Statement; 2) Land Use Element; 3) Housing Element; and 4) Capital Facilities Element.
2. Zoning Code Amendments to address "Missing Middle" housing: Amendments would permit duplexes (2-unit structures) and triplexes (3-unit structures) in areas of R-6, Residential zoning within ¼-mile of the City's two main transit corridors. To ensure compatibility with surrounding single-family residences, size limits and design standards are proposed to ensure that large structures, out of scale with existing neighborhoods, are not constructed.
3. Zoning Map Amendments: Allow consideration of a Public Works facility at 6450, 6506 and 6520 NE 202nd Street, reflect new Park designations, and change the designation for two tracts on the east side of 73rd Avenue NE that are reserved for permanent environmental protection

The proposed amendments are attached to the SEPA Checklist and are available at Kenmore City Hall and online at [www.kenmorewa.gov](http://www.kenmorewa.gov).

**Applicant:** City of Kenmore – Community Development Department  
18120 68<sup>th</sup> Avenue NE  
Kenmore, WA 98028

**Applicant Contact:** Lauri Anderson, Principal Planner  
425-398-8900 [LAnderson@kenmorewa.gov](mailto:LAnderson@kenmorewa.gov)

**Type of Action:** Non-project Action

**Lead Agency:** City of Kenmore – Development Services Department

**SEPA Official:** Bryan Hampson, Development Services Director

**DATE:** May 23, 2022

As Lead Agency, the City of Kenmore has determined that the above-referenced non-project action does not have a probable significant adverse impact on the environment. The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter 36.70A RCW, provided by RCW 43.21C.240 and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA. An environmental impact statement (EIS) will not be required under RCW 43.21C.030(2)(c).

18120 68<sup>th</sup> Avenue NE Kenmore, WA 98028

Office: (425) 398-8900 • [cityhall@kenmorewa.gov](mailto:cityhall@kenmorewa.gov) • [www.kenmorewa.gov](http://www.kenmorewa.gov)



CITY OF KENMORE DEVELOPMENT SERVICES DEPARTMENT  
SEPA22-0042 – MAY 23, 2022

This decision was made after review agency. This information is available to the public upon request.

This DNS is issued under WAC 197-11-340. The lead agency will not act on this proposal for 14 days from the issuance date.

**May 23, 2022:**

*Bryan Hampson*

Bryan Hampson (May 21, 2022 12:51 PDT)

---

**RESPONSIBLE SEPA OFFICIAL**

Bryan Hampson, Development Services Director  
City of Kenmore 18120 68<sup>th</sup> Avenue NE, Kenmore, WA 98028  
425-398-8900 x6165 [BHampson@kenmorewa.gov](mailto:BHampson@kenmorewa.gov)

**COMMENTS AND APPEALS:**

Comments must be submitted no later than **June 6, 2022** per WAC 197-11-340(2)(a) and KMC 19.35.100. A non-project DNS is not subject to administrative appeal per Section 19.35.160 of the City's adopted Environmental Procedures.

## 2022-05-23 SEPA DNS

Final Audit Report

2022-05-17

Created:	2022-05-17
By:	Maura Query (mquery@kenmorewa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAN6cKBtpVm9tSqNP2FliMAFoywSm9ArcB

### "2022-05-23 SEPA DNS" History



Document created by Maura Query (mquery@kenmorewa.gov)

2022-05-17 - 6:29:40 PM GMT- IP address: 50.235.209.34



Document emailed to Bryan Hampson (bhampson@kenmorewa.gov) for signature

2022-05-17 - 6:30:24 PM GMT



Email viewed by Bryan Hampson (bhampson@kenmorewa.gov)

2022-05-17 - 7:51:25 PM GMT- IP address: 50.47.117.164



Document e-signed by Bryan Hampson (bhampson@kenmorewa.gov)

Signature Date: 2022-05-17 - 7:51:45 PM GMT - Time Source: server- IP address: 50.47.117.164



Agreement completed.

2022-05-17 - 7:51:45 PM GMT



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## City Council Business Agenda Item City of Kenmore, WA

**Subject/Topic:** Proposed Native American Artwork at Tl' awh-ah-dees Park

**Proposed Council Action/Motion:**

1. A motion approving the proposed locations for artwork at Tl' awh-ah-dees Park.
2. Motion giving authorization for the City Manager to execute any necessary agreements with the Kenmore Heritage Society (KHS) and artist, Ty Juvinel.
3. A motion giving authorization for up to \$6,000 of Public Art funds (if needed) towards the costs of:
  - a) City permits.
  - b) Design and installation of a foundation for the free-standing mural at Location A and spindle whorl if Location C selected.
  - c) Structural review and recommendations for attachments if the spindle whorl is attached to a bridge railing, Location B.
  - d) Cost for the artist to retain commercial liability insurance.

**For Council Meeting Agenda of:** 6/27/22

**Department:** Community Development

**Prepared by:** Debbie Bent, Community Development Director and Maureen Colaizzi, Parks Project Manager

**Initial & Date**

**Approved by Department Head:** 6/8/22

**Approved by City Attorney:** N/A

**Approved by Finance Director:** N/A

**Approved by City Manager:** 6/9/22

**Exhibits/Attachments:**

- 1) Design Exhibit: 3-sided mural and spindle whorl concept designs
- 2) Site Plan: showing artwork locations:
  - a. Single side mural: Path Location
  - b. Spindle whorl: Bridge Location
  - c. Spindle whorl: Westside Location

**INFORMATION/BACKGROUND:** At the 6/27/22 Council meeting, staff, Suzanne Greathouse, President of the Kenmore Historical Society (KHS) and Ty Juvinel, artist, will share information about two proposed native American artwork pieces at Tl' awh-ah-dees Park. Staff are seeking council approval on the following: 1. proposed artwork locations; 2. authorization for the City Manager to execute any required contracts with the artist and/or KHS; and 3. authorization for use of up to \$6,000 of Public Art Funds (if needed) for certain project expenses including: a) City Permits; b) Design and installation of a foundation for the free-standing mural at Location A and spindle whorl if Location C is selected; c) Structural review and recommendations for attachments for the spindle whorl if located on the bridge railing, Location B; and d) Cost for the artist to retain commercial liability insurance.

There are two proposed pieces of artwork: a free-standing mural and a metal spindle whorl, both to be designed by artist Ty Juvinel. The materials, dimensions and final design of the artworks are to be determined. Installation would occur following completion of park improvements in 2023.

**Free-Standing Mural:**

- **Design:** The artist is working on the final design including size and materials. The Svinski grant application described a potential three panel mural. Exhibit 1 shows a three-sided mural example; however, the artist can design the mural to suit the selected location. The theme of "lifeways", in particular salmon, the environment and water travel were described in the Svinski grant materials. These "lifeways" are central to the Tulalip Tribes. At the 6/27/22 Council meeting, the artist Ty Juvinel will further describe the inspiration for the mural and how it will honor and celebrate Kenmore's First people.
- **Location:** Exhibit 2 shows the proposed mural at Location A on the site plan. Location A is the southeast side of the asphalt promenade near the concrete waterfront plaza. This location is only large enough for a one-sided panel artwork but backs up to native riparian plantings. The artist selected this location as it will be visible from the main pedestrian path to the lagoon and highlight a view of native plantings to the east. The mural would be designed to be single sided facing northwest towards the pathway. The mural would be backed by a landscape of native wetland buffer plantings. The sign will not conflict with the critical areas or other park improvements.
- **Outside Funding:** The KHS received a \$3,000 grant from the Washington Trust for Historic Preservation, Valerie Svinski Fund. The grant funds are intended to support/preserve cultural and historic places in Washington State.

The funds may be used in several ways including: to raise awareness of and/or support for a historic or cultural place related to the histories of marginalized or underrepresented communities; or increasing public access and education about a historic or cultural place by developing interpretive programming or materials. KHS is providing an additional \$3,000 in matching funds. The \$6,000 will be used to pay the artist's expenditures for the design/fabrication and installation of the mural and spindle whorl.

- City Funding: Staff are proposing that the City pay the following costs, if needed: a) City Permits; b) Design and installation of a foundation for the free-standing mural; c) Cost for the artist to retain commercial liability insurance. The contract (contract 21-2743) with artist Ty Juvinel for the Town Square story pole covered similar expenditures. Staff are recommending that the Council authorize up to \$6,000 of Public Art Funds towards these expenditures for the mural and spindle whorl artworks.

#### Spindle Whorl

- Design: Exhibit 1 shows a drawing that the artist was inspired to create after hearing about the resurgence of the Kokanee salmon in our area. The inspiration for the spindle whorl design is the connection between the Kokanee salmon and indigenous people, and how both continue to thrive in a changing world. Attached is a photo of the artist holding an example of a spindle whorl. The artist is working on the final design of the spindle whorl, including size and materials. At the 6/27/22 Council meeting, artist, Ty Juvinel, will further describe the inspiration for the spindle whorl, and how it will honor and celebrate Kenmore's First people.
- Location: Exhibit 2 shows two potential locations for the whorl, Location B and C. The artist said that the spindle whorl is usually placed near water, as a landmark. At Location B the spindle whorl would be attached to the railing of the bridge that crosses over the lagoon entrance. If the whorl cannot be attached to the bridge structure, then Location C west of the bridge next to the picnic shelter has been proposed. Both locations were selected to be visible from Swamp Creek and the Sammamish River and to avoid conflict with any critical areas, wetland buffer or other park improvements.
- Outside Funding: KHS will pay the artist's expenditures for the design/fabrication and installation of the Spindle Whorl.
- City Funding: Staff are proposing that the City pay the following costs, if needed: a) City Permits; b) Design and installation of a foundation for the whorl for Location C or structural review and recommendations for attachments if the artwork is attached to a bridge railing, Location B; c) Cost for the artist to retain commercial liability insurance. The contract (contract 21-2743) with artist Ty Juvinel for the Town Square story pole covered these similar expenditures. Staff are recommending that the Council authorize up to \$6,000 of Public Art Funds towards these expenditures for the mural and spindle whorl artworks.

**Background One Percent for the Arts Program and Artist Contracts for Public Art:** In 2001 the City established a one percent for the arts program which sets aside 1% of the funds expended on public projects within the City into a Public Art Fund for the funding of art for public places. Kenmore Municipal Code (KMC) Chapter 3.50 outlines requirements. The appropriations from qualifying capital improvement projects are pooled into the public art fund. The Council selects an ad hoc committee to make recommendations for use of the one percent based on procedures and art selection criteria established by the committee and the Council approves all expenditures. The funds are used for selection, acquisition, installation or display of original works of visual art including art on loan or temporary displays which are part of the project. Public art funds can also be used for repair of art acquired with public art funds, funding of performing arts events in public facilities or other project specific expenses for the selection and acquisition of public art (except administrative staffing expenses).

For example, for the three Walkways & Waterways park improvement projects, a Request for Proposal (RFP) process was completed, and an ad hoc committee was created to complete an artist selection and artwork design review process with the assistance of a public art consultant. The committee provided an artist and artworks design recommendation to the Council. Council approved the committee recommendations and authorized contracts with the artist for design and fabrication/installation of artworks. For the Town Square, a Request for Proposal (RFP) process was completed for selection of an artist for installation of a native American story pole. A recommendation was brought forward to Council and Council authorized a contract with the artist for design, fabrication, and installation of artwork.

For the native American artwork proposed at Tl'awh-ah-dees Park, the artist was selected by KHS in advance of applying for grant funding. The grant funding in addition to KHS matching funds is to cover the artist expenditures for design, fabrication, and installation of artwork. To ensure there is clarity on responsibilities for all parties (KHS, the artist and

City), staff is asking Council to give authorization to the City Manager to execute any required agreements/contracts with KHS and the artist. Staff is also requesting Council authorization of up to \$6,000 Public Art Funds (if needed) to cover the costs of certain expenditures (as described above) related to the proposed artworks.

**FISCAL CONSIDERATION:** There is \$118,609 in the Public Art Fund with an unspent but budgeted amount of \$108,363 for an available difference of \$10,246.

Authorization for up to \$6,000 of Public Art Funds (if needed) to cover the costs of any of the following expenditures : 1. City permits; 2. Design and installation of a foundation for the free-standing mural at Location A, and the spindle whorl if Location C is selected; 3. or structural review and recommendations for attachments for the spindle whorl if located on the bridge railing, if Location B is selected and 4. Cost for the artist to retain commercial liability insurance.

Per KMC 3.50.070 (Public Art Fund Uses) the city council shall approve all expenditures for one percent of the arts funds. The Public Art Fund may be used for “Selection, acquisition, and installation or display of original works of visual art, including works of art on loan to the City or temporarily displayed at public facilities, which may be an integral part of the project, or be placed in, on or about the project or in another public facility”. The Public Art Fund can also be used for “Other project-specific expenses of selection and acquisition of public art; provided, that no part of the funds shall be used to pay administrative staffing expenses of the program”.

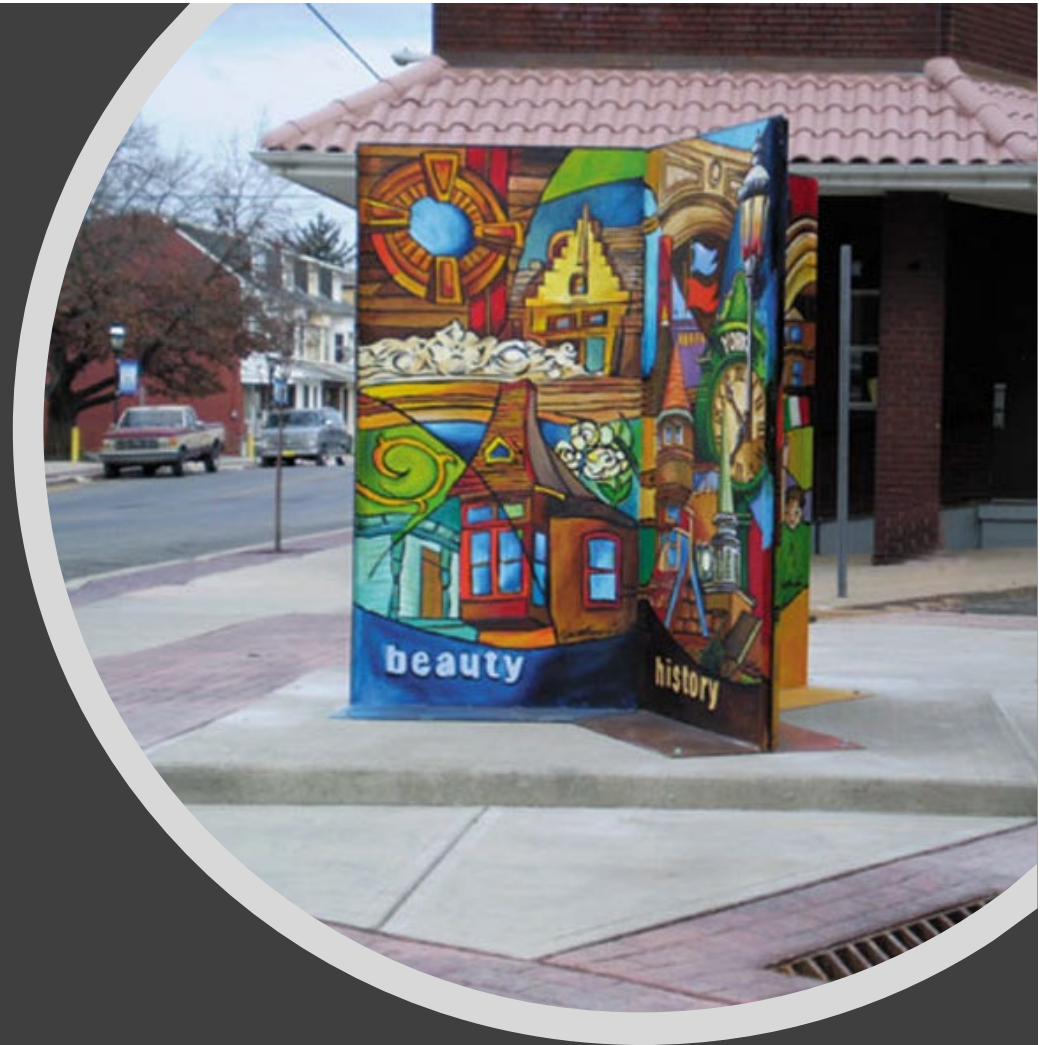
**COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:** 2021-2022 Council priority #3 Develop and Implement a Diversity, Equity, and Inclusion Policy and Program and priority #5 Implement the Walkways & Waterways Projects.

# Lifeways Mural

Free-standing mural installation at TL' AWH-AH-DEES park

“Salmon are central to the lifeways of the Tulalip people. Since time immemorial, the ancestors of the Tulalip Tribes celebrated the return of salmon to the rivers in spring. The salmon have always been a major source of food for the people and are central to tribal culture. The salmon brought life to the people and the river, and the people revered and thanked the salmon for its sacrifice and promised to always protect it.”

<https://nr.tulaliptribes.com/Topics/ClimateChange/SalmonAndClimateChange>







## Spindle Whorl

Described as a metal spindle approx. 4 feet in diameter, probably 5 feet tall so imagine a circle with legs protruding from the bottom.





# Squire's Landing Park

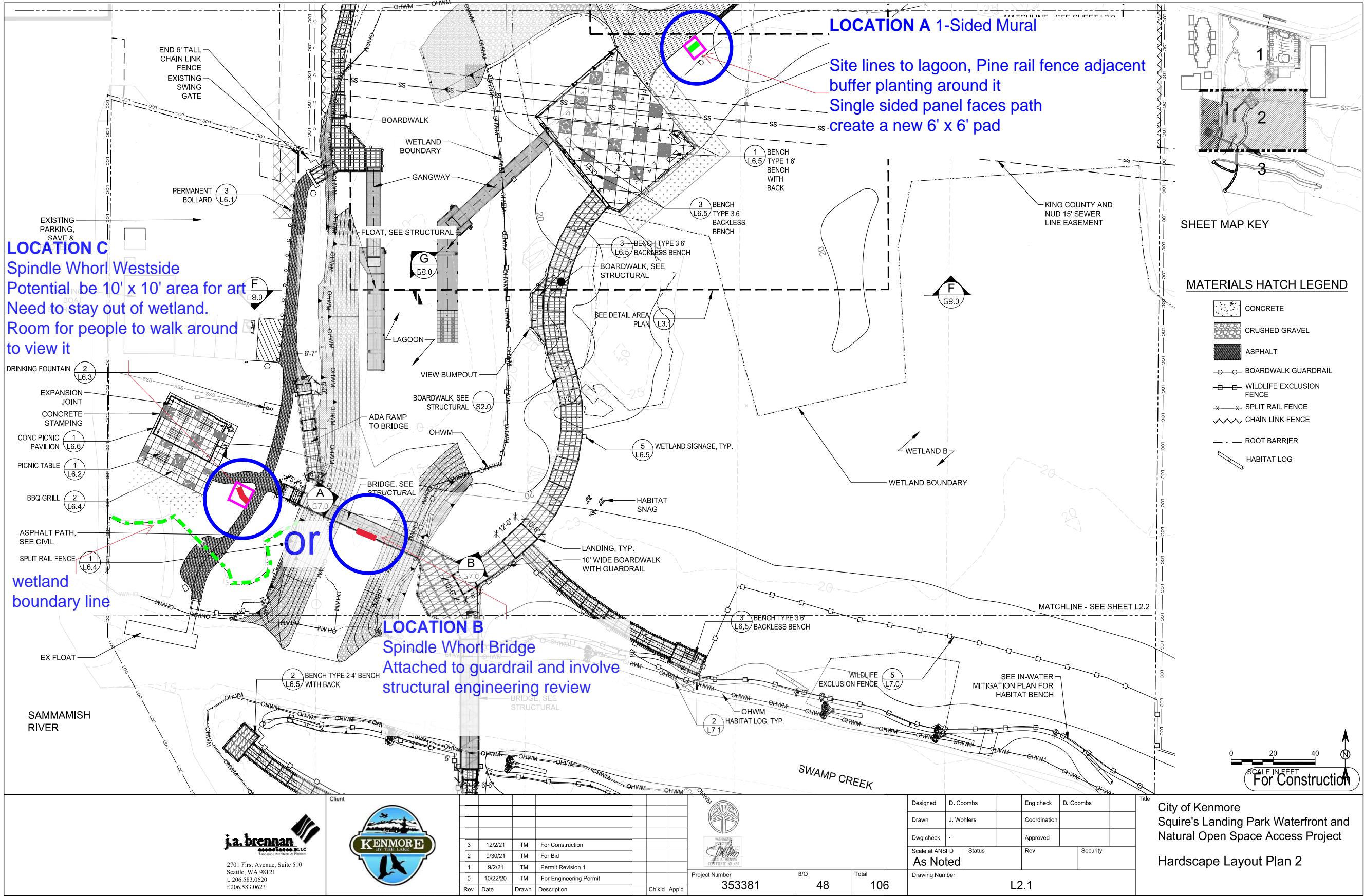
90% Site Plan



07/27/2020







# TL' AWH-AH-DEES PARK

**Reclaiming Identity:  
Preserving, Sharing and Honoring Indigenous  
Lifeways**

*Kenmore City Council – Thank you for your  
encouragement, leadership and action to support  
indigenous communities into the future!*

*"Instead of spending time on a land acknowledgment statement, we recommend creating an  
action plan highlighting the concrete steps you plan to take to support Indigenous  
communities into the future."*

[Beyond Land Acknowledgment: A Guide - Native Governance Center](#)





# Sivinski Grant Requirements

- Directly preserve/rehabilitate a historic or cultural place
- Increase public access and education about a historic or cultural place by developing interpretive programming and/or materials
- Raise awareness of and/or support for a historic or cultural place related to the histories of marginalized or underrepresented communities



# Lifeways – Freestanding Mural

## Themes

- Waterways
- Salmon
- Nature/Environment



Example – not actual design. Burke will support through indigenous lesson plans.



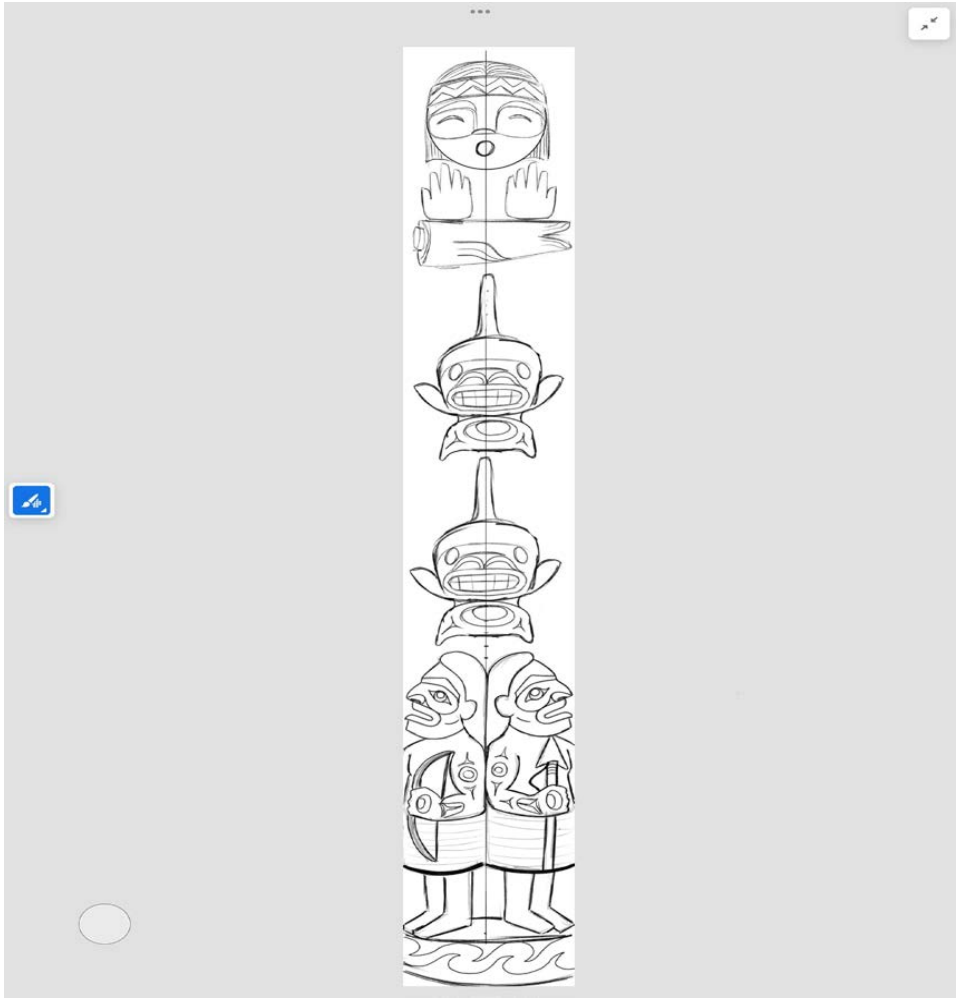
## Spindle Whorl

Ty Design

Installed on bridge

QR Codes to additional information

Burke Support: lessons/stories supporting or related to the themes included in the whorl





# Native Plants

Plant Identification labels

Interpretive sign

QR Codes to additional information



Example – Not actual design. Burke will assist with identifying culturally significant plants & create lessons supporting or related to plant usage, etc.

# *Future Aspirations*

## Canoe

Ty facilitate design

Stored in Kenmore

Available to Native families

QR Codes to additional  
information

Burke Support: lessons/stories supporting or  
related to canoes, canoe travel, history



## TL' AWH-AH-DEES PARK

### Reclaiming Identity: Preserving, Sharing and Honoring Indigenous Lifeways

*Kenmore City Council – Thank you for your encouragement, leadership and action to support indigenous communities into the future!*



Office of Superintendent of Public Instruction  
Chris Reykdal, State Superintendent

*All students prepared  
for post-secondary pathways,  
careers, & civic engagement.*

REPORT TO THE LEGISLATURE

## UPDATE: The State of Native Education

2019

**Washington Schools serve  
over 61K American Indian/  
Alaskan Native students K-12**

### Challenges:

- Development of curriculum resources
- Relationship building between districts, higher education partners and tribal nations





**City Council Business Agenda Item  
City of Kenmore, WA**

<p><b>Subject/Topic:</b></p> <p>American Rescue Plan Act Direct Cash Assistance (<i>Kenmore Cares</i>) Final Report</p> <p><b>Proposed Council Action/Motion:</b></p> <p>No Action/Motion. Presentation only.</p>	<p>For Council Meeting Agenda of: June 27, 2022</p> <p><b>Department:</b> City Manager</p> <p><b>Prepared by:</b> Stephanie Lucash, Assistant City Manager</p> <table border="0" style="width: 100%;"> <tr> <td></td><td style="text-align: right;"><u>Initial &amp; Date</u></td></tr> <tr> <td>Approved by Department Head:</td><td style="text-align: right;">SL, 6/7/22</td></tr> <tr> <td>Approved by City Attorney:</td><td style="text-align: right;">n/a</td></tr> <tr> <td>Approved by Finance Director:</td><td style="text-align: right;">LS, 6/13/22</td></tr> <tr> <td>Approved by City Manager:</td><td style="text-align: right;">RGK, 6/13/22</td></tr> </table> <p><b>Exhibits/Attachments:</b></p> <p style="text-align: center;">Slide Deck</p>		<u>Initial &amp; Date</u>	Approved by Department Head:	SL, 6/7/22	Approved by City Attorney:	n/a	Approved by Finance Director:	LS, 6/13/22	Approved by City Manager:	RGK, 6/13/22
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<p><b><u>SUMMARY:</u></b></p> <p>The American Rescue Plan Act (ARPA) is a federal law that was signed into effect on March 11, 2021. The purpose of ARPA is to provide \$1.9 trillion to help the U.S. respond to and recover from the COVID-19 pandemic. The City of Kenmore is receiving \$6.4 million in ARPA funds.</p> <p>At its September 13, 2021 meeting, the Kenmore City Council approved a \$1 million contract with the Northshore Schools Foundation (NSF) to provide direct cash assistance to Kenmore residents in need under the moniker <i>Kenmore Cares</i>, and targeting eligibility for those at or below 30% of our Area Median Income (AMI). At its December 13, 2021 meeting, the Council approved an expansion of the program to include those at or below 50% AMI and increase the amount distributed to each primary applicant to \$2,000.</p> <p>The <i>Kenmore Cares</i> program officially ended on March 31, 2022. Applications were accepted through March 31; no late applications were accepted. Tonight's presentation is a final report on the <i>Kenmore Cares</i> program by staff from the Northshore Schools Foundation. The team will provide an overview of the program, show data and demographics on those served by the program and provide a summary of the results of the closing survey sent to all <i>Kenmore Cares</i> participants this spring.</p> <p><b><u>FISCAL CONSIDERATION:</u></b></p> <p>There is no fiscal consideration for tonight's presentation. On June 28, 2021, the City Council established by ordinance a special revenue fund known as the "ARPA Fiscal Recovery Fund." This fund was used for the <i>Kenmore Cares</i> program.</p> <p><b><u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u></b></p> <p><b>Goal #4: Respond to the Pandemic.</b> The purpose of Kenmore's ARPA funding is to help the City respond to and recover from the COVID-19 pandemic.</p>											

# American Rescue Plan Act

Direct Cash Assistance Council Presentation

June 27, 2022

KENMORE  
Cares

## Our Service Vision

Propelling Kenmore Upward:  
We create a thriving  
community where all people  
love where  
they live.



**NORTHSHORE**  
SCHOOLS FOUNDATION



# Council ARPA Guidance

## Guiding Principles

- 1) Center Equity
- 2) Provide Immediate Relief and Fund Legacy Work
- 3) Tie Funding Decisions to Pandemic Impacts
- 4) Consider Early Wins and Something for Everyone
- 5) Assess Long-Term Sustainability
- 6) Factor in Community Feedback
- 7) Leverage Other Funding Sources
- 8) Maximize Partnerships

## High Level Strategy

- Provide immediate relief to residents in need
- Provide immediate relief to businesses in need
- Position the City, community, and businesses to transition into a post-COVID era (i.e., long-term recovery)
- Consider enduring, legacy project(s) that will be bold investments in Kenmore's future



# Your Kenmore Cares Team

## City of Kenmore

**Stephanie Lucash**, Assistant  
City Manager/American Rescue  
Plan Act Administrator

**Janet Quinn**, Permit &  
Administrative Specialist for  
Public Works

**Nancy Meehan**, Executive  
Assistant to the City Manager

## Northshore Schools Foundation

**Heather Erickson**, Removing Barriers  
Program Manager

**Ethan Hendrix**, Kenmore Cares  
Program Manager

**Ginna Hove**, Kenmore Cares  
Administration

**Sandy Hayes**, Outreach

**Dolores Reyes**, Outreach

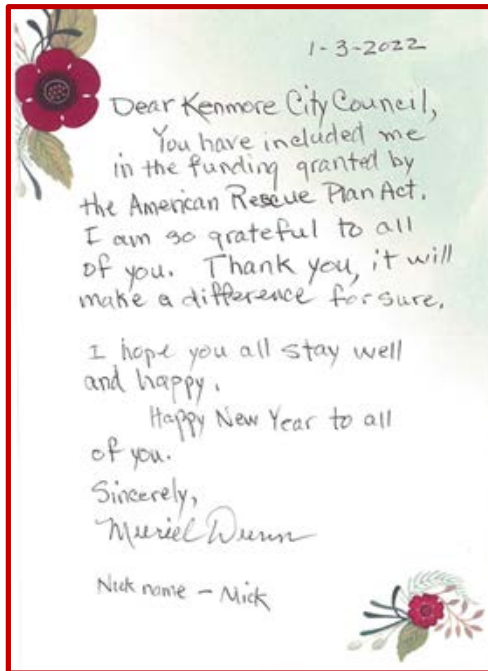
**Ric Calhoun**, Outreach

**Jazmin Loreto**, Outreach

**Carmin Dalziel**, Executive Director



# Thank you notes for



*I would like to first say, thank you so much for thinking of Kenmore residents & challenges some of us are facing due to covid.... The first cash payment came at a time that my car needed repairs... The second round of funds came and went directly to pay my rent... Thank you so much, these funds have directly made a difference in my life.*

*I just got my mail and received the check from Kenmore Cares. I cannot say thank you enough for this. It help[ed] very much with my medical bills from so many surgeries and supplies that were necessary. I thought it was an advertisement and had to get my glasses to see what was sent and could not believe my eyes. It made a very dark week for me much brighter. Thank you so very much.*







# Summary Results

\$920,500

Given Away

412 Households

798 individuals

Between October 1- March 31, 2022




**NORTHSHORE**  
SCHOOLS FOUNDATION




# Coverage Map


## Legislative District 46


**Legend**


 2013 Kenmore Precinct Boundaries

 Households Per Precinct

**KMR**  
46-####

 Precinct Designator

 Fewer Recipients

 More Recipients

**Statistics**

412



Total Households


798

Total Household Members

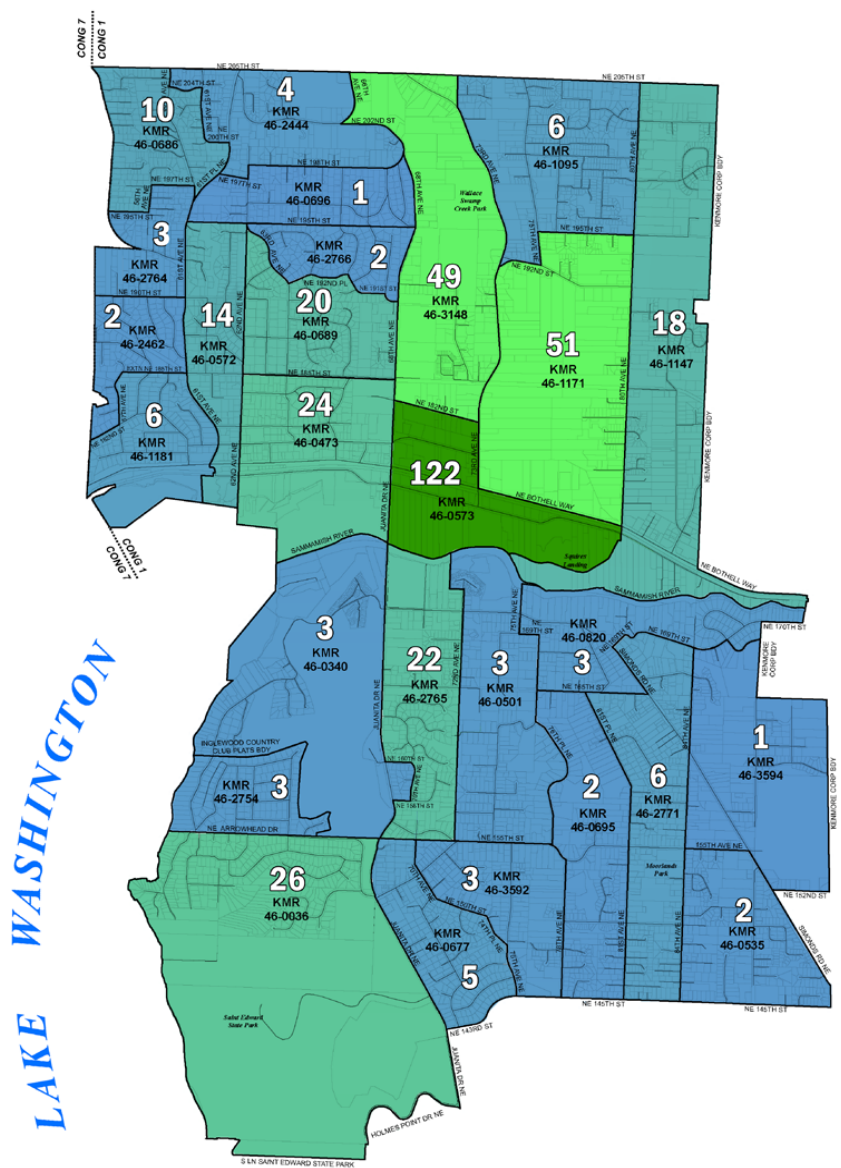
246

Household Members Under Age 18

  
  
0 0.125 0.25 0.5 0.75 1 Miles

 **King County**

Produced by:  
GIS Section  
Department of Elections  
May 2013







# Summary Results

Allocation		
Original Grant Allocation	Second Distribution	Total Given
\$870,000	\$50,500	\$920,500

Average/Mean Distribution for Program			
Given/Day	Given/Week	Served/Day	Served/Week
\$4,242	\$29,694	1.90	13.29

Distribution Per Household				
Mean	Median	Minimum	Maximum	Standard Deviation
\$2,234	\$2000	\$2000	\$3500	\$341



# Summary Results

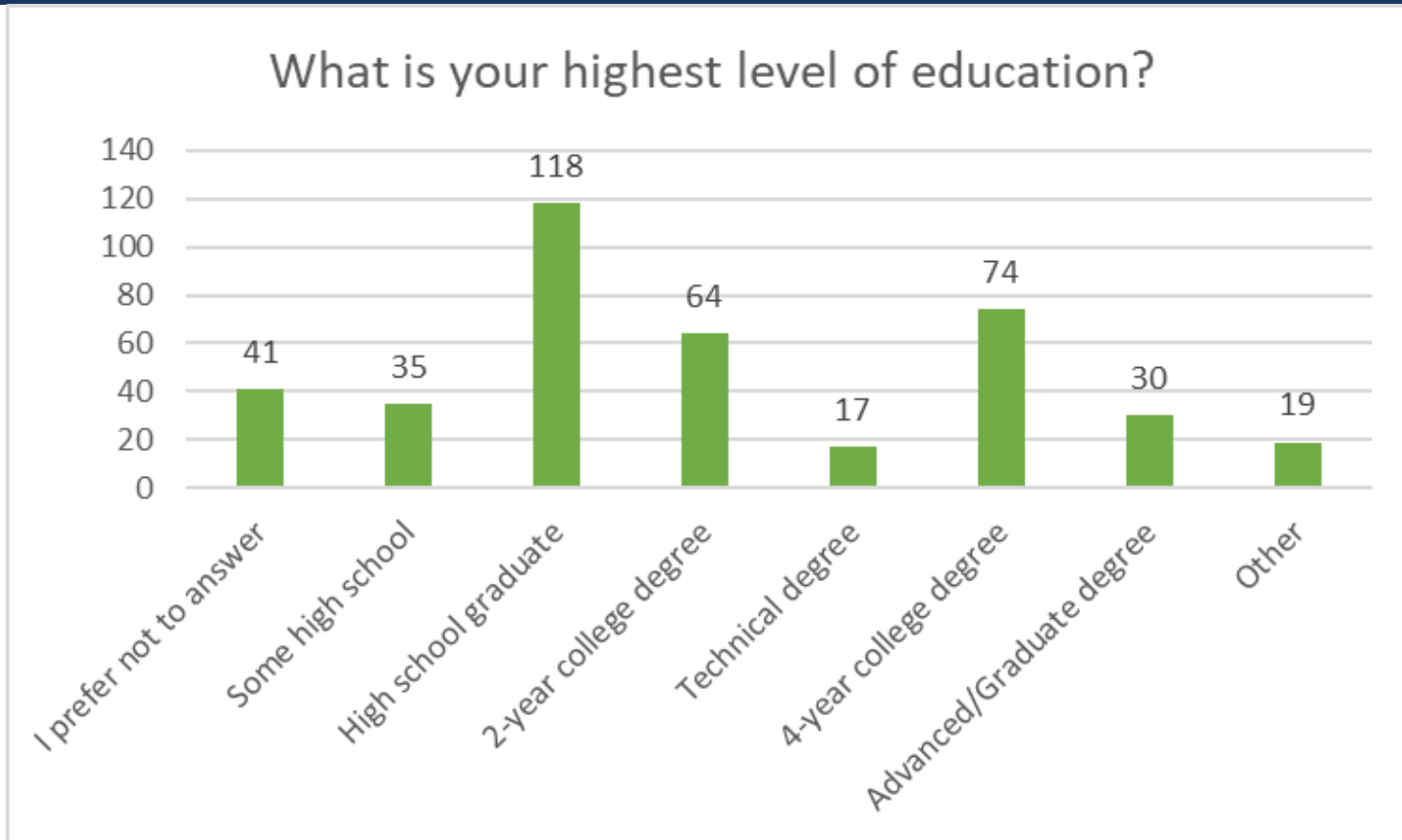
Households Served			
Original Target	Second Distribution	Total Served	Percent over
388	24	412	6.2%

Recipients & Total Household Members Served (Including Primary Applicants)						
Homes Served	Household Members Served	Mean Household Size	Median Household Size	Minimum Household Size	Maximum Household Size	Household Size Standard Deviation
412	798	1.94	1	1	7	1.36

Households with Additional Household Members		
	Count	Percentage of Households
Households with Additional Members	175	42.5%
Households Including Children	125	30.3%
Solo Households	237	57.5%



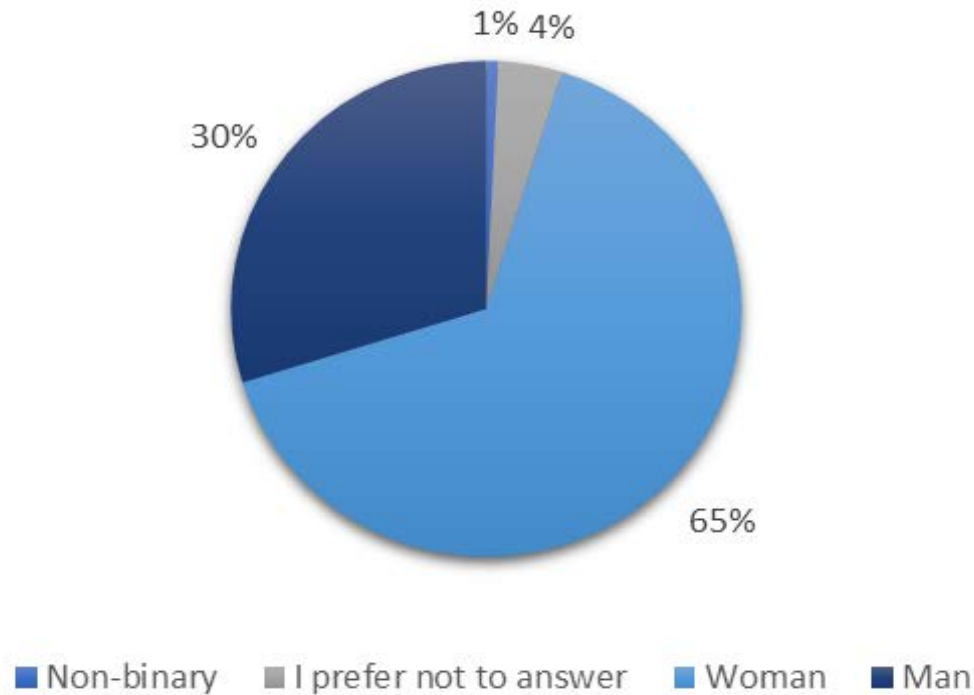
# Summary Results





# Summary Results

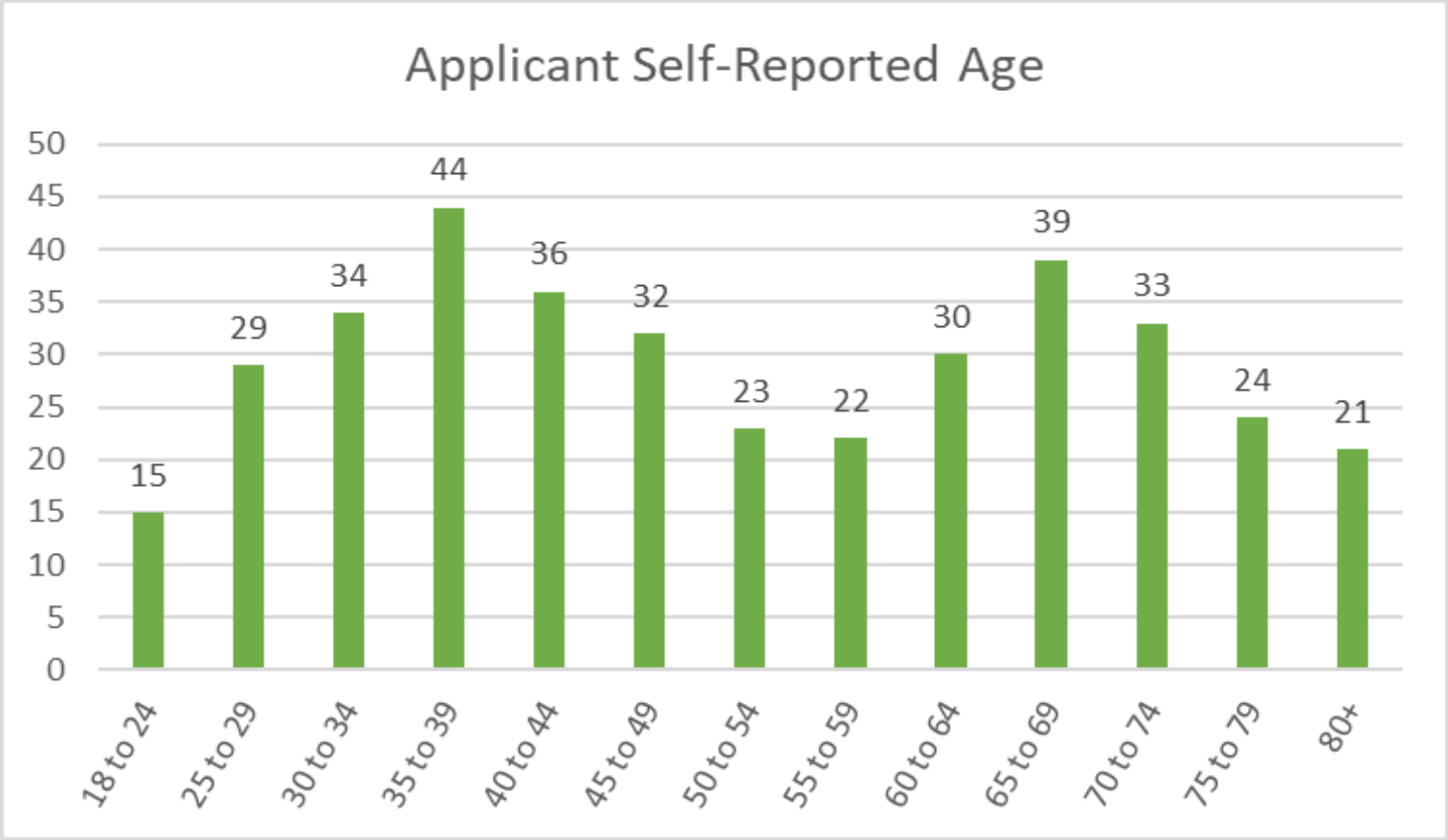
What is the gender by which you identify?



”.



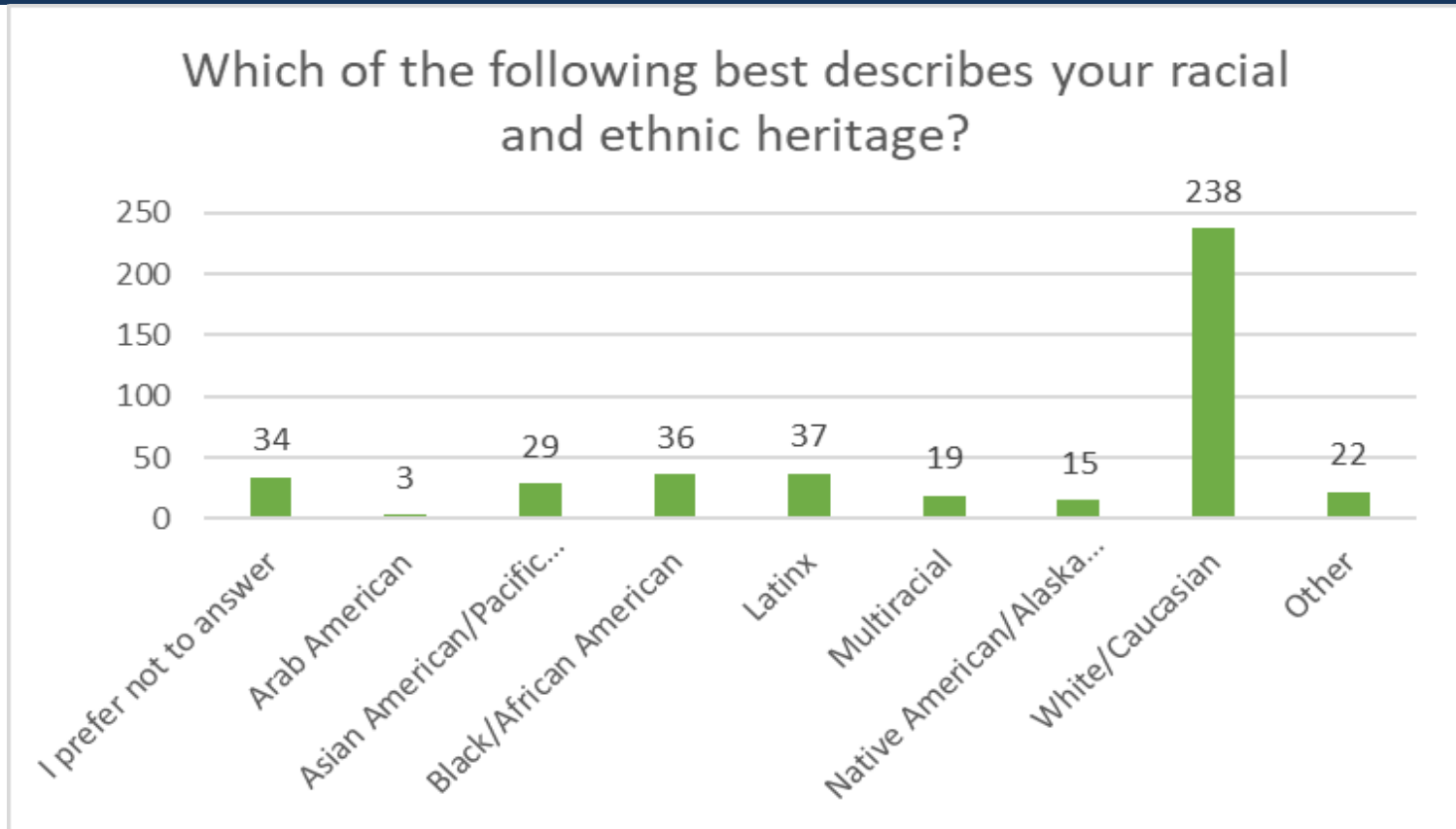
# Summary Results



Note: The ages above are self-reported and are for the primary applicant only.

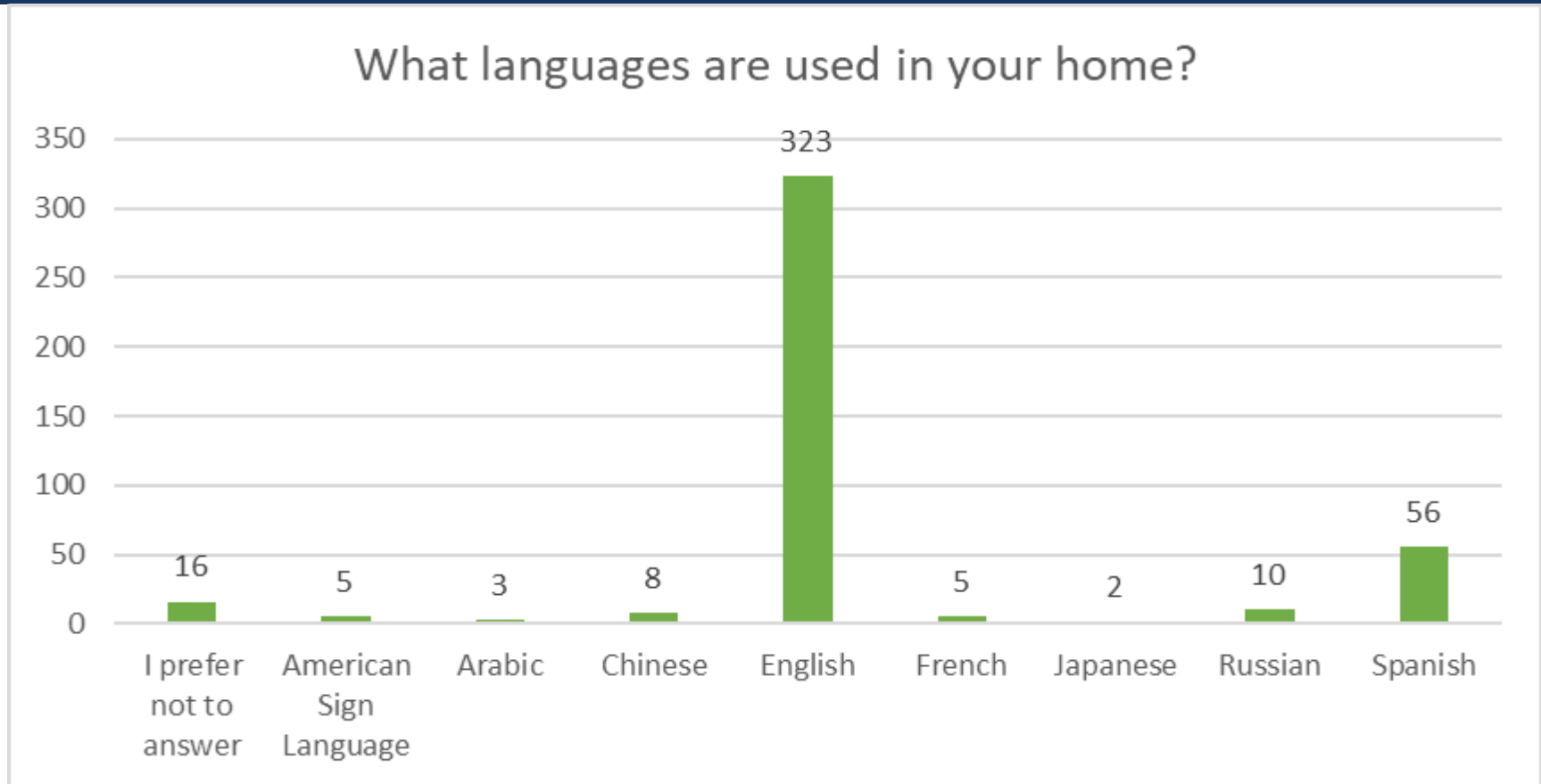


# Summary Results





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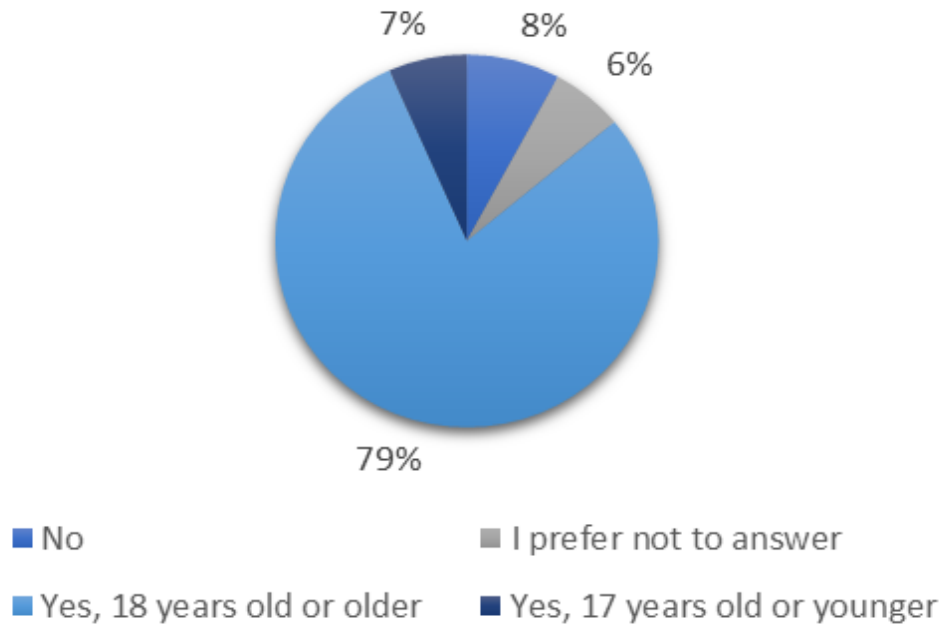






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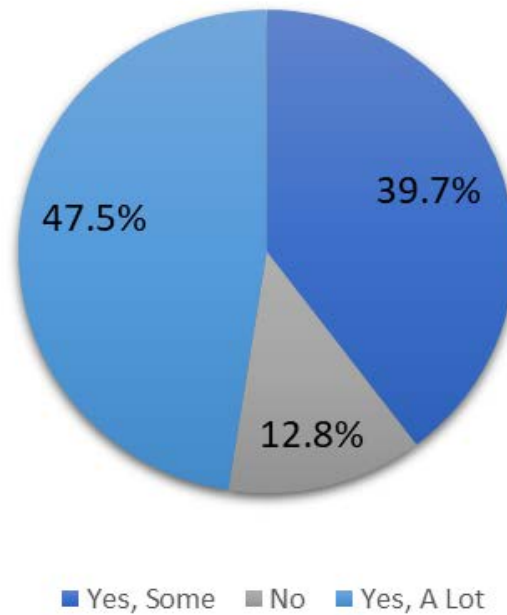
Is there a member of your household that is fluent in English?





# Financial Impact

Did the Money Impact the Stability of Your Housing?

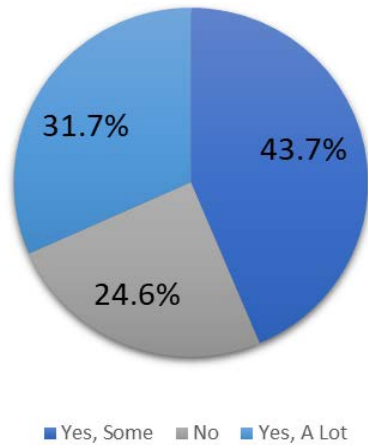


Note: N=141

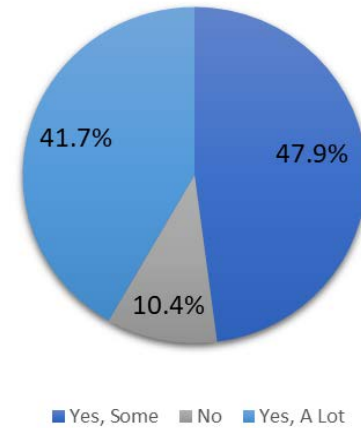


# Financial Impact

Did the Money Impact the Stability of Your Utilities?



Did the Money Impact the Stability of Your Food/Groceries?

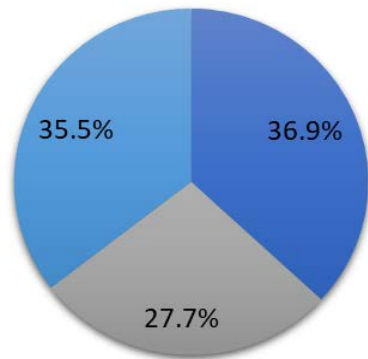


Note: N=142



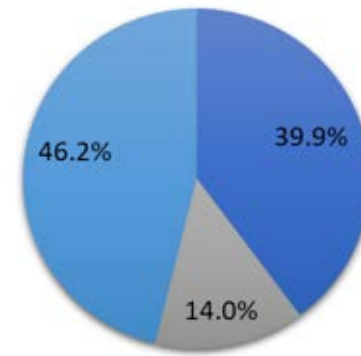
# Financial Impact

Did the Money Impact the Stability of Your Vehicles/Transportation?



■ Yes, Some ■ No ■ Yes, A Lot

Did the Money Impact the Stability of Your Other Bills/Expenses?

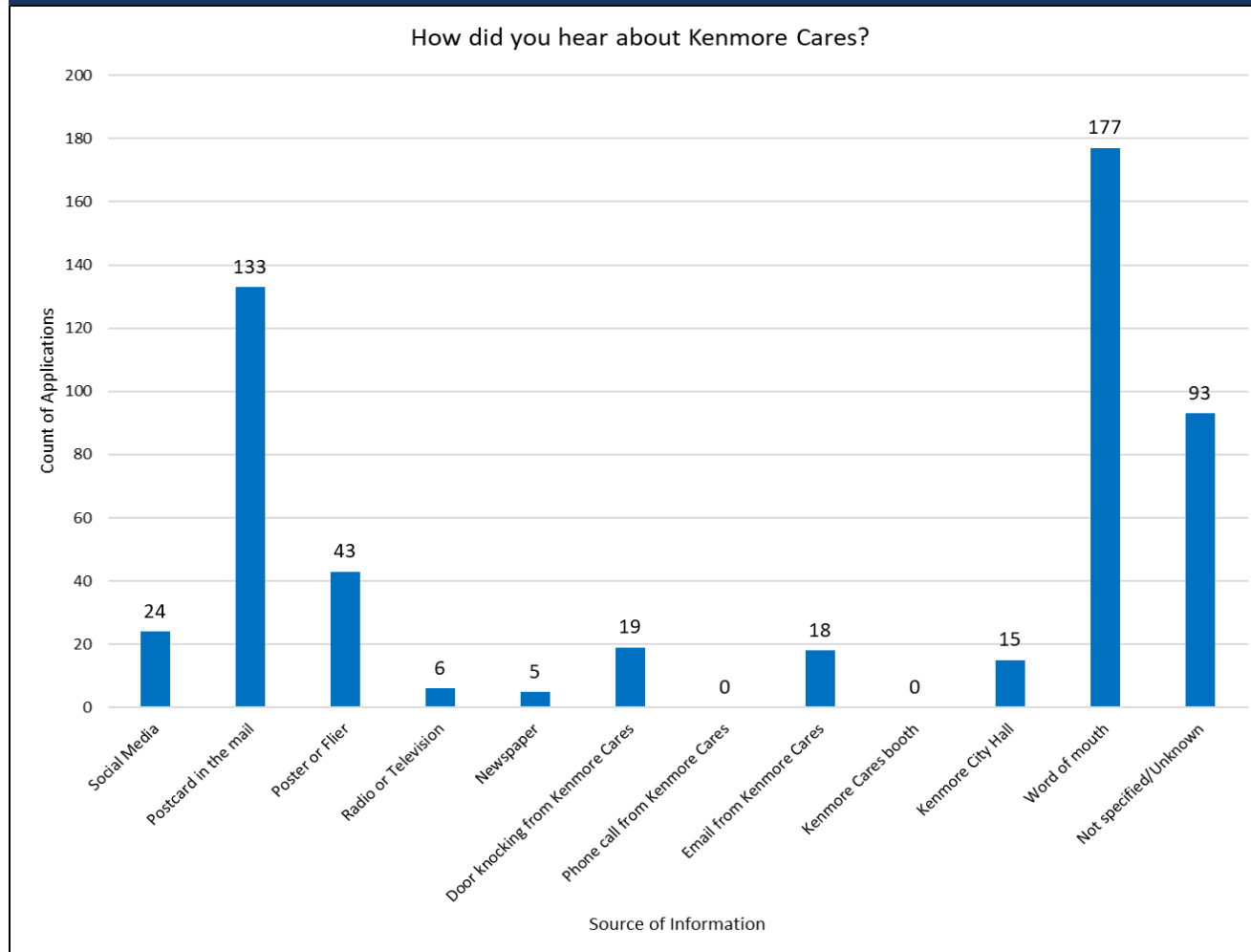


■ Yes, Some ■ No ■ Yes, A Lot

Note: N=141



# Referral



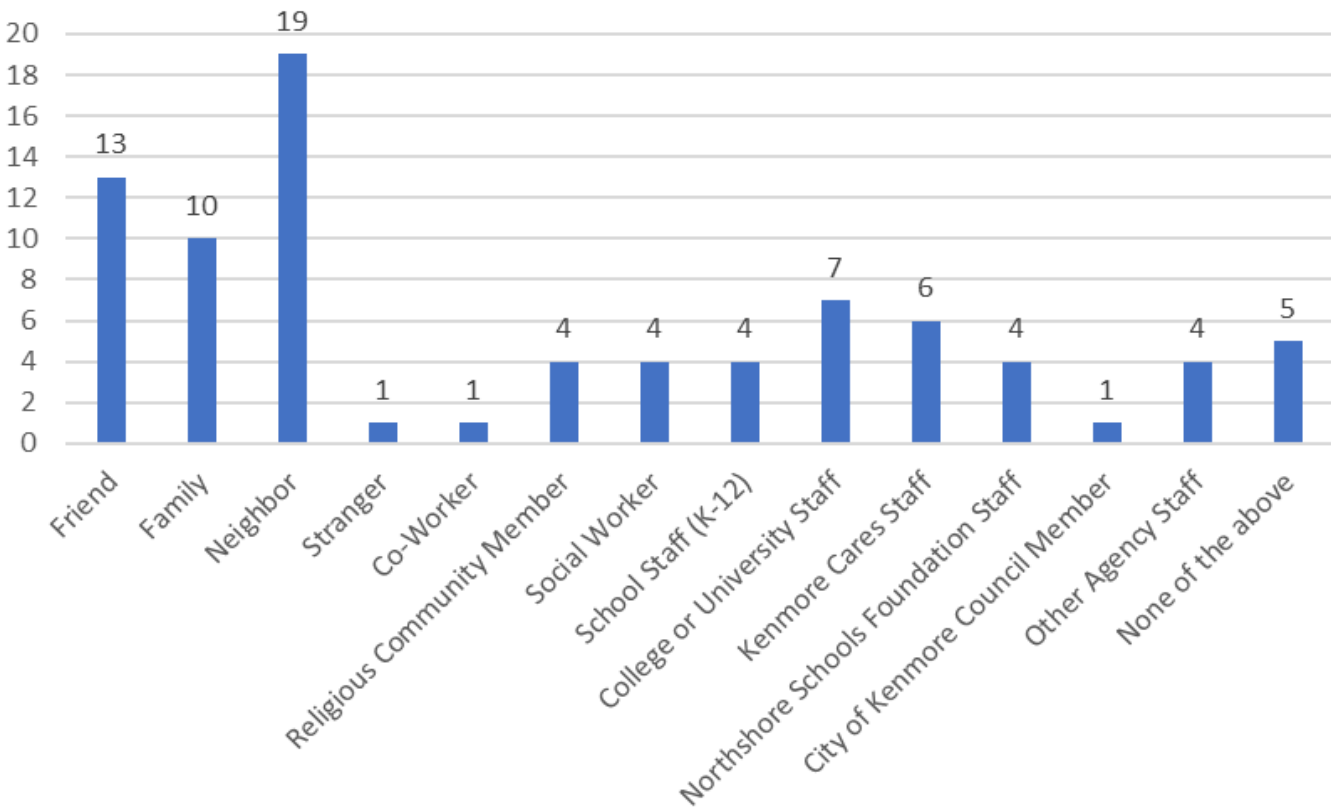
Note: From September 16th, 2021 through the October 26<sup>th</sup>, 2021 of the application window, we did not ask how they learned about Kenmore Cares.

These 82 unknowns are included in the count of 93 "Not specified/Unknown" in the table above.



# Word of Mouth Referral

Please select which best describe your relationship(s) to who referred you? (Select all that apply)

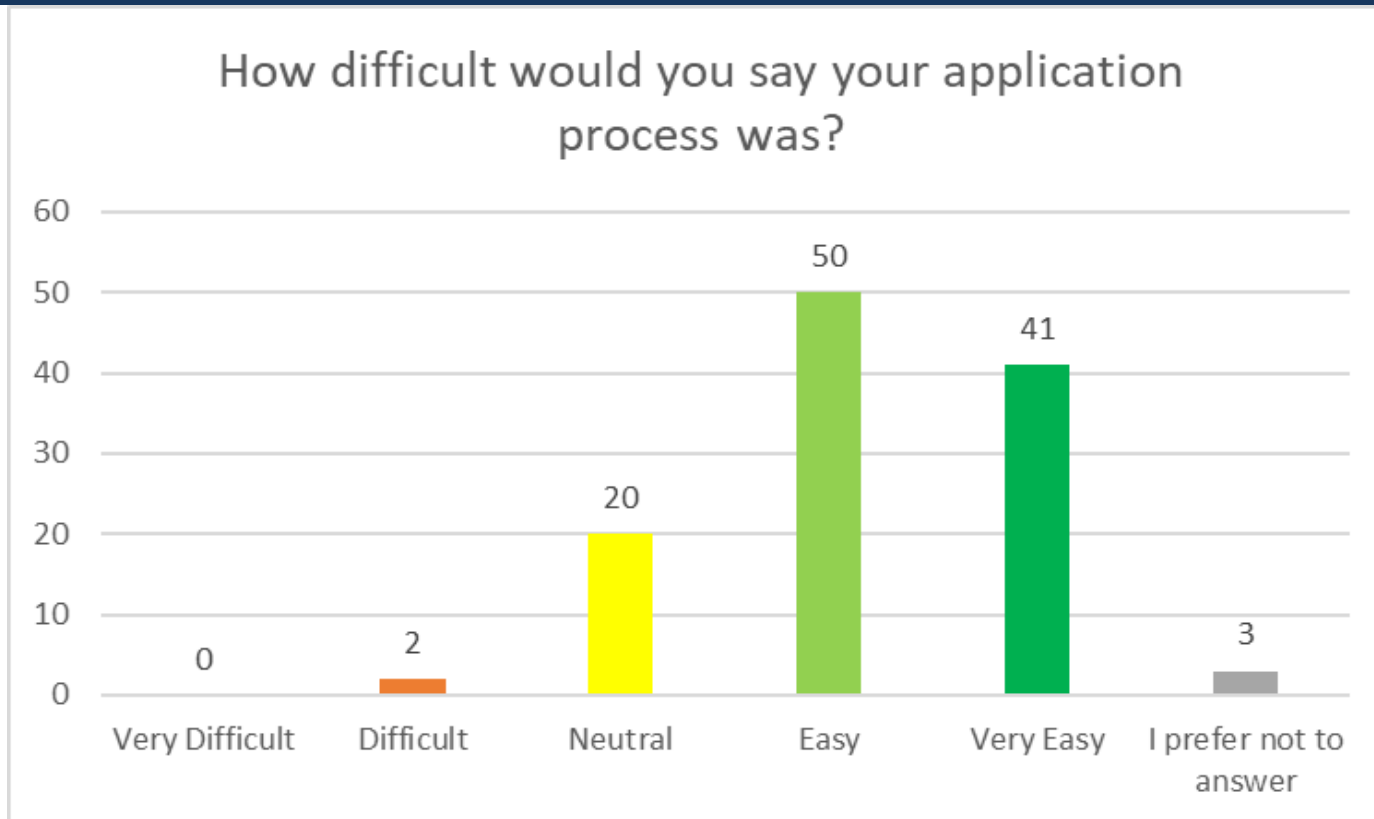


Note: Of the 83 relationship responses regarding word of mouth, the largest categories were neighbor (n= 19; 23%), friend (n=13; 16%), and family (n=10; 12%), and there was at least one person in each category reported.

Note: Regarding the other agency staff, there was one respondent for each: Hopelink; Mary's Place; NUD; Public Housing Agency.



# Accessibility



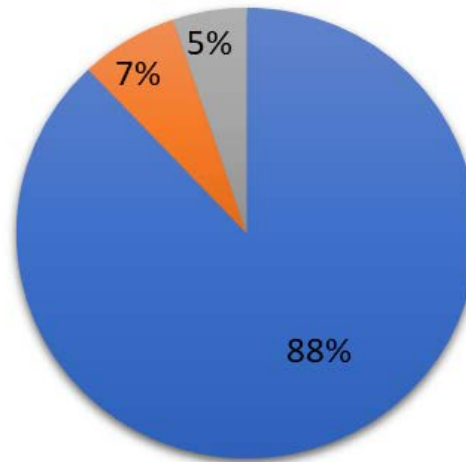
Note: The vast majority of respondents reported that the application process was easy or very easy (78%), while some found the difficulty neutral (17%). Less than 2% found it difficult, and less than 3% preferred not to answer.





# Accessibility

Are there any ways we could have made the application process more accessible to you?



■ No ■ Yes ■ I prefer not to answer

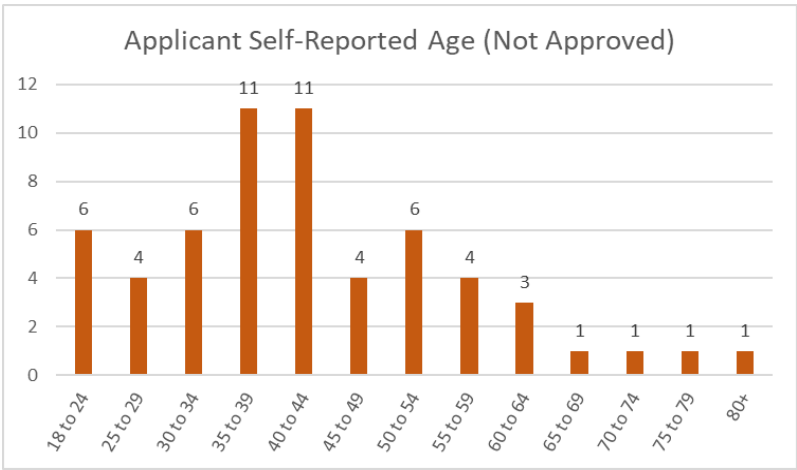
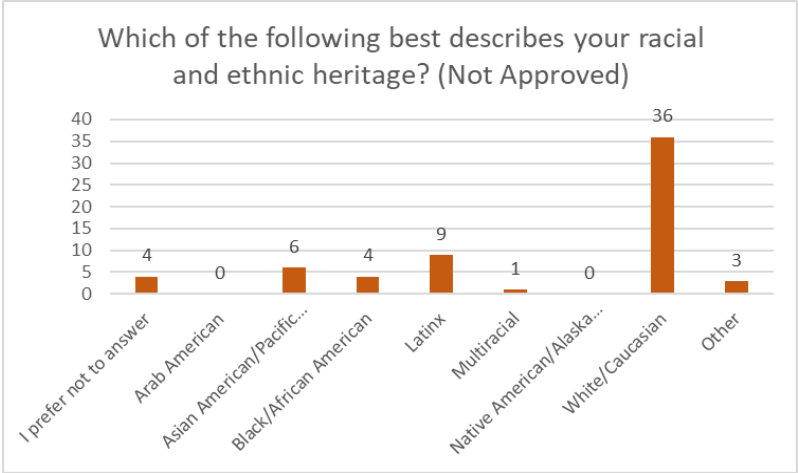


# Not Funded

Lost to Follow-Up & Over AMI Distribution Sums (not confirmed eligible)			
	Total Amount	Total Applications	Total HHMs
Total Not Approved	\$144,750	63	138
Over 50% AMI by <\$10k	\$55,250	24	53
Over 50% AMI by >\$10k	\$47,000	20	48
Lost to Follow-up/Late	\$38,250	17	34
Non-Resident	\$4,250	2	3



# Not funded



**Gender:** 58% women, 37% male, 3% nonbinary, 2% prefer not to answer

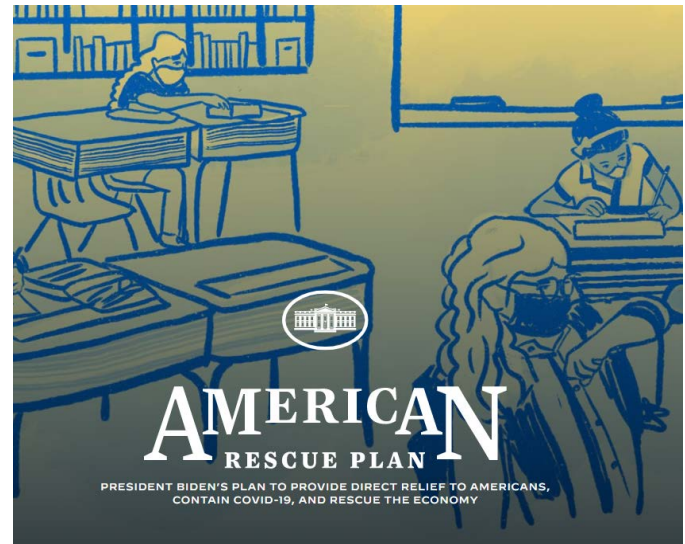
**Fluent English Language Speaker in Home:** Yes - over 18 – 73%, Yes-under 18 –10%  
No 7%, Prefer not to answer 10%

# Key Take Aways

- Trust is essential and difficult to build
- Neighbors & Friends are called out as most effective to reach applicants
- Office hours and texting was effective in providing direct support to applicants
- It takes extensive resources, time and staffing to connect with a community to give away money
- Poverty map
- Large population of isolated seniors also produced the largest percentage of technological struggles
- Phone as a business tool
- Student poverty



# Thank You and Questions



-----Submitted by M. O'Cain to the City Clerk on 6/26/22-----

Resolution in Support of codifying comprehensive Reproductive Healthcare, including abortion, and Marriage Equality in the Washington State and United States Constitutions.

Whereas:

In 1970 Washington State voters approved Referendum 20, which legalized abortion in Washington State; and

Whereas:

On January 22, 1973, the U.S. Supreme Court ruled (7–2) in *Roe v. Wade* that unduly restrictive state regulation of abortion is unconstitutional. The Court held that a set of Texas statutes criminalizing abortion in most instances violated a woman’s constitutional right of privacy, which it found to be implicit in the liberty guarantee of the Due Process Clause of the Fourteenth Amendment, “...nor shall any state deprive any person of life, liberty, or property, without due process of law”; and

Whereas:

In 1991 Washington State voters approved Initiative 120, which declared a woman's right to choose physician-performed abortion prior to fetal viability and further expanded and protected access to abortion in the state if *Roe v. Wade* was overturned; and

Whereas:

Comprehensive abortion care is included in the list of essential health care services published by the World Health Organization in 2020 ; and

Whereas:

According to the World Health Organization, “[l]ack of access to safe, affordable, timely and respectful abortion care, and the stigma associated with abortion, pose risks to women’s physical and mental well-being throughout the life-course. Inaccessibility of quality abortion care risks violating a range of human rights of women and girls, including the right to life; the right to the highest attainable standard of physical and mental health; the right to benefit from scientific progress and its realization; the right to decide freely and responsibly on the number, spacing and timing of children; and the right to be free from torture, cruel, inhuman and degrading treatment and punishment”; and

Whereas:

On June 9, 2022 Engrossed House Bill 1851 went into effect, which states: Although the abortion rights movement has historically centered on women in our advocacy, that must no longer be the case; and it is critical that we recognize that transgender, nonbinary, and gender expansive people also get pregnant and require abortion care. Washington's law should reflect the most inclusive understanding of who needs abortions and be updated with gender neutral language. All people deserve access to qualified providers in their community who can provide whatever method of abortion care works for them and no individual who chooses to manage their

own abortion should fear arrest or prosecution because of their pregnancy decision or outcome;  
and

Whereas:

On June 24, 2022 the Supreme Court of the United States struck down Roe v. Wade citing the Due Process Clause and Equal Protection Clause of the Fourteenth Amendment do not apply to an individual's right to safe and legal abortions; and

Whereas:

On June 26, 2015 the Supreme Court of the United States ruled in Obergefell v. Hodges that the fundamental right to marry is guaranteed to same-sex couples by both the Due Process Clause and the Equal Protection Clause of the Fourteenth Amendment to the United States Constitution; and

Whereas:

Governor Jay Inslee officially stated he supports an amendment to protect an individual's right to safe and legal abortion in the Washington State Constitution; and

Whereas:

The current Supreme Court interpretation of the 14th Amendment is a threat to marriage equality; and

Whereas:

The City Council supports an individual's right to reproductive healthcare, including abortion, and marriage equality;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON,  
DOES RESOLVE AS FOLLOWS:

Section 1. The Kenmore City Council adopts this resolution to express its official position in support of amendments to the Washington State and United States Constitutions to codify an individual's right to comprehensive, safe, and accessible reproductive healthcare, including abortion, and marriage equality.





**Council Budget for Kenmore at Seattle Pride Parade Event: Budget Reserved (\$2000.)  
(Council)**

Event Registration	\$1500.	Seattle Pride Parade (Local /Regional)
T-shirts	\$583.53	Jet City (Local)
Flags/Stickers	\$16.00	Amazon (Local/ Regional)
<hr/>		
<b>Total</b>	<b>\$2,099.53</b>	
	<b>-\$99.53</b>	<b>(Related to T-shirt's for Kenmore Participants)</b>

**Marketing of City Event - (Covered by City of Kenmore for City Sectioned Events)  
(City)**

Posters	\$16.52 – Jet City (Local)
Flyers	\$80.92 – Jet City
Banner	\$93.59 – Jet City
<b>Total</b>	<b>\$191.03</b>

Corina Pfeil; Councilmember, City of Kenmore; [cpfeil@kenmorewa.gov](mailto:cpfeil@kenmorewa.gov) [www.kenmorewa.gov/DEI](http://www.kenmorewa.gov/DEI)