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City Council Regular Meeting

ON-SITE

MONDAY, OCTOBER 17, 2022 - 7:00 PM

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

ZOOM LINK: <https://kenmorewa-gov.zoom.us/j/83560515847>

Or One tap Mobile: US: +12532158782,,83560515847#

Or Telephone Dial US: +1 253 215 8782

Webinar ID: 835 6051 5847

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

I. CALL REGULAR MEETING TO ORDER - 7:00 PM

II. ROLL CALL

III. FLAG SALUTE

IV. AGENDA APPROVAL

V. 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.

VI. CONSENT AGENDA

APPROVED UNANIMOUSLY

- A. Approve City Council Special Meeting Minutes from October 3, 2022
[City Council Special Meeting Minutes from October 3, 2022](#)

VII. BUSINESS AGENDA

- A. Comprehensive Plan and Development Regulation Amendments presented by Community Development Director Debbie Bent and Principal Planner Lauri Anderson, *for Discussion and Direction*

DISCUSSED

[Agenda Bill - Comprehensive Plan and Development Regulation Amendments](#)

[Attachment 1a - Summary of Public Comment](#)

[Attachment 1b - Public Comments](#)

[Attachment 2 - Final Revised Vision Statement](#)

[Attachment 3 - Final Revised Land Use Element](#)

[Attachment 4 - Final Revised Housing Element](#)

[Attachment 5 - Final Revised Capital Facilities Element](#)

[Attachment 6 - Final Revised Zoning Map](#)

[Attachment 7 - Missing Middle Housing Code Amendments](#)

[Attachment 8 - Response to Surfacewater Questions](#)

- B. Presentation of 2023-2024 Proposed Biennial Budgets for the following department cost centers: Community Development, Public Works Engineering, Public Works Parks & Facility Maintenance, Street Fund, Parks Capital Fund, Transportation Capital Fund, presented by Finance and Administration Director Leticia Salcido and Staff

DISCUSSED

[Agenda Bill - Budget Presentations for October 17, 2022](#)

[Presentation - Budget Presentations for October 17, 2022](#)

- C. Climate Action Plan Implementation Funding Options presented by City Manager Rob Karlinsey and Environmental Services Manager Richard Sawyer

DISCUSSED

[Agenda Bill - Climate Action Plan Implementation Funding Options](#)

[Attachment 1 - Climate Action Plan Implementation Report](#)

VIII. STAFF REPORTS

- A. Kenmore's Public Records Requests Presentation presented by Public Records Officer Teresa McAllister

POSTPONED TO LATER DATE

[Presentation - Kenmore's Public Records Requests](#)

IX. COUNCILMEMBER REPORTS & COMMENTS**X. ADJOURNMENT****XI. UPCOMING MEETINGS**

- A. October 24, 2022 at 6:00 PM - City Council Special & Regular Meeting

November 7, 2022 at 7:00 PM - City Council Special Meeting
November 14, 2022 at 7:00 PM - City Council Regular Meeting
November 21, 2022 at 7:00 PM - City Council Regular Meeting

**City of Kenmore
City Council Meeting
Special Meeting Minutes
Monday, October 3, 2022**

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
Deputy Mayor Melanie O’Cain
Councilmember David Baker
Councilmember Joe Marshall
Councilmember Angela Kugler
Councilmember Debra Srebnik
Councilmember Corina Pfeil

Staff: City Manager Rob Karlinsey
Assistant City Manager Stephanie Lucash
City Attorney Dawn Reitan
City Clerk Anastasiya Warhol
Deputy City Clerk Michelle Kang
Co-Clerk Brian Randall
Community Development Director Debbie Bent
Principal Planner Lauri Anderson
Finance and Administration Director Leticia Salcido
City Engineer John Vicente
Human Resources Manager Leonora Palaña
Diversity, Equity, and Inclusion Consultant Chanin Kelly-Rae
Farmers Market and Special Events Coordinator Nicole Suarez
Volunteer and Events Supervisor Stephanie Brown

Public Comments Speaking Guests:
Francis Hunkins, Kenmore Resident
Nadia Silver, Kenmore Resident
Carl Michelman, Kenmore Resident
John King, Kenmore Resident
Colleen Anderson, Kenmore Resident
Elizabeth Mooney, Kenmore Resident
James Smith, Kenmore Resident
Chris Olson, Kenmore Resident
John Hendrickson, Kenmore Resident
John Peeples, Kenmore Resident
Phyllis Finley, Kenmore Resident
Stacey Valenzuela, Kenmore Resident

Lena King, Kenmore Resident
Corey Holder, Kenmore Resident

Continued Public Hearing: Comprehensive Plan Speaking Guests:

Erin MacDonald, Kenmore Resident
Robin Hill, Kenmore Resident
Jim Myers, Kenmore Resident
Josh Kurcinka, Kenmore Resident
Carl Michelman, Kenmore Resident
Sean Replogle, Kenmore Resident
Jane Lewis, Kenmore Resident
Chris Olson, Kenmore Resident
Richard Lewis, Kenmore Resident
Melissa van Meurs, Kenmore Resident
Pim van Meurs, Kenmore Resident
Phyllis Finley, Kenmore Resident
Holly Strauss, Kenmore Resident
Heather Skeen, Kenmore Resident

Public Hearing: Capital Improvement Program Speaking Guests:

Nicholas Bykov, Kenmore Resident
Elizabeth Mooney, Kenmore Resident
John King, Kenmore Resident
Stacey Valenzuela, Kenmore Resident
Phyllis Finley, Kenmore Resident

CALL SPECIAL MEETING TO ORDER

Mayor Herbig called the special meeting to order at approximately 6:00 PM.

FLAG SALUTE

Mayor Herbig led the Council in the flag salute.

AGENDA APPROVAL

The agenda was approved as presented.

BUSINESS AGENDA

- A. Diversity, Equity, and Inclusion Plan, presented by Human Resources Manager Leonora Palaña and Chanin Kelly-Rae Consulting LLC DEI Consultant Chanin Kelly-Rae, *for*

Discussion

[Agenda Bill - Diversity, Equity, Inclusion, and Accessibility Policy](#)

[Attachment 1 - City of Kenmore Diversity Equity Inclusion and Accessibility Policy](#)

[Attachment 2 - City of Kenmore DEI Task Force Report](#)

Human Resources Manager Leonora Palaña and Consultant Chanin Kelly-Rae presented a DEIA policy which included revisions by both the Council and the Task Force. This recommended

policy is being reviewed by the Leadership Team and their revisions will be incorporated into the final policy scheduled for adoption in November.

Councilmembers had questions and comments, and staff responded:

- Clarification that the recommendations from August by the Council will be fully addressed by the final version of the policy
- Some strategies for community engagement were discussed
- Concern that although the intent to support DEI participation is there, the efforts seem passive
 - o All City staff, including Council, has some responsibility and ownership to help implement the DEI strategies; it is not one person's or one department's sole responsibility to oversee the DEI goals
- Concern about title of policy as redundant by including the term "accessibility"
 - o This language is customary so that people in this field of work can easily recognize the concept and know what it is being discussed
- Are zoning and basic safety infrastructure addressed in here?
 - o Yes, anything to do with accessibility and affordability should be looked at.

B. Pilot Farmers Market Report, presented by Farmers Market and Special Events Coordinator Nicole Suarez and Volunteer and Events Supervisor Stephanie Brown

[Agenda Bill - Kenmore Pilot Farmers Market Report](#)

[Attachment 1 - 2022 Farmers Market Recap Presentation \(updated 9/27\)](#)

Farmers Market and Special Events Coordinator Nicole Suarez and Volunteer and Events Supervisor Stephanie Brown presented the Council an update of the 2022 pilot Farmers Market program.

Some data provided during the presentation include:

- 14 Market Wednesdays from June through August
- 14,501 shoppers over the season
- 285 volunteer hours contributed
- 2022 Market Revenues covered Market Expenses

If the Farmers Program continues, combining the Farmers Market with other special events, such as Movie Night at the Square or Juneteenth festivities, will be explored. Furthermore, making the Farmers Market more accessible to residents will be considered, such as including Women Infant Children (WIC) and Senior Farmers Market Nutrition Program. At this time, Kenmore has been advised to hold off on bringing EBT and SNAP benefits to the Farmers Market due to the administrative and accounting demands.

Councilmembers provided questions and comments; and staff responded:

- Concerns about not choosing to include EBT and SNAP accessibility
- Suggestion of partnering with Hopelink or King County for food voucher certificate program
- Suggestion to collaborate with local businesses that are within walking distance

- Are there alternative options for funding being considered, such as non-profits? Yes, current options being explored are grants, partnering with places such as Kenmore Business Alliance, and non-profits
- Suggestion of networking with other markets in the surrounding area

BREAK

Mayor Herbig announced that Council will take a break until 7:00 PM.

RESUME SPECIAL MEETING

Mayor Herbig resumed the Special Meeting at approximately 7:02 PM.

PROCLAMATION

Mayor Herbig proclaimed the month of October as Domestic Violence Awareness Month.

[Proclamation - Domestic Violence Awareness Month October 2022](#)

PRESENTATION

Farmers Market and Special Events Coordinator Nicole Suarez and Volunteer and Events Supervisor Stephanie Brown introduced the Farmers Market Volunteer Committee to the Council. Mayor Herbig read a short recognition statement for each of the volunteers and handed certificates out to each of the volunteers. The volunteers recognized included Nadia Silver, Sheri Baker, Suzanne Greathouse, Morgan Dougherty, and Nayantara Vyas. The Council took a photo with the volunteers.

PUBLIC COMMENTS

The Council took comments from the public; 14 people provided comments.

Timestamped link included here: https://youtu.be/8ClxI78P_mE?t=4187

CONSENT AGENDA

A. Approve Special & Regular Meeting Minutes from September 19, 2022

[City Council Special & Regular Meeting Minutes September 19, 2022](#)

B. Approve Total Check #s 50439 through 50540 totaling \$780,918.39 and Total Payroll/Taxes/Flexible Spending/Retirement & Health Savings Account Electronic Deposits Dated 09/09/2022 in the amount totaling \$194,420.80, and ACH Payment to KBA Inc. in the amount of \$160,032.04.

[Voucher Approval Report dated 9/16/2022](#)

C. Authorize City Manager to Execute an Amendment to Agreement 21-C2703 with Davidson-Macri Sweeping, Inc. in an amount not to exceed \$25,000 for street sweeping services throughout the city.

[Agenda Bill - Amendment to Agreement 21-C2703 Street Sweeping Services](#)

MOTION: Councilmember Baker moved to approve the consent agenda including items A-C outlined above. Councilmember Srebnik seconded the motion.

VOTE: Consent Agenda was approved by UNANIMOUS CONSENT

PUBLIC HEARING

- A. Continued Public Hearing: Comprehensive Plan and Development Regulation Amendments presented by Community Development Director Debbie Bent and Principal Planner Lauri Anderson

[Agenda Bill - Comprehensive Plan and Development Regulation Amendments \(updated 9/27\)](#)

[Attachment 1 - Summary of Missing Middle housing amendments](#)

[Attachment 1a - Example Single-Family House](#)

[Attachment 1b - Example Duplex](#)

[Attachment 1c - Example Triplex](#)

[Attachment 1d - Example site plan](#)

[Attachment 2 - Final Revised Vision Statement](#)

[Attachment 3 - Final Revised Land Use Element](#)

[Attachment 4 - Final Revised Housing Element](#)

[Attachment 5 - Final Revised Capital Facilities Element](#)

[Attachment 6 - Final Revised Zoning Map](#)

[Attachment 7 - Missing Middle Housing Code Amendments](#)

[Attachment 8 - Missing Middle Flyer](#)

[Attachment 9 - Missing Middle Housing FAQs](#)

[Attachment 10 - Comprehensive Plan Presentation](#)

Mayor Herbig continued the Public Hearing at approximately 7:50 PM. Fourteen (14) people gave oral testimony and two people had their testimonies read into the record:

https://youtu.be/8ClxI78P_mE?t=6611. Mayor Herbig closed the Public Hearing at approximately 8:47 PM.

- B. Public Hearing: Capital Improvement Program for Parks, Transportation, Surface Water, and City Facilities (Ordinance No. 22-0559), presented by Finance and Administration Director Leticia Salcido

[Agenda Bill - 2023-2028 Capital Improvement Program \(updated 9/27\)](#)

[Exhibits - 2023-2028 Capital Improvement Program](#)

[Presentation - 2023-2028 Capital Improvement Program \(updated 9/27\)](#)

[Agenda Bill - CIP 2023-2028 - As prepared for 9/26](#)

Finance & Administration Director Leticia Salcido presented to the Council the 2023-2028 Proposed Capital Improvement Program. The entire program consists of 25 programs totaling \$86.2 million dollars. The four categories within this program are Parks, Transportation, Surface Water, and City Facilities.

The Council asked about funding for sidewalks and safe routes to schools. The Council also raised questions about the Public Works Facility funding, encouraging staff to get creative with the design or vision to see if savings can be found. During this portion, Community Development Director Debbie Bent and City Engineer John Vicente also participated in addressing Council questions. Mr. Vicente explained that the City traditionally pursues multiple grant opportunities to cover CIP projects; however, grant funding to do sidewalk improvements specifically is limited.

Mayor Herbig opened the Public Hearing at approximately 9:27 PM. Five people gave oral testimony: https://youtu.be/8ClxI78P_mE?t=12405. Mayor Herbig closed the Public Hearing at approximately 9:43 PM.

BUSINESS AGENDA - CONTINUED

Budget Message and Preliminary 2023-2024 Biennial Budget, presented by City Manager Rob Karlinsey and Assistant City Manager Stephanie Lucash
[2023-2024 Preliminary Biennial Budget](#)

The reading of the Budget Message can be found here: https://youtu.be/8ClxI78P_mE?t=13403
Councilmember Baker was excused during reading of the Budget Message.

STAFF REPORTS

OPMA Hybrid Meetings Contingency Plan, presented by City Clerk Anastasiya Warhol.

In Ms. Warhol's absence, City Attorney Dawn Reitan provided the legal portions of the staff report for OPMA Hybrid Meetings. In 2022, the Legislature revised the Open Public Meetings Act (OPMA) to require that meetings take place in a physical location. The OPMA encourages but does not require remote or virtual options. Although the City of Kenmore does offer hybrid, both physical and virtual options, sometimes technical difficulties make it difficult for the virtual component to proceed. If staff is unable to fix the technical issues, per the OPMA, the meeting will continue at the physical location. This information is also presented to the public at the top of the agenda.

COUNCILMEMBER REPORTS & COMMENTS

Councilmember Marshall moved to resolve that Councilmember Srebnik will be the representative to the NPRSA (Northshore Parks and Recreation Service Area) and Councilmember Pfeil will be the alternate to the NPRSA. Mayor Herbig seconded the motion.
VOTE: 6 Yes, 0 No, 0 Abstained. PASSED BY UNANIMOUS CONSENT

ADJOURNMENT

Mayor Herbig adjourned the meeting at approximately 11:29 PM.

Nigel Herbig, Mayor

Michelle Kang, Deputy City Clerk



Business of the City Council City of Kenmore, WA

Subject/Topic: Comprehensive Plan and Development Regulation Amendments – Council Discussion and Direction

For Council Meeting Agenda of: 10/17/22

Department: Community Development

Prepared by: Debbie Bent, Community Development Director and Lauri Anderson, Principal Planner

	<u>Initial & Date</u>
Approved by Department Head:	DB, 9/30/22
Approved by City Attorney:	NA
Approved by Finance Director:	NA
Approved by City Manager:	RK, 10/6/22

Proposed Council Action/Motion: Direct staff on the next steps for the Comprehensive Plan and Development Regulation Amendments, including development regulation changes that would allow duplexes and triplexes throughout the R-6, Residential, zoning district.

Exhibits/Attachments:

- Attachment 1: Summary of public comments and staff responses
(to be uploaded no later than 10/14/22)
- Attachment 2: Draft Vision Statement
- Attachment 3: Draft Land Use Element
- Attachment 4: Draft Housing Element
- Attachment 5: Draft Capital Facilities Element
- Attachment 6: Revised Zoning Map
- Attachment 7: Draft “Missing Middle” code amendments
- Attachment 8: Responses to surfacewater questions

On 10/17, staff recommends the City Council discuss the Comprehensive Plan and Development Regulations package and provide direction to staff in order to prepare ordinances for consideration, tentatively scheduled for 11/7.

Over the past several weeks, the Council has heard from many community members about this project. Staff is preparing a matrix of the public comments along with staff responses, as well as an executive summary of issues. Given the volume of comments, the matrix and summary (future Attachment 1) may not be ready for your review until 10/14. However, we are making every effort to provide the information sooner, if at all possible.

As the Council discusses the amendments, timing of the adoption is important. As previously discussed, critical timing issues relate to the Comprehensive Plan changes and the revised Zoning Map, which must be adopted to authorize permit submittal for the Public Works shop on NE 202nd and vacation of the current shop property on SR-522 for the Plymouth Housing project. Too, the Comprehensive Plan contains supportive language for the Transit-Oriented Development (TOD) amendments which are scheduled for hearing in front of the Planning Commission on 10/18 and consideration by the Council in November. The adopted TOD amendments should be in place before expiration of the current “interim regulations” in January.

As mentioned above, with your direction on 10/17, adoption of the Comprehensive Plan and development regulation ordinances is tentatively scheduled for 11/7. Options identified by staff that both meet the timing needs and address “Missing Middle” housing are:

1. On 10/17, determine the preferred locations for duplexes and triplexes within the R-6 zone. These locations could be the ¼-mile area recommended by the Planning Commission, all of the R-6 zone, or somewhere in-between. A similar change could adjust the types of housing (duplexes or triplexes) permitted in different geographic locations within the R-6 zone. Amendments to the duplex/triplex Zoning Code rules (to add subarea maps) or to the Comprehensive Plan Land Use or Zoning maps could be needed, but would not significantly delay the project.
2. On 10/17, defer consideration of the “Missing Middle” housing Zoning Code amendments, but authorize ordinances containing all of the other Comprehensive Plan and Zoning Map changes unrelated to implementation of the Comprehensive Plan and Development Regulation Amendments.

VII. A. Council Planning and Development Committee Recommendations: staff recommends that the goals and

policies of the Comprehensive Plan supporting diverse housing types, and the Comprehensive Plan Land Use Map showing “medium density residential” throughout the R-6 area, be retained. This would provide policy direction for the next 20 years and would allow for incremental implementation of “Missing Middle” housing code amendments. Zoning code changes for duplexes, triplexes, cottage housing, small houses on small lots, or other “Missing Middle” housing types, could be considered in the R-6 area in the future—potentially as early as next year.

If the deferral option is selected, Council should identify the reasons for the deferral and the additional actions expected. Without clear direction on the purpose of, and expectations from, the deferral, staff will be uncertain how to proceed.

Response to Councilmember questions from 9/12

At your 9/12 meeting, a Councilmember asked about the tree protection minimum density. That number is 30 tree units per acre of net buildable area and is calculated using diameter at breast height of existing trees and, if necessary, the diameter at breast height of replacement trees. To review the tree rules, please see:

<https://www.codepublishing.com/WA/Kenmore/#!/Kenmore18/Kenmore1857.html#18.57>

The Councilmember also asked about the cumulative impacts to surface water of increased density and whether the City had done an area-wide chemical analysis of runoff. Responses from Richard Sawyer, Environmental Services Manager, are provided in Attachment 8.

As a third follow-up response, staff can confirm that the SEPA determination and upcoming addendum, including the proposed regulations, were sent to the Muckleshoot Indian Tribe.

Another Councilmember raised questions about parking near transit corridors. For background, State law mandates a parking maximum of .75 stall per unit or 1 stall per bedroom for areas within ¼ mile of major transit corridors. The draft amendments require .75 stall per unit near transit and 1.0 stall per unit outside of the quarter-mile area.

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.”

Summary of Public Comments

Who commented?

114 individuals provided input to the City Council, either through email, letters, public comment at a City Council meeting, the chat during the Karen Parolek presentation, or at the public hearing.

In addition, a petition signed by 225 individuals was presented. Most signers were from the Uplake and Northshore Summit areas. About 40 signers were from the Quinault Estates/NE 175th Street area that presently is zoned R-1 or R-4 and would be unaffected directly by the proposed regulations. Of the signers, 19 also submitted individual comments.

The names of several commenters in the Karen Parolek presentation chat were not included. Those comments are listed at the end of the matrix under “Anonymous.”

Support for “Missing Middle” housing (MMH)

Support for the project primarily came from younger participants. The Transit Riders Union, Master Builders, and the Seattle-King County Realtors also commented. Some people supported the proposal at a reduced scale—perhaps back to the Planning Commission’s recommendation.

Comments in support--though fewer than those in opposition--included:

- Provide important housing options at a time when the lack of housing supply has forced home prices to new highs. These housing types can be easily blended into existing neighborhoods without compromising neighborhood character and quality of life
- If brought back at State level, then MMH will be mandated with less control than there is now
- The City needs to allow for substantial urban infill development to meet affordable housing, equity, and climate goals
- Allowing more missing middle housing broadly will increase future investments in transit
- Kenmore has a moral duty to be a refuge to people seeking affordable housing
- My wife and I moved from Dallas 6 years ago to Kenmore and we desperately miss duplexes and 4-plexes we stayed in for most of our 10 years in Dallas. We're middle class. Houses are totally unaffordable for us here We always had better space experiences, better rent conversations with a single owner rather than a flat rate or random increase in rent each renewal, and better neighborhood and green-space experience.
- Missing Middle is the best answer to preserve the integrity of the present neighborhood, and helps to go at a slower pace. People really want to see a variety
- Making Kenmore more bike, bus, and foot-friendly will help kids develop independence and will ease the burden on shuttle-parents. Kenmore needs more concentrated density for this to happen, and a city-wide zoning change is a good way to let density incrementally grow where it is needed
- This proposed Zoning change is progressive and is one of the best things the City can do to promote affordable housing
- Allowing middle housing is a vital piece of the housing puzzle, as it expands the housing choices for families in neighborhoods close to jobs, transit, schools, and parks

- If want sidewalks and infrastructure, then need density to support it. Can't afford to fix existing infrastructure, so increasing density is the logical approach to improving infrastructure
- This sounds like a dream come true, I would be thrilled to see this in Kenmore
- We are seeing the climate crisis. Single-family development and environmental protection are incompatible
- Program should be DEI focused
- Housing is so expensive that, despite our love for the area, we may have to leave. My husband is a pastor at Northshore Christian church and I'm a full-time UW student. We love our community and our neighborhood. We are exactly the kind of people who would benefit from this kind of housing in Kenmore
- I'm now 29 and am still looking for an affordable place to live in Kenmore so that I can live near my parents. It doesn't seem right that children are forced to leave their hometown once they grow up because they've been priced out
- I'd like my property to be a duplex or triplex if there's enough space, to be bought at a good price so a family can start their housing/generational wealth that I have been blessed with
- Allowing more types of housing to be built in more places is another critical piece of the puzzle of addressing our regional housing crisis
- Who to talk to if we are interested in buying

Concerns with "Missing Middle" housing

Most participants were opposed to the change to the entire R-6 zoning district. The following are the concerns most frequently expressed, along with the staff response.

Why is the City considering this?

The State Growth Management Act (GMA) requires that the Housing Element include "a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, *duplexes, triplexes*, and townhomes." Considering MMH also is consistent with VISION 2050 and the King County Countywide Planning Policies (regional planning policies). VISION 2050 states that the City should, "Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region."

Many other cities have adopted or are considering MMH, including Bothell and Kirkland.

Beyond regional responsibilities, there are many reasons for the City to consider MMH: changing demographics, the need for more housing types and more attainable housing, inclusiveness, and climate change mitigation, among others.

Process moving too fast

Efforts to encourage public participation in the project have been extensive. The Planning Commission began their discussion of “Missing Middle” housing in January 2021. All Planning Commission materials are sent to a broad mailing list and new names are regularly added.

In April 2021, the Commission advertised and hosted a presentation by Joe Minicozzi of Urban3 who discussed how different types of development impact city finances and the importance of “thickening” the community through techniques such as “Missing Middle” housing.

In July 2021, a city-wide survey was launched and information was sent to all mailboxes in the City (twice) inviting participation. The scientifically valid survey included questions about housing and was used to prepare a public participation plan. The goal of the survey was to identify initial community reactions--before any education on the “Missing Middle” topic. The survey information invited participants to sign up to receive Planning Commission materials and the regular mailing list was expanded.

In November 2021, the Commission hosted a virtual Housing Forum—advertised on the City’s website and social media, and through a flyer distributed in the community and mailed to the City’s various mailing lists.

An additional flyer about MMH was mailed to the City’s mailing lists and physically distributed to the Hangar, the Senior Center, and local parks in March 2022.

In May, the Planning Commission held their public hearing on the project, with a postcard mailed to all addresses in Kenmore, and special outreach to the Spanish-speaking community.

Articles about “Missing Middle” housing were included in the Fall 2021, Winter 2022, and Spring 2022 Quarterly publications which were mailed to all households. Too, articles appeared in the regular E-news publications beginning in September 2021 (articles in September, November 2021, December 2021, February 2022, April 2022, and August 2022). Social media posts and webpage updates have been a regular part of the project.

Following Council direction in September to consider allowing duplexes and triplexes throughout the R-6 zone, an informational flyer was mailed to all Kenmore addresses and publicized on the City’s website and on social media in advance the public hearing. The wide participation in the City Council’s public hearing indicates that the community is well aware of the proposal.

Inadequate infrastructure—mostly sidewalks

Installation of improved infrastructure is a chicken and egg question. Additional housing density provides both the additional taxes and impact fees necessary to support City-funded infrastructure as well as the physical infrastructure improvements required as part of a permit approval. To prevent new housing density because the infrastructure does not yet exist stops some infrastructure from eventual construction.

MMH is not affordable

MMH refers to the size of the dwelling not its cost. However, new duplexes and triplexes have the potential to be less expensive than a traditional single-family home. They are more “attainable” for those making between 80% and 120% of the area median income. A new single-family house, however, would require nearly three times Kenmore’s median household income.

Replacement of existing smaller homes

Existing older housing is likely to be more affordable (for rent or purchase) than new single-family housing. However, tearing down older, less expensive homes is happening now as those homes are replaced with large, new, expensive single-family houses in subdivisions. MMH contains smaller dwelling units and land costs are spread over more than one unit which should make them more affordable than a new single-family residence. Another benefit of MMH like duplexes and triplexes is that a purchaser could buy a building, live in one unit and rent out the other one or two, helping cover the cost of the mortgage, and providing rental housing to those who cannot afford to purchase.

As demographics change (more singles and older adults, for example), interest in smaller duplex/triplex units may increase. Ownership duplex/triplex units could provide a more attainable entry point to the housing market beyond that provided by existing single-family development.

As one commenter noted, once something is built it is there for a long time. Delaying the opportunity for MMH will result only in additional unaffordable megamansions.

Parking

Within ¼-mile of major transit corridors, State law mandates that no more than 0.75 parking stalls per unit or 1 space per bedroom may be required. The draft regulations use the 0.75 standard in this area. For a duplex or triplex, this would mean a minimum of two off-street parking spaces. A developer could, of course, build more parking if there was a concern that future owners/residents would not have adequate places to park, particularly in areas of limited street parking.

Outside of the ¼-mile area, the proposed standard would be 1.0 stall per unit. This would mean a minimum of 2 stalls for a duplex and 3 stalls for a triplex.

Requiring increased on-site parking requirements could be a barrier to adding more MMH, especially given that MMH residents are less likely to have a car than single-family owners^[1]. Parking adds cost and increases impervious surface. If street widths and access concerns allow, street parking is possible. Using the existing right-of-way reduces impervious surface on the lot and could result in more greenspace and tree retention. Similarly, single-family houses may use the street for parking where not prohibited.

^[1] Source: American Housing Survey, 2017, cited on page 48 of *Missing Middle Housing* by Daniel Parolek, 2020.

Environmental protection

The City’s critical area rules—based on best available science and approved by the State Department of Ecology in 2020—are unaffected by the proposal. The environmental review for the project resulted in a Determination of Nonsignificance (DNS) for all aspects of the proposal—including impacts to traffic, public services, utilities, noise, energy use, and surfacewater. Given experiences in other communities, including Kirkland, duplex/triplex development is expected to occur slowly over years.

Tree protection

The City’s tree rules would not change with the “Missing Middle” proposal for duplexes and triplexes. The City already has substantial tree preservation regulations in place and is considering even more, including increasing the tree replacement rate, further limiting tree cutting on existing residential lots, and mandating the preservation of “exceptional” larger trees. Given the proposed limitations on building size, new duplex/triplex buildings should have no more impact on the tree canopy than would a new single-family residence. With any new development, existing trees are lost, but replacement rules apply. Allowing responsible tree cutting inside the King County urban growth boundary prevents cutting in the rural areas outside the urban growth boundary.

Under the current tree protection rules, new development of MMH would be more protective of trees than are the standards applied to existing single-family residences.

Lack of school capacity

Duplex and triplex units are smaller than new single-family residences and are not expected to generate large numbers of schoolchildren. The Northshore School District Capital Facilities Plan suggests a lower impact fee for multifamily units as the number of students in those housing units is significantly smaller than those in single-family residences.

Growth should go downtown

Most of the City’s future growth is planned for apartment buildings in Downtown and the areas along SR-522. Increased residential densities already exist along SR-522 but the market has not yet come to Kenmore. That may change with the arrival of bus rapid transit (BRT) in a few years. However, not everyone wants to live in a large apartment building.

74% of Kenmore is currently zoned exclusively for single-family homes, the most expensive type of housing. MMH provides another housing type in between apartments and single-family residences, that would be compatible with single-family homes and likely more attainable.

Impact on homeowners’ covenants

Washington case law confirms that the City does not have authority to “enforce or invalidate” private restrictive covenants. The City plans for the entire community with its zoning regulations. Private covenants are enforced by private parties, often through a homeowners’ association.

Impact on property values

The exact impact of MMH on property tax rates is unclear. Assessed values climb for many reasons (including the possibility of building more units), but property tax increases are capped by State law.

Concerns about renters

Comments about “transients,” increased crime, and lack of property maintenance by renters were made even though more than a quarter of Kenmore households rent their housing unit. Likely, many homeowners who commented were renters at some point in their history.

There is no evidence that those who live in duplexes or triplexes are more likely to be criminals, accumulate junk, or have inoperable cars. Some of the examples provided as “evidence,” were in fact property maintenance issues in single-family homes.

MMH may be desirable to seniors who are downsizing, smaller households (only 34% of households in Kenmore contain individuals <18 years old), or young adults just getting started in the housing market. Middle-income wage earners such as schoolteachers, mechanics, grocery store managers, and first responders may find these new housing types affordable. Service workers with lower incomes may also benefit from rental housing located in desirable neighborhoods.

Staff Responses to Public Comments: “Missing Middle” Housing (MMH)

(This matrix contains comments received between 6/17/22 and 10/10/22.)

	Commenter	Concern	Staff Response
1.	Colleen Anderson 9/26/22 public hearing	Moved to Kenmore to a single-family home. Residents don’t want blanket zoning change. MMH does not solve the problem. What about impacts on traffic, congestion, schools, lack of infrastructure, and underdeveloped downtown core. Need environmental study. Tearing down single-family homes adds to pollution. Current transit is not sufficient. What are plans to mitigate impacts and how will mitigation be paid for? Allow residents to vote. Define measure of success; not currently identified. Need more community involvement. Pressure to move forward due to grants is upsetting. Vote no and look for an alternative that does not impact all R-6.	<ul style="list-style-type: none"> • The environmental review conducted for the project concluded that no significant adverse impacts to traffic, congestion, schools, or infrastructure would result. • A measure of success would be new opportunities for those making middle incomes to live in traditionally single-family neighborhoods. • Efforts to encourage public participation in the project have been ongoing over the past year, including direct mailings, a community Housing Forum, social media releases, and public hearings. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
	10/3/22 City Council meeting public comment	MMH is not affordable and will have problems. Look at other solutions. Rounding to 3,000 homes and 3,000 jobs, what is plan to reach the number of jobs and where will they be located? Where will the 3,000 homes go and what type of home?	<ul style="list-style-type: none"> • MMH is not affordable in the sense that it would serve low-income residents. It would be more attainable than a single-family home for those making middle incomes. • Most of the City’s future growth will be in the Downtown and areas along SR-522. MMH will also make a minor contribution.
2.	Christian Andrilla 10/10/22 City Council meeting public comment	Lost faith in politics. Young people don’t care as don’t listen to public opinion. People are opposed to MMH. Council should remove their personal biases, absurd to move ahead. Council should be reasonable, responsive civil servants not remembered as tyrannical. Need to go back to drawing board.	<ul style="list-style-type: none"> • Comments noted.

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3.	Holly Andrilla 9/26/22 public hearing	Council needs to represent the people. Concerned that councilmembers recruited to be progressive and have an agenda that does not represent the community. Proposal is too rushed; neighbors not aware. Outreach ineffective. Mixed housing is a disaster, particularly parking. Re-work the idea; not the solution needed to solve the problem.	<ul style="list-style-type: none"> • Efforts to encourage public participation in the project have been ongoing over the past year, including direct mailings, a community Housing Forum, social media releases, and public hearings. • Parking standards within ¼-mile of transit are mandated by State law. Outside of that area, the recommendation is one parking stall per dwelling unit.
4.	John Andrilla 10/10/22 City Council meeting public comment	Walk for exercise and sidewalks are needed, not more density or cars. Traffic volume increases. How many 4000 square foot houses are in Kenmore; the duplexes and triplexes show half that size which is misleading. MMH will not lower cost of housing. Summary of proposed changes notes MMH is one tool for social equity and climate change. What are the other tools which are not described? Restrict revisions close to mass transit or retail core then measure results before go further.	<ul style="list-style-type: none"> • The environmental review conducted for the project concluded that no significant adverse impacts to traffic would result. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • The 4,000 sq.ft. house size came from an analysis of recent new single-family building permits in several subdivisions. • Because of the smaller unit size and the land cost spread over more than one unit, MMH should be less expensive than a new single-family home on the same lot. • The Climate Action Plan identifies other tools to address climate change. The Comprehensive Plan has goals and policies related to social equity
5.	Randy Bannecker , King County Realtors 9/25/22 letter	Writing on behalf of the 7,000 members of the Seattle King County REALTORS® in support of the comprehensive plan amendment package relating to Missing Middle housing. Duplexes and triplexes throughout the City's R-6 residential zone will provide important housing options at a time when the lack of housing supply has forced home prices to new highs. High prices have locked many people out of the housing market and/or forced them to travel farther from their job. Also consider smaller houses on smaller lots and cottage housing. These housing types can be easily blended	<ul style="list-style-type: none"> • Providing a diversity of housing types close to jobs in the urban area is a primary goal of the project. • New duplexes and triplexes would be reviewed through the building permit process.

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		into existing neighborhoods without compromising neighborhood character and quality of life. Ensure that the development regulations accompanying code and zoning changes make these housing types easy to build --- without a lengthy regulatory process that adds costs and delays.	
6.	Chris Brown 7/4/22, 4:19 p.m. email	<p>Please consider two possible duplex/triplex zoning options:</p> <ul style="list-style-type: none"> • allow property owners with an existing home on an oversized lot to build an “additional” dwelling comparable to, or slightly larger (1,700sf max), than the current ADU/DADU size under the duplex/triplex zoning. This would allow the existing home to become Unit 1 of the duplex/triplex, and the new dwelling(s) to become Units 2 and 3, respectively. The existing and new buildings could be attached at the wall, foundation, or roof, including porte cochere connections • As an alternative, please allow an “overlay zoning” option for small duplex/triplex dwellings on oversized lots in R-6 (while preserving the existing house) if a master bedroom and bath are included on the main floor of the new dwelling <p>Duplex/triplex, or ADU/DADU, that can be sold separate from the primary dwelling (condos), are more attractive collateral to banks and therefore easier to finance.</p>	<ul style="list-style-type: none"> • The first option would permit development of a scale that might not be compatible with the surrounding neighborhood. Consideration of small houses on smaller lots—which could allow subdivision of the property and building of additional structures—is recommended by the Comprehensive Plan. However, code amendments to address this change would be part of a future work program. • The second option, too, would place multiple structures on a single lot. Subdividing the property (if oversize) could preserve the house and potentially allow for a duplex/triplex building if the lot dimensions were adequate. • Duplex/triplex units can be sold separately.
	9/7/22, 8:08 a.m. email	<p>Due to the slowdown in new construction housing, please include the following in the Duplex/Triplex rezone ordinance as soon as possible:</p> <ul style="list-style-type: none"> - Allow DADU "condos" (separate ownership) which will encourage DADU building and ease financing difficulties which stifle development. Condo ownership has no negative impacts on the current ADU zoning, because the size, density, and number of occupants would remain unchanged. This code change is simple, and can be implemented quickly to encourage more development during the current building downturn. DADU condos can be owner-occupied or rented, and are now critical to encourage smaller dwelling development in Kenmore. 	<ul style="list-style-type: none"> • Changes to the City’s ADU rules (most recently amended in 2020) are not being considered at this time.

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7.	Donna Brown 9/19/22, 1:55 p.m. email	I oppose this rezoning process for the majority of Kenmore. I have concerns for increased traffic on our residential street which has already occurred due to increased building in our area. I am not opposed to the concept of missing middle housing and was happy with the original rezoning areas near 522 and Juanita. I am opposed in our area as we already have increased traffic and lack infrastructure. I also wonder if the city council knows that our entire neighborhood (Flamingo Estates) has written into it's deed that no home can be torn down and made into anything other than a single family home. The duplexes and triplexes would not be allowed according to the deed, so why rezone our area?	<ul style="list-style-type: none"> • The environmental review conducted for the project concluded that no significant adverse impacts to traffic or infrastructure would result. • Washington case law confirms that the City does not have authority to “enforce or invalidate” private restrictive covenants. • The City plans for the entire community with its zoning regulations. Private covenants are enforced by private parties.
8.	Laura Butcher 9/21/22 Karen Parolek presentation chat	20:00:03 She has presented only on the positives as she sees them. What are the challenges that occur with this shift in city planning?	<ul style="list-style-type: none"> • A challenge is ensuring that new structures are compatible in size and scale with the existing neighborhood. That is the reason that lot dimensions and building sizes are specified.
9.	Nicholas Bykov 9/26/22 public hearing	Agree with community. MMH not work with current infrastructure, limited transit, so people will use cars.	<ul style="list-style-type: none"> • The environmental review conducted for the project concluded that no significant adverse impacts to traffic or infrastructure would result. • Increased residential density supports transit use.
	10/10/22 City Council meeting public comment	Too extreme. Schools, fire stations and small businesses needed in addition to housing within walking distance. Sudden change can be bad to the existing systems like roads. Having density requires cars. Incompatible--needs to be slower development.	<ul style="list-style-type: none"> • The environmental review conducted for the project concluded that no significant adverse impacts to traffic, public services, or infrastructure would result.
10.	Dennis Carroll 9/26/22 public hearing	Constituents not polled. Need more required parking (2 stalls per unit) or will disrupt neighborhood and will cause problems with street parking.	<ul style="list-style-type: none"> • New regulations would require .75 stall per unit within ¼-mile of transit (State law) and would require 1.0 stall per unit outside of that area. • Parking adds to the cost of construction and increases impervious surface. Parking on the street, when street widths are adequate, makes use of existing impervious surface and allows for more greenspace and, potentially, more tree retention, on building lots.
11.	Heather Carney Schmidt	19:50:35 How will the city accommodate the growth of children that will be added with these type of homes, in our all ready over	<ul style="list-style-type: none"> • The environmental review conducted for the project concluded that no significant impacts to schools would

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	9/21/22, Karen Parolek presentation chat	crowded schools that are far over due for remodels? They are over capacity already and adding more homes could add more kids in our schools that have no space for more kids. What is the city going to give or do for the school district if this is approved in our city? 19:55:13 If we add more housing we need to add more schools. This really should be a priority if we are going to add more homes to our city.	result. The Northshore School District Capital Facilities Plan suggests a lower impact fee for multifamily units, as the number of students in these housing units is significantly smaller.
12.	Geoffrey Chism 9/26/22 public hearing	Supports affordable housing for everyone, but how is this accomplished? Tradeoff between density and use. Single-family home sites built out and new development is multi-family. Pre 1980 homes are the ones that will be impacted by the proposal. Larger lot older homes vulnerable to being torn down and rebuilt; these are the affordable single-family homes. No new single family homes below \$1.5m. Demand and aspiration is for single-family detached. Entry level homes will disappear. Change character of city--pre 1960 development devastated. Not in the interest of citizens or what citizens want.	<ul style="list-style-type: none"> • Older homes could be torn down if the property-owner sells for development. That often happens on larger lots that are subdivided for new single-family development. The new duplex or triplex buildings would not be larger than the new single-family houses that currently are being constructed. And, because of the smaller size of the individual units, they would be more attainable than new single-family houses. • As demographics change (more singles and older adults, for example), interest in smaller duplex/triplex units may increase. Ownership duplex/triplex units could also provide a more attainable entry point to the housing market.
13.	Jeff Daniels 9/19/22, 1:13 p.m. email	<p>Kenmore's Uplake neighbors collectively signed a covenant that has been in place since the early 1990s that prevents someone from building a new house/addition that blocks their lake view. When this neighborhood covenant was established a majority of neighbors felt strongly enough to go through the process of notarizing each signature. Does the MMH project support existing view-protection covenants?</p> <p>How does the Missing Middle project's 2 1/2 story height limit ensure that existing homes do not get their lake views blocked by either construction of a new 2 1/2 story house or an existing 1 story house that adds an additional 1 1/2 stories? Replacing a direct unobstructed view of the lake with a new direct view of only the</p>	<ul style="list-style-type: none"> • Washington case law confirms that the City does not have authority to "enforce or invalidate" private restrictive covenants. • Current single-family height limits are 35'. This is more than the 30' maximum height for a duplex or triplex.

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		back of a house is unacceptable. Obviously, the resale value of the house would plummet.	
	9/20/22, 1:04 p.m. email	<p>1) Does Kenmore's Missing Middle zoning rules supercede, overrule or overturn neighborhood covenants?</p> <p>2) Can a homeowner tear down their house and build two new structures?</p> <p>3) Can a homeowner add on to their existing home one story house another layer?</p>	<ul style="list-style-type: none"> • Washington case law confirms that the City does not have authority to “enforce or invalidate” private restrictive covenants. • A homeowner could not tear down their house and build two new structures. Only one duplex/triplex building is allowed per lot. • A homeowner can add on to an existing residence if it meets the City’s rules. As previously mentioned, the height limit for new single-family development is 35’. For duplexes and triplexes, the maximum height would be 30’.
	9/21/22, Karen Parolek presentation chat	<p>19:52:52 My view: Your well researched and honorable intent will be challenged by the cost of building today. I’ve just rebuilt my home during the last three years and had a budget of \$500K. Today’s competitive labor and inflationary material costs make me question the possibility of and quality possible to build nice duplexes and triplexes under a \$750K price point. What seems more likely to me is that this missing middle project will empower those with money to build homes for those who make more money than \$92K to 132K annually. Given this area’s building costs today, how to you ensure this project doesn’t simply empower the upper-class only? How do you ensure this project focuses on the targeted missing middle challenge?</p>	<ul style="list-style-type: none"> • New MMH will be more attainable than a new single-family house. MMH is not “affordable housing” and even if expensive, it likely will not be as expensive as a new single-family house would be.
	9/26/22 public hearing	<p>Live in Uplake. Duplex and triplex will be \$750-\$1m this will not be affordable to the market you’re aiming at. Ballard character changed—yards, trees disappeared. Don’t want that for Kenmore. Downsides to a close community. Negatively impacts safety. Developers outbid existing residents. Conflict between people who don’t want it who live here versus developers who do want MMH for profit. Put the proposal to a vote.</p>	<ul style="list-style-type: none"> • New MMH will be more attainable than a new single-family house. MMH is not “affordable housing” and even if expensive, it likely will not be as expensive as a new single-family house would be. • The size restrictions on new duplex/triplex buildings should result in structures that are smaller than the new single-family houses that are being permitted, leaving more room for yards and trees.

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			<ul style="list-style-type: none"> • A close community also can improve safety with more “eyes on the street.” • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
14.	Dara 9/21/22, Karen Parolek presentation chat	<p>19:14:27 I mean ffs just look outside the window right now. RIGHT now.</p> <p>19:14:44 (I'm from Seattle. I remember when "smoke season" wasn't a thing.)</p> <p>19:21:17 University district near my old house, there's a pre-war cottage court</p> <p>19:23:31 https://goo.gl/maps/enTpCmagBbRyzYQJ8</p> <p>19:34:12 One important question I've been wanting to see answered is about conversions of existing buildings. Will all the requirements of new construction also be required for conversions? Will separated utilities be required, as well?</p> <p>19:42:43 There's some of that in seattle and it's terrible ("slot homes")</p> <p>20:01:42 The answer to conversions didn't answer my question, which is: will the same requirements be required of conversions as new development? This is a very important distinction.</p> <p>20:02:11 If someone takes an existing house and duplexes or triplexes it, _will it have to meet all the same conditions_? And will they be required to install separate utilities?</p>	<ul style="list-style-type: none"> • Existing buildings (if they meet dimensional standards) may be converted to a duplex or triplex. However, given the cost fire separation requirements and separate metering, it may be financially infeasible. • “Slot” homes would not be permitted under the rules.
15.	Ken Dehn 9/26/22 public hearing	<p>Oppose MMH. Council pledged to protect single-family areas and concentrate growth and density in downtown core; MMH not consistent with this. Allow duplexes with some “guardrails”. Main problems would be traffic and parking especially if on-street parking is removed and on-site parking is reduced. If families, then would be two cars when only one parking space required. At some point due to climate change there will be more electric cars, not no cars. Need to accommodate cars for visitors. Issue with emergency</p>	<ul style="list-style-type: none"> • New regulations would require .75 stall per unit within ¼-mile of transit (State law) and would require 1.0 stall per unit outside of that area. • Parking adds to the cost of construction and increases impervious surface. Parking on the street, when street widths are adequate, makes use of existing impervious surface and allows for more greenspace and, potentially, more tree retention, on building lots.

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		vehicle access if cars parked on street. Allow on-street parking for duplexes and reasonable onsite parking. Don't allow triplexes.	<ul style="list-style-type: none"> The environmental review conducted for the project concluded that no significant adverse impacts to traffic would result.
16.	David Dorian 9/26/22 public hearing	Change is difficult. Regional requirements will force change and not just by more apartment homes. Developers are already bulldozing existing homes for new single family homes in northeast Kenmore. Like recommendation that new requirements spread out across all of R-6--more equitable. If brought back at State level, then MMH will be mandated with less control than there is now.	<ul style="list-style-type: none"> Comments noted.
17.	Mary Ann Draye 9/26/22 public hearing	Agree with prior speakers who oppose. As a senior citizen, ask for common sense. The Opticos presentation was idealistic and every photo showed stairs. Proposal needs more work and must listen to community.	<ul style="list-style-type: none"> The photos did contain a lot of stairs. However, a new side-by-side duplex could be a single-story with no stairs. AARP is a major supporter of MMH for seniors.
18.	Shammara Estrada 9/26/22 public hearing	Opposes the plan.	<ul style="list-style-type: none"> Comment noted.
19.	Stephen Fesler 6/24/22, 9:34 p.m. email	<ul style="list-style-type: none"> The City needs to allow for substantial urban infill development to meet affordable housing, equity, and climate goals. There's nothing magical about a ¼ mile from transit, especially as people are increasingly working from home. Allowing more missing middle housing broadly will increase future investments in transit. Let's not set arbitrary lines here; allow MMH everywhere. Apply normal setbacks to these uses, allow buildings at least 35 feet in height, and apply floor area ratio standards. Eliminate minimum parking mandates. Maintaining parking mandates ensure that people *won't* use walk or take transit. These mandates dramatically increase the cost of housing. Kenmore has a moral duty to be a refuge to people seeking affordable housing. It can start by seriously taking on missing middle housing reforms. 	<ul style="list-style-type: none"> The new rules were designed to address issues of compatibility with the surrounding neighborhood. Building size limits are recommended, along with reduced heights (30'). The City does not presently use FAR to regulate house size in the R-6 zone and the new rules do not use FAR for duplexes/triplexes. Parking does add to cost and to impervious surface. However, Kenmore residents are still dependent on the car. Parking requirements have been reduced in the new regulations, but not eliminated.
20.	Phyllis Finley	Put rezoning to vote. GMA requires preserving existing single-family neighborhoods. Why weren't negatives addressed? A new	<ul style="list-style-type: none"> GMA requires that the Housing Element include "a statement of goals, policies, objectives, and mandatory

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	10/3/22 continued public hearing	duplex is not more affordable than a small existing single-family home. There will be traffic impacts; still need cars. Corner stores will not address all needs. Homeowners who prefer single-family neighborhoods will be forced to move further out. Respect lifestyle choices of all. MMH is a cash cow for county and city as taxes will reflect the potential of upzoning. The MMH proposal is a benefit to developers.	<p>provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes.”</p> <ul style="list-style-type: none"> • Compatibility with neighborhoods is being addressed by the rules about house size and scale. • Parking is required, although reduced from single-family requirements. • The proposal is recommended to provide additional housing types for changing demographics and to provide more attainable housing in the City’s neighborhoods. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
	10/10/22 City Council meeting public comment	Dismayed on upzone proposal. Is it ignorance, or misguided advice? Many consequences. If adopted it will reduce affordable housing. Ballard lost small brick homes. If enacted all property values will increase due to highest and best value and taxes will go up. Housing once affordable will no longer be affordable. If want to create more affordable units then encourage landlords to maintain existing housing for rental or build affordable units.	<ul style="list-style-type: none"> • Vacant and redevelopable properties already are being purchased and converted into subdivisions of large, expensive single-family homes. MMH will provide an opportunity to develop attainable housing instead.
21.	Michael Friedman 9/21/22, Karen Parolek presentation chat	19:45:03 Excellent presentation! My wife and I moved from Dallas 6 years ago to Kenmore and we desperately miss duplexes and 4-plexes we stayed in for most of our 10 years in Dallas. We're middle class. Houses are totally unaffordable for us here and apartments are homogenized micro-transaction fronts for investment firms. We always had better space experiences, better rent conversations with a single owner rather than a flat rate or random increase in rent each renewal, and better neighborhood and green-space	<ul style="list-style-type: none"> • Comments noted.

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		experiences. Being that we're here to soon vote or have opinions on re-zoning, what is the key impediment? What can we as residents offer to help show this is a vital and important part of being able to stay in Kenmore?	
	9/26/22 public hearing	Lives in Spencer68. Previously lived in duplexes/triplexes in Texas. Can't afford a single-family house. Would like to live in a duplex; no problem with parking. Rents also are high. Different voice than those heard before in the public hearing. Not everyone opposes this; there are people who want MMH.	<ul style="list-style-type: none"> • Comments noted.
22.	Wayne Fu 9/12/22 City Council meeting public comment	Opposes rezoning. Layouts for three units won't work. Hard to comply with building code if converting an existing house. There will be cars on the street. Might not be safe. Units will be leased; no owner occupants.	<ul style="list-style-type: none"> • The triplex rules have been prepared by Opticos Design (an architecture firm) considering possible layouts. • Converting an existing house may prove difficult because of fire separation and metering requirements. • Off-street parking will be provided although, as with single-family development, street parking may occur where it is permitted. • The units may be rented or owned.
	9/26/22 public hearing	Supports compact living and need for affordable housing. Triplex as infill would require teardown and would not be more attainable than single-family home. New units would be 3x price of single-family home. MMH does not fight climate change with building waste from teardowns and new building materials needed. There is inadequate stormwater infrastructure.	<ul style="list-style-type: none"> • Research does not support the idea that new duplex/triplex units would be 3x the price of a single-family home. • MMH fights climate change by placing housing closer to jobs (not on the urban fringe), reducing driving and providing opportunities for transit use. • Please see Attachment 8 to the 10/17 City Council agenda materials for a discussion of stormwater.
	10/10/22 City Council meeting public comment	Karen Parolek examples all have one thing in common, back alley or an acre lot. MMH will be a failure as no back alley and no yards which will discourage long term occupancy and add to divorce rate as no yard for kids to play in. A garage is needed. Foreign out of state investors will create a community of rental housing.	<ul style="list-style-type: none"> • Not all Parolek examples had back alleys and many were on lots much smaller than an acre. • Garages are possible with MMH, although they cannot dominate the streetscape and must be set back from the front façade or in the rear yard. • Because new MMH buildings would be smaller than new single-family development, yard space should be at least comparable.

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23.	Nathan Garland 9/26/22 public hearing	Plan needs more input and more time. R-6 being replaced with R-M? The flyer implied an update not an elimination of R-6. MMH code amendments allow ownership thru condo--not typical. No mention of impact to property values and taxes. Goal #1 of the Comprehensive Plan eliminates the phrase "raise children." Information is not transparent; this changes the fundamental character of neighborhoods. Online petition opposing the change has over 400 signatures. Need to involve communities impacted.	<ul style="list-style-type: none"> • The R-6 rules are proposed for updating and with that a new name is suggested. • Property values may increase, but annual property tax rates are capped by State law. • The phrase "raise children" was eliminated because the revised goal supports enhancing the quality of life for "people of all ages" which, of course, would include children.
24.	Jay Gerlach 9/27/22, 5:19 p.m. email	<p>Open to zoning changes to help Kenmore grow. Supportive of building more affordable housing options and seeking more diversity in our community. Significant reservations about MMH. Perhaps this is the best solution, but will require some convincing. What other solutions were considered? MMH would likely benefit me personally as property would likely be more valuable, but I want to maintain quality of life for the next generation. There is huge, as yet untapped, potential to develop more density and amenities in downtown Kenmore; focus efforts there first.</p> <p>The problem is that Kenmore has plenty of single-family residences, but lacks the dense apartment buildings with first-floor amenities near transit hubs that have led to so much growth and revitalization in Bothell and Woodinville. Before proposing radical zoning changes, I think the city should further develop the downtown area of Kenmore.</p> <p>This proposal is particularly concerning south of the Sammamish river as the only thoroughfare is across the bridge on Juanita Drive (68th Ave). We don't need to add to traffic congestion by trying to increase density in all the neighborhoods surrounding Juanita Drive. I'd like to understand the specifics about how capacity and utilization are being modeled. Also, what contingency plans have been considered to accommodate increased density of Kenmore as well as other communities to our North and West that use Juanita Drive as a thoroughfare to Bellevue and Redmond?</p>	<ul style="list-style-type: none"> • The goal of MMH is to provide a better quality of life for the next generation who cannot, currently, afford to buy a house in in Kenmore's neighborhoods. Without MMH, the choice is a downtown apartment or a single-family house. The proposal provides new housing types in-between those two alternatives. • Zoning rules presently allow development of higher densities downtown. • Analysis as part of the environmental review for this project showed that the impact of new duplex/triplex development spread over the City's R-6 zoning district would not significantly impact traffic.

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25.	Diego Giannini 9/21/22 Karen Parolek presentation chat	19:55:51 How do tiny homes and/or backyard cottages fit into the "missing middle"? 20:02:20 Thank you!!! Great presentation	<ul style="list-style-type: none"> • Cottage housing is an “implementation measure” of the draft Comprehensive Plan. That means the regulations would be part of a future work program. • Tiny homes are not part of this project. • Backyard cottage (ADUs) rules were amended by the City in 2020 to encourage more development.
26.	Andre Giffard 9/19/22 City Council meeting public comment	Uplake resident. Moved there because it was a single-family neighborhood. Concern about MMH; look at ADUs as alternative. Neighbors not aware of proposal.	<ul style="list-style-type: none"> • MMH is designed to be compatible with existing single-family neighborhoods. • ADU rules were amended by the City in 2020 to encourage more development. • Efforts to encourage public participation in the project have been ongoing over the past year, including direct mailings, a community Housing Forum, social media releases, and public hearings.
	9/26/22 public hearing	Not aware of proposal until flyer. Live in Uplake neighborhood. Need more time. Understand issue with housing prices but if live close to Lake Washington housing will be expensive. Proposed change will not accomplish goal. Need existing starter homes. Recent properties in Uplake sold to younger couples as starter homes. Moved to Uplake because walkable, yards and sense of community. Street parking changes neighborhood to non-walkable as no sidewalks. Need to put to a vote. People who support MMH are not from Kenmore.	<ul style="list-style-type: none"> • Many people cannot afford an “existing starter home.” MMH provides another alternative that might allow younger people to live in Kenmore neighborhoods. • The MMH zoning rules are designed to make sure new buildings are compatible with existing single-family development. • On-site parking is required for MMH and residents may have fewer cars (given the expected demographics) than a family in a single-family house. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
	10/10/22 City Council meeting public comment	Seems Council in favor of MMH despite will of people. People cannot afford duplexes and triplexes based on targeted incomes. We don’t want multifamily in our neighborhoods. Condos are the answer for missing middle income people in the downtown corridor. Not fair to current	<ul style="list-style-type: none"> • Comments noted.

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		residents. MMH will not accomplish goals of affordable housing, will ruin neighborhoods.	
27.	Bob Greene 9/19/22, 8:22 a.m. email	Can you send us a zoning map that clearly shows the R6 area to be rezoned. Will the current building height limits be raised beyond what is currently allowed in the rezone?	<ul style="list-style-type: none"> • Map was emailed to Mr. Greene and is on the website. • Building heights for MMH will be lower than for new single-family residences (30' versus 35').
	9/20/22, 8:39 a.m. email	The map shows the current R6 zoning becomes R-M throughout the city. This is a huge change to our current single-family zoning. Are all R6 homeowners aware of this potential change? Good to see the height limit has been adjusted down to 30' for duplexes and triplexes given the larger mass of the buildings.	<ul style="list-style-type: none"> • All residents have been contacted (several times) about the MMH project. The latest flyer describing the change was mailed to every address in Kenmore.
28.	Steve Grim 9/26/22 public hearing	Moved to Kenmore from density which had neighborhoods loud and full of cars; need space. MMH will not solve the affordability crisis. Starter homes are too expensive to build due to development costs and debt passed on to buyer. Housing will be rentals. Recent regulations make it hard for small landlords so will be institutional owners all about profit. If you want duplexes and density then should move somewhere else. People here first don't have to change. Secrecy in this process. Council not representing community.	<ul style="list-style-type: none"> • Future residents of MMH are unknown at this time, although demographic changes suggest that it will be younger couples, singles, or older individuals wishing to downsize. • The housing may be rental housing or could be ownership housing. • Regional responsibilities require us to consider MMH in Kenmore neighborhoods.
29.	Shannon Gunderson 9/21/22, Karen Parolek presentation chat	19:51:13 Will the city be donating land? Karen mentioned another city where this happened.	<ul style="list-style-type: none"> • The City has donated land for an affordable housing project Downtown, but not for MMH.
	9/22/22 letter	Oppose the plan: <ul style="list-style-type: none"> • Message skewed • Not enough time • Add back restaurants and public areas before rezoning single-family • Go back to the drawing and include the community • Schools overcrowded 	<ul style="list-style-type: none"> • The goal of the MMH project is to provide housing options for those, like your daughter and family, who cannot afford to live in Kenmore currently. • The environmental review of the project concluded that there would not be significant adverse impacts on the schools. • An "implementation measure" of the draft Comprehensive Plan is to look at small-scale

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		<ul style="list-style-type: none"> • Support creating affordable housing; housing here is too expensive for daughter and family • Need better, gradual solution 	commercial development in neighborhoods to enhance walkability.
	9/26/22, 3:40 p.m. email	Four additional petition signers oppose the rezoning (all from Uplake neighborhood)	• Comments noted.
30.	Nancy Hansen 9/21/22, Karen Parolek presentation chat	19:27:49 I would like to know where to find developers willing to provide variety in types of multi-unit housing? I think people do not want to blocks with all the same, although if unique enough, as some like skinny houses, etc., might be OK. We just aren't seeing enough design innovation. I think that element would make a world of difference in making interesting and welcome neighborhoods. I love the courtyard housing that used to exist on lower Queen Anne!	• Comments noted.
	9/26/22 public hearing, 7:55 p.m. email (read into the record)	<p>I have talked to neighbors and most are very understanding of the needs and supportive of the Missing Middle idea. The main concern has been the desire to protect the natural spaces that exist now in Kenmore. I do agree with being very careful about protection of the trees that will be our salvation in the event of flooding. And, wetlands serve this purpose, also, but are less well understood as far as their functions.</p> <p>Missing Middle is the best answer to preserve the integrity of the present neighborhood, and helps to go at a slower pace. The presentation last Wednesday evening gave a great idea of the possibilities. I lived on Queen Anne in the '70's and many of the ideas resemble housing that used to exist below the counterbalance, as well as other neighborhoods in Seattle. I especially like smaller units placed within a courtyard setting, giving a sense of privacy and not exposed directly to a major street. People really want to see a variety.</p>	<ul style="list-style-type: none"> • Comments noted. • The City's critical area rules protecting wetlands and streams are unaffected by this proposal. • Tree regulations for new duplexes and triplexes would be more protective than the rules for existing single-family residences.
31.	John Hendrickson 9/26/22 public hearing	Proposal means Kenmore is not a good place to raise a family. GMA is to protect quality of life in a balanced approach with infrastructure and environmental protection. Proposal strikes out language that Kenmore is a good place to raise kids; this is a staff	• GMA requires that the Housing Element include "a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family

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		proposal from progressives. Process railroad by staff emboldened by City Council and utopian views. No integrity in process. GMA doesn't want unplanned growth. No coordination with regional plans and other jurisdictions. Need to preserve existing house stock. Changed recommendation; not enough time to participate. Need self-reliance and family not government.	residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes." Considering MMH also is consistent with VISION 2050 and the King County Countywide Planning Policies (regional planning). <ul style="list-style-type: none"> • The environmental review for the project concluded that there would be no significant adverse environmental impacts, including impacts to infrastructure. • As noted above, the phrase "raise children" was eliminated because the revised goal supports enhancing the quality of life for "people of all ages" which, of course, would include children.
	10/3/22 City Council meeting public comment	Policy for ADU and MMH reduces quality of life. No-one hired to speak to the benefits of single family homes and how they support families.	<ul style="list-style-type: none"> • Comments noted.
32.	Michelle Henry-Sharp 8/30/22, 3:05 p.m. email	This won't be middle housing. This will be transient housing and overcrowded neighborhoods. We have already started having problems with rental units and Airbnb's in our area. Parking is already difficult, crime has risen & while our property taxes continue to rise, property values are going down, not up. Tearing down established homes and crowding my neighborhood with these craftily named "middle housing" will drive values down and turn Kenmore into what it used to be, someplace you didn't want to live. DON'T DO THIS TO US!!	<ul style="list-style-type: none"> • MMH may be occupied either by owners or renters. • MMH provides new housing types that would allow those who can't afford to live in a single-family house to live in Kenmore neighborhoods. • Renters are not "transients" in the pejorative sense of the word and are not more likely to be criminals. The Airbnbs and rental units that presently are causing concern are single-family houses.
33.	Robin Hill 10/3/22 continued public hearing	Lived where cost of living lower. When ready for a home moved to Kenmore, in a historic home with sense of community. Against MMH and blanket rezoning. For residents who want to live in Kenmore, MMH will not be affordable. Totem Lake, Woodinville, Bothell live work units are more affordable homes. If people can't afford a home in Kenmore, then they will have to commute from	<ul style="list-style-type: none"> • MMH is not "affordable" housing but is more attainable than a single-family home. • The goal is to reduce commutes from more affordable areas on the urban fringe, thereby reducing greenhouse gas and helping mitigate climate change.

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		more affordable areas. Does the Council represent developers or community? Put to a vote and listen to constituents.	<ul style="list-style-type: none"> Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
34.	Corey Holder 10/3/22 City Council meeting public comment	Lack of trust in Council. Need better message with both sides of the story. Public works shop expensive--money could be used for sidewalks and infrastructure, such as in Moorlands. Need infrastructure to support housing. MMH should be put to vote as it affects the entire community.	<ul style="list-style-type: none"> Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
35.	David Hollander 9/26/22 public hearing	Lack of integrity in process, not enough time for proper representation. Need to have community vote. Council should postpone vote to allow comment. Oppose sweeping change. Primary charge is to serve current constituents not future residents. Kenmore has role to play in housing crisis, but not MMH.	<ul style="list-style-type: none"> All residents have been contacted (several times) about the MMH project. The latest flyer describing the change was mailed to every address in Kenmore. The Planning Commission held a public hearing on MMH in May. The City Council also held a public hearing over two recent evenings. This comment matrix is evidence of the large amount of public input the proposal has received. Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
	10/10/22 City Council meeting public comment	Attainable housing and equity deserves action. Rezoning at least half of Kenmore may have unintended consequences. Need to assess long term impacts and other options. 100% certain that radical zoning changes is the only way forward despite majority opposition from constituents? Go back and look at other options and put to the vote.	<ul style="list-style-type: none"> Comments noted. Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.

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36.	Scott Horton 9/26/22 public hearing	Cherish Kenmore's peacefulness and community. Appreciate forum for input. What is reason for proposal? Is it to increase tax revenue at expense of families and community? Plan does not address MMH issue; it increases number of rentals, which will not be affordable and only benefits developers and landowners. Does not provide home ownership. Impacts to infrastructure and schools not addressed. Put it up for vote. Need to listen and act on behalf of citizenry.	<ul style="list-style-type: none"> • Reasons for the proposal are many: regional responsibilities, changing demographics, and the need for more housing types and attainable housing. MMH also addresses issues of inclusiveness and helps mitigate climate change. • Duplex/triplex units can be owned or rented. • Environmental review for the project concluded that no significant adverse environmental impacts should be expected. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
37.	Jim Howard 7/11/22, 6:15 p.m. email	Poor walkability in my neighborhood is confirmed by Walk Score's web site. Interestingly the Walk Score map shows the 1/4-mile radius neighborhoods that are recommended by Planning Commission to be much more walkable. We are also underserved by parks in my neighborhood with over a 1 mile walk to the nearest parks.	<ul style="list-style-type: none"> • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure.
	7/26/22, 8:13 a.m. email	I would request the City mail post cards to all City resident's with a survey web link. Survey should question whether residents agree with changes City Council is proposing to Planning Commission recommendations.	<ul style="list-style-type: none"> • A mailing was sent to all addresses in the City. • An initial survey to identify issues of concern was conducted in summer 2021.
	8/30/22, 6:00 p.m. email	<p>I believe this is the first time a City Council has ever rejected a Planning Commission recommendation.</p> <ul style="list-style-type: none"> • Concerns expressed about tree canopy, lack of transit and services, limited sidewalks and parks facilities, traffic safety issues. • Supports incremental approach. • What are the GMAs population requirements? • Walkable neighborhoods are where MMH should occur • Don't push new development into neighborhoods that are already underserved. 	<ul style="list-style-type: none"> • Over the past years, the City Council has many times revised Planning Commission recommendations as is their prerogative. This is not the first time. • The environmental review for the project concluded that there would be no significant adverse environmental impacts from the proposal. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development

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			<p>generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure.</p> <ul style="list-style-type: none"> • GMA requires that the Housing Element include “a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes.”
	9/5/22, 11:42 a.m. email	Attached are images from our single family property that show a 60-inch diameter old growth Western Red Cedar tree in our back yard We have a large flat lot that would be perfect for adding a small ADU unit in the back yard if we cut down the tree. We would never cut down this tree but I'm sure there are plenty of developers that would. Also in the photos you could see how removing the tree and putting in a new ADU would impact our neighbors.	<ul style="list-style-type: none"> • The tree regulations for new duplex/triplex development would be more protective than the rules for existing single-family development. • No changes to the ADU rules are included with the proposal. A new duplex/triplex could not also have an ADU.
	9/13/22, 9:38 a.m. email	I would like to show you a few not so pretty rental property photos from my daily walks through my neighborhood. If Council does decide to push up zoning and rental properties into all single family neighborhoods, I would request the city add more rental property restrictions and rental property code enforcement to prevent conditions as shown in photos.	<ul style="list-style-type: none"> • The rental property is a single-family house. No rules prohibit rental of a single-family house. • Duplex/triplex units could be rented or owned. If rented, this does not mean that code violations are guaranteed.
	9/14/22, 7:19 a.m. email	I wanted council to see there are some existing examples of middle housing (rentals) in our neighborhoods that are not as attractive as the consultant's photos.	<ul style="list-style-type: none"> • MMH units may be rented or owned. The images provided are of single-family houses in the neighborhood.
	9/21/22, Karen Parolek presentation chat	<p>19:15:04 I live in a detached single family home in a neighborhood that does not have adequate infrastructure such as nearby transit, sidewalks, parks or services. Our neighborhood is also heavily forested with large native trees that have high ecological value. Do you think infrastructure and tree protection regulations should be considered when locating Middle Housing in a community?</p> <p>19:29:19 You mentioned multiple times how Middle Housing should be in walkable neighborhoods. Is Middle Housing</p>	<ul style="list-style-type: none"> • The environmental review for the project concluded that there would be no significant adverse environmental impacts from the proposal. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure.

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		<p>appropriate for neighborhoods that have dangerous walking conditions? My neighborhood has drainage ditches at roadway edges instead of sidewalks.</p> <p>19:32:02 What supports a community better? Parks or Middle Housing?</p> <p>19:39:54 Can you please talk about the unique issues we are facing in Kenmore? This presentation does not address our unique issues such as missing infrastructure and the environment.</p> <p>19:42:45 All of your photos show beautiful examples of middle housing. Can you provide a few photos of where Middle Housing properties are not attractive?</p>	<ul style="list-style-type: none"> • The tree regulations for new duplex/triplex development would be more protective than the rules for existing single-family development. • Design rules for duplexes and triplexes control the location of entries, placement of garages, building width and depth, and building height to control appearance and ensure compatibility.
38.	Mark Huber 9/21/22 Karen Parolek presentation chat	<p>20:02:12 What do you think about ADU and DADU additions? Convert your basement to an apartment and adding a Room over a detached garage?</p>	<ul style="list-style-type: none"> • No changes to the ADU rules are included with the proposal. A new duplex/triplex could not also have an ADU.
39.	Francis Hunkins 10/3/22 City Council meeting public comment	<p>Why is there a move for MMH? What are the consequences if passed, financially and between diverse populations? Will it lessen the value of current single family homes? Will it lessen taxes? How will it improve the level of living and the interaction of those who live in single-family, apartments and in MMH?</p>	<ul style="list-style-type: none"> • Reasons for the proposal are many: regional responsibilities, changing demographics, and the need for more housing types and attainable housing. MMH also addresses issues of inclusiveness and helps mitigate climate change. • MMH may increase the value of current single-family homes.
40.	Leanne Hust 8/6/22, 4:42 p.m. email	<p>I attended many of the meetings online and felt like it was a good plan. It provided data and rationale for managing housing within 1/4 mile of transit corridors. This plan protected our environment and did a pretty good job of what we know is coming.</p> <p>Neighbors live here so they have space to conduct business.</p> <p>We never let our kids walk to their bus stop by themselves or ride their bikes to Kenmore Middle School. Our streets are far too dangerous. We don't have sidewalks. The lack of sidewalks in Kenmore is serious.</p>	<ul style="list-style-type: none"> • Comments noted.

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41.	Stan Isenhath 9/26/22 public hearing	How accomplished? Need a vote/referendum and more community involvement. When developed, how are units controlled? Will there be an HOA? How regulate architectural aspect? More apartments than condos; will units be available for ownership?	<ul style="list-style-type: none"> • Duplex/triplex units may be rented or owned. • If owned, an HOA may be needed. • Design rules for duplexes and triplexes control the location of entries, placement of garages, building width and depth, and building height to control appearance and ensure compatibility. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
42.	James 9/21/22 Karen Parolek presentation chat	19:55:33 Is this best for new development? Kenmore is well built up and would seem to require tear down of existing homes. 19:58:21 Commercial zone along 522 has relatively few homes in Kenmore. Would this be a place to start increasing residential spaces?	<ul style="list-style-type: none"> • Development on vacant or underdeveloped properties is expected. As with new single-family development, tear down of existing homes may occur. • Increased residential densities already exist along SR-522 but the market has not yet come to Kenmore.
43.	Ethan Karlinsey 10/3/22, 10:41 p.m. email	<p>A couple disclaimers:</p> <ul style="list-style-type: none"> - As of August, I live in Kirkland, not Kenmore. - I am Rob Karlinsey's son, but he did not put me up to this. My opinions are my own. <p>Growing up in Suburbia</p> <p>Making Kenmore more bike, bus, and foot-friendly will help kids develop independence and will ease the burden on shuttle-parents. Kenmore needs more concentrated density for this to happen, and a city-wide zoning change is a good way to let density incrementally grow where it is needed.</p> <p>A Tangent on Density by Stroads</p> <p>A lot of the people against the city-wide rezoning suggested to instead focus the density in one area. This is not a bad idea, but often it means increasing density only around stroads, the only places without single-family home owners to fight vehemently against it. Please do not do this. While stroad-side development may benefit from preexisting businesses, they suffer from noise and car-dependent patterns that are very difficult to make walkable.</p>	<ul style="list-style-type: none"> • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • Comments noted.

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44.	Kenmore/Uplake resident 9/22/22 letter	<p>Oppose the plan:</p> <ul style="list-style-type: none"> • Low housing supply is not limited to Kenmore; “Missing Middle” could go elsewhere. • People who own a house are making other monetary sacrifices to stay here • Do not want to destroy this community by compacting houses • Will cut down trees or destroy gardens • Some live in larger homes to fit family’s needs • Climate change can be helped with different modes of transportation • There is no segregation in this community 	<ul style="list-style-type: none"> • MMH could go elsewhere, however Kenmore is responding to regional responsibilities. • MMH should not destroy the community. The rules limit the size, shape and design of buildings to fit within the neighborhood. The units are small so should not house a large number of people. • Different modes of transportation will help with climate change, but, in the meantime reducing travel distances by car (by putting more houses closer to jobs and services) will help. • There is segregation in the community. Historically, some of this was because of racist covenants that, thankfully, are no longer in effect. Current segregation is based on income strata and, as people of color often have lower incomes, the result is de facto segregation. Allowing a diversity of housing types at a lower price point than single-family houses provides more opportunities for Kenmore to become a more inclusive community.
45.	Kipton Kennedy 9/26/22 public hearing	<p>Oppose missing middle housing. Concerned about traffic. Wallingford and Ballard have no garages but parking is on the street. Cars are not going away. Appreciate communication. If majority of people don’t want MMH the Council needs to respect that. This is a lasting mistake that will permanently change Kenmore. There will be cars, no transit, no walkable businesses; it will be an urban mess.</p>	<ul style="list-style-type: none"> • The environmental review for the project concluded that there would be no significant adverse environmental impacts, including from traffic, from the proposal.
46.	Maureen and Dennis Kerber 8/29/22, 5:19 p.m. email	<p>Residents of the Arrowhead neighborhood. We are adamantly opposed to the plan to rezone all of Kenmore to multi-family housing. We are alarmed that you have decided to disregard voters' voices, impact studies, and the recommendation of the Planning Commission to hold a vote on this plan. What is the rationale behind your opposition to a vote on this very important issue? Do we want to model ourselves after Lake City or do we want to be more like Kirkland?</p>	<ul style="list-style-type: none"> • Only the R-6 zone is proposed to change to allow duplexes and triplexes in single-family neighborhoods. • Kirkland has allowed these uses since 2004. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.

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47.	David Kersten 9/25/22, 5:19 p.m. email	This should be up to the voters. I don't really have much faith in the city council when I look at some of the poor choices made on some of the roads in the area. I believe individual residential housing is why many people move into the area. You have allowed new apartments to come into the area causing substantially more congestion through the main part of town. I think the people should vote and I also believe this should only be allowed on some of the larger lots.	<ul style="list-style-type: none"> • Comments noted. • Lots must be of certain dimensions before a duplex or triplex could be built. Depending on the lot dimensions, the width and depth of the new building is regulated. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
	9/26/22 public hearing	Don't support MMH and rezoning. Put it to a vote.	<ul style="list-style-type: none"> • Comments noted. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
48.	John King 9/19/22 City Council meeting public comment	Many neighbors did not receive the flyer. Blanket rezoning of 60% of Kenmore area is not a good idea. Need more public input. MMH is not affordable housing.	<ul style="list-style-type: none"> • The flyer was sent to all addresses in the City. • MMH is not affordable housing, but it is more attainable than a single-family house.
	9/26/22 public hearing	70% of Kenmore land impacted. Hastily changing zoning; need more time. Bothell duplex at \$800k is not a starter home. Condos 5 over 1 construction is an alternative, build core and businesses. How pay for the proposal? Won't fix existing infrastructure problems. Vote down and bring in community. Slow, logical manner. Current proposal is unjust and disrespectful. Bring community to table.	<ul style="list-style-type: none"> • All residents have been contacted (several times) about the MMH project. The latest flyer describing the change was mailed to every address in Kenmore. • Need more information on the "Bothell duplex" to respond. Is the cost for the entire building? Are the units townhomes rather than the duplex structures Kenmore is considering? • 5 over 1 apartments already are allowed near downtown Kenmore. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure.

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	10/3/22 City Council meeting public comment	Blanket rezoning not acceptable. Need public debate and input.	<ul style="list-style-type: none"> • Comments noted.
	10/10/22 City Council meeting public comment	It's not MMH it's rezoning. People want their voices heard. Why is there a push to vote on this? Policies are governed by RCW. Why did Kenmore agree to 3000 houses compared to neighbors. RCW 36.70a.140 requires public participation and broad dissemination and alternatives, this has not been done. Not complying with RCW requirements for public participation.	<ul style="list-style-type: none"> • Public participation for this project has far exceeded that required by the RCW. Many efforts have been made over the past year to involve the community. (See City Council agenda bill for 9/26.) • Kenmore is a High Capacity Transit Community and the 2044 housing target is 3,070 housing units—most of which will be in Downtown and surrounding areas. MMH is not necessary to meet the City's growth targets, but serves many other purposes (attainable housing, diversity of housing choice, etc.)
49.	Lena King 10/3/22 City Council meeting public comment	Oppose rezoning, need clarification. Concern about increase in traffic, no street infrastructure to support on-street parking. No sidewalks. Target certain neighborhoods for duplexes and triplexes. Will be negative environmental impacts by destroying older homes to build new homes. Will not be affordable due to high building costs. Will be eliminating green spaces to build more homes. Tear down \$1m homes to build three homes; they won't be affordable. Vote no and listen to the people. Have a different approach for affordable housing.	<ul style="list-style-type: none"> • The environmental review for the project concluded that there would be no significant adverse environmental impacts from the proposal. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • MMH is not "affordable housing," but is more attainable. When building two or three smaller units, they will be more attainable than a single-family house. • Since the size of new buildings is limited, the duplexes/triplexes may have a smaller footprint than the new single-family residences that are being built.
50.	Brent Korte 9/26/22 public hearing	Homes built in 1950's, like in Uplake, transferred to new families for raising children. History matters but also embrace modernization. MMH well founded but missing the point that people don't want to live in a big city—that's why people moved here in the first place. Don't want to be like Wallingford. Why do Council live here and not close to the city? History made Kenmore unique; protect it.	<ul style="list-style-type: none"> • MMH housing is not "big city" housing, but rather smaller buildings that are designed to be compatible with existing single-family neighborhoods. • Demographics are changing and new approaches are needed. Young couples, singles, downsizing older adults, etc., need attainable alternatives besides large single-family houses.

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51.	Josh Kucinka 10/3/22 continued public hearing	Opposed to MMH. Council and Planning Commission should protect quality of life for current citizens not future residents or developers. Housing Element crossed out language about protecting residential neighborhoods. Documents refer to MMH as gentle density but reality is not that. Townhomes on 68 th Ave. increased on street parking. Only person who benefited was the developer, who tore down one home and built expensive units. Will not be affordable and will lead to degradation of neighborhoods and increased taxes. Ballard, Fremont adopted similar solutions and they are not affordable and do not maintain character of neighborhoods, so people move to areas with larger homes and open spaces. Put on ballot.	<ul style="list-style-type: none"> • A primary goal of MMH is to allow more housing choices, compatibly, in single-family neighborhoods for those who want to live in Kenmore, including the adult children of current residents or older adults who want a different alternative in the neighborhood they already live in. • MMH is not “affordable housing,” but is more attainable than a single-family house. • The Comprehensive Plan language in the Land Use Element was about maintaining and enhancing single-family neighborhoods. The thought was expanded to include maintaining and enhancing <u>all</u> residential neighborhoods. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
52.	Peter Lance 9/20/22, 4:38 p.m. email	Can you direct me to documents or explain to me the deadline regarding some kind of federal or state money that is going to disappear if the city of Kenmore does not meet some kind of planning deadline?	<ul style="list-style-type: none"> • Not quite sure what money is referred to. There are two upcoming deadlines: 6/30/23 for work under a grant that the City received to consider additional “Missing Middle” housing types. As part of this effort, draft regulations for cottage housing would be developed. 12/31/24 for updating the City’s Comprehensive Plan. This effort involves much more than “Missing Middle” housing and the City will receive grant money this year and next to work on the update.
	9/26/22 Public hearing	Impressed with Opticos presentation. Areas of Kenmore not ready to be densified. Apply to areas where housing ready to be bulldozed. Turning Kenmore into just duplexes and triplexes is not Kenmore’s vision or consistent with Opticos approach. Only need 120 houses a year to meet GMA. Look at this decade by decade, slow approach. Identify area for future growth.	<ul style="list-style-type: none"> • Kenmore would not be “just duplexes and triplexes.” Optimistically, 25% of the City’s vacant and redevelopable land might convert to these new uses—based on experiences in other communities, including Kirkland.

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			<ul style="list-style-type: none"> • Duplexes and triplexes are not needed to meet the City's growth targets. Instead, the proposal provides additional housing types to recognize the City's changing demographics and the need for more attainable housing.
	10/7/22, 2:14 p.m. email	<ul style="list-style-type: none"> • The rezone will reduce the amount of affordable housing: Quite simply the first lots to be redeveloped into duplexes and triplex will have older cheaper homes on them aka affordable housing. No one has suggested that duplexes and triplexes will be more affordable than the existing affordable single-family house that is near the end of its useful life. • The rezone if adopted will raise the price of affordable housing. • Consider creating or building truly affordable housing. To build market driven affordable housing the city will need to figure out what affordable really looks like? Market prices are set by the region at large; Bothell, Brier, Lake Forest Park, Woodinville, Kirkland and Lynnwood. • Figure out how to eliminate the McMansion from being built and the use of high-end finishes in affordable communities or areas. • Consider some form of housing assistance to supplement rent instead of trying to create and manage below-market rental and sales strategies. • Implement the Opticos vision: The entire city is not ready for such an elegant approach. To work successfully all the elements need to come together at the same time. Consider stopping the ugly short plats that are going in. • The city has a target of increasing housing units by 3,070 between the years 2019-2044 or 123 units a year. The housing demands of Kenmore are not that big. Slow or freeze development in most other areas. Once you permit a crappy plat to be built, you are stuck with it for a century. 	<ul style="list-style-type: none"> • Vacant and redevelopable properties already are being purchased and converted into subdivisions of large, expensive single-family homes. MMH will provide an opportunity to develop attainable housing instead. • Development of MMH is a regional effort, undertaken by several neighboring communities, including Bothell and Kirkland. • Replacing McMansions with smaller buildings containing more housing units should create more attainable units. • Implementing the Opticos vision is an incremental process. The R-6 zone will not immediately convert to duplexes and triplexes. Over time, these projects—compatible in size and scale—to single-family homes will develop. As noted, once something is built it is there for a long time. Delaying the change will result only in additional megamansions.

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	10/10/22 City Council meeting public comment	A City Council priority is to “increase and preserve the options for affordable housing stock.” Developers will look for properties with an affordable house that can be demolished and replaced with a duplex or triplex. It will destroy the affordable housing stock. MMH will not accomplish goals.	<ul style="list-style-type: none"> • Vacant and redevelopable properties already are being purchased and converted into subdivisions of large, expensive single-family homes. MMH will provide an opportunity to develop attainable housing instead.
53.	Dave Lange 9/19/22, 2:06 p.m. email	<ul style="list-style-type: none"> • Kenmore's interest in more density in the Residential R6 zoning is distributing growth across major portions of the city. • Walkable communities are found most frequently in TOD/business centers and not distributed growth with large residential areas outside of transit. Car trips can be estimated at 5-7 car trips per household. How many additional car trips will local residential streets handle before pedestrians start asking for safe sidewalks? • Adding housing means starter homes end up with multiple types of buyers, including developers and corporations. • Is the goal a broad range of residents across many economic classes in safe community or building multifamily to contribute housing stock? • Adding density outside range of transit service will have negative impacts on climate and tree canopy. 	<ul style="list-style-type: none"> • The environmental review for the proposal concluded that there would not be significant adverse traffic or environmental impacts from the proposal. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • As with current single-family houses, an owner could choose to sell to a developer or corporation for construction of multiple new single-family houses—many at a significant size. • The goal is to provide housing for a broad range of residents across many economic classes. MMH provides a more inclusive community that allows residents who can't afford to buy a single-family house to live in the neighborhood. • The tree regulations for new duplex/triplex development would be more protective than the rules for existing single-family development. • MMH is a way to mitigate climate change by allowing more residents to live closer to jobs and services.
	9/21/22, Karen Parolek presentation chat	<p>19:19:26 What is the importance of business and available transit in proposed missing middle housing neighborhoods?</p> <p>19:26:33 What is the percentage of business or garages on the ground floor in missing middle neighborhoods?</p> <p>19:33:57 Talk about the missing middle becoming an anchor for walkable community versus hiding in a single family house neighborhood.</p>	<ul style="list-style-type: none"> • MMH is a step toward providing more walkable communities. MMH could support neighborhood businesses (an implementation measure of the Comprehensive Plan) and would support transit. • Not sure how many home-based businesses are on the ground floor in the R-6 zone. Most garages are on the ground floor.

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	9/26/22, 10:26 a.m. email	<ul style="list-style-type: none"> • The missing middle will be filled from the inventory of starter homes. The missing middle proposal replaces most of the cheapest residential housing stock with larger newer units priced to compete with newer residential housing stock. • I have built a simple spreadsheet based on prices. The house value under \$1 million will be removed the most by the R6 expansion. Fudging the proposal for duplexes only will block most of the conversions and yield the least impact of the proposal. • Safety, especially for pedestrians and cyclists, transit availability and limited North-South connectivity are of concern. • Test MMH around business centers and schools (if they have sidewalks) and measure the results. 	<ul style="list-style-type: none"> • Many starter homes are converted now into single-family development which is unaffordable to most people. • Providing MMH in place of large, new single-family houses will provide additional opportunities that currently are lacking. • As noted, the environmental review for the proposal concluded that there would not be significant adverse traffic or environmental impacts from the proposal.
	10/3/22, 10:59 a.m. email	<ul style="list-style-type: none"> • Kenmore has jumped over requirements like urban access to transit and nearby commercial centers. Most examples already have sidewalks. • Advocate for limits to changing the R6 zoning around business centers and schools away from the Hwy 522 corridor. The limited phasing meets the goal of living in a walkable urban neighborhood and collecting density for future transit routes. • Anything more than a quarter mile from a primary snow route should be left in old low density R6. • The missing middle will be filled with people nowhere closer to work. • Adding enough commercial storefronts with signage and exterior lights to reduce car trips in the rezones spoils the nature of residential zones and reduces the housing inventory. • Should not throw good urban design to the wind. 	<ul style="list-style-type: none"> • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • Thinking in a regional context, more people in a first-ring suburb like Kenmore will bring people closer to work. • Standards for neighborhood commercial will be considered in the future. Allowing more residents in the neighborhood will set the stage for making those services financially feasible.
54.	Kevin Laverty 9/20/22, 1:30 p.m. email	I'm wondering how long this proposal has been around, because it is not dated. Last week a glossy flyer was in the mail, but it has none of this detail.	<ul style="list-style-type: none"> • All residents have been contacted (several times) about the MMH project. The latest flyer describing the change was mailed to every address in Kenmore. • Communications have directed readers to the extensive MMH webpage, as well as to the staff contact who could provide more information.

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	9/21/22, 3:46 p.m. email	In attachment 7, Table B, the base densities for duplexes and triplexes mean duplexes can be built at 4 2/3 times the density of single family houses, and triplexes can be built at 5 1/3 times the density of single family houses. Is this correct? Potential neighborhood impacts are being understated. For example compares a single family house of 4,100 square feet and a duplex of 2,290 square feet on the same 50 foot X108 foot lot. But what about the maximum density of duplex/triplex development cited above? Would that be 5 units on the same lot?	<ul style="list-style-type: none"> • See next email with corrected figures and staff response, below.
	9/21/22, 4:03 p.m. email	<p>Here is the corrected paragraph:</p> <p>In attachment 7, Table B, the base densities for duplexes and triplexes in the R-M zone are listed as 22 and 26 du/acre. This compares with 6 du/acre for anything other than duplexes or triplexes. If I'm correct, this means duplexes can be built at 3 2/3 times the density of single family houses, and triplexes can be built at 4 1/3 times the density of single family houses. Is this correct?</p>	<ul style="list-style-type: none"> • “Base densities” are the maximum densities possible for a project. The densities, however, do not determine how many units are possible, instead there are several other factors that come into play—primarily the dimensional requirements for the lot(s) that will determine how many duplexes or triplexes can be built. Only one duplex or triplex is possible on a lot of the specified dimensions. You could not, for example, put 5 units on the same lot. • For example, if you had 43,560 sq.ft. (1 acre) of property, you might be able to create 8 lots with a 50' x 100' dimension (the minimum needed for a triplex). 8 triplex buildings might be possible, which translates into 24 units. The City's R-6 rules might allow 6 single-family houses on that acre. The single-family and triplex buildings, themselves, would be close to the same size because of the building size restrictions on the triplexes. • It's possible that the triplex buildings and single-family homes would house a similar number of people. For example, 2 couples and a single individual might live in the smaller triplex units, while the single-family residence might house a family—perhaps 2 adults and their children.

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	9/23/22, 3:38 p.m. email	<p>1. If I had a 10,000 square foot lot with a single family house, I could subdivide it into 2 5,000 square foot lots, and put a triplex on each of the new lots (subject to the dimensional requirements). The effect would be 6 housing units replacing one (single family) unit. Is that correct?</p> <p>2. The examples of single family, duplex, and triplex show the single family home as having the largest gross floor area. Is the smaller gross floor areas for the duplex and triplex because of the dimensional requirements?</p> <p>3. Is an empirical basis for how many people would be occupying each unit in a duplex or triplex? My impression is that we have a lack of affordable family housing, so an affordable 1,200 square foot unit would be attractive to a family with median income.</p> <p>4. The numbers suggest that a missing middle housing unit will cost less than half the price of a median single family house. I don't see how that would work for a developer with profit in mind. Why would a developer build a duplex where each unit is priced so that it can be afforded by someone with 80-120% of median income a single family house could be priced at more than double that?</p>	<ul style="list-style-type: none"> • In the example, 6 housing units would replace 1. • In the images, the single-family house size is based on recent building permits. The smaller duplex/triplex structures are based on the dimensional requirements. • The triplex units are likely to be smaller than 1200 sq.ft. because of the dimensional limitations. A larger MMH unit, however, could be attractive to a family. • The housing market and the needs of the community will determine what types of housing are built.
55.	Marlin Lenssen 9/21/22, 4:10 p.m. email	<p>If an older couple wants to down size they do not want to climb multiple steps to get to the front door let alone climbing stairs within the house. Young couples with a baby would have to move strollers up and down the stairs.</p> <p>You say “garages will not dominate the streetscape” and you showed two duplexes on 150th street that you only can see four garage doors from the street.</p> <p>Where is all the space to plant significant trees on the lots shown in the mailer.</p> <p>Middle or smaller houses are a good idea but you need to look at what you are proposing and how people will use them.</p> <p>Mega houses are out of character for the neighborhood.</p>	<ul style="list-style-type: none"> • Not all MMH would have steps or stairs. Side-by-side duplexes are addressed in the regulations. • The duplex with four garage doors would not be permitted under the new regulations. • New duplexes and triplexes would have the same setbacks as single-family residences, except for a possible garage at the rear of the lot. Yards would not be substantially reduced. • New duplex and triplex buildings would be smaller than the current single-family megahouses that are being built.
	9/26/22, 10:49 p.m. email	<p>It's interesting that the council takes a break at about 9:00 pm and after that the Zoom feed gets interrupted. Which council members</p>	<ul style="list-style-type: none"> • On 9/26, the City experienced significant technical difficulties, all outside of our control. A backup recording was made when the technology failed so

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		voted to delete the feed for the rest of the evening? This feels like a typical liberal/progressive tactic.	that public comment was preserved, and the Council continued the public hearing to October 3.
56.	Jane Lewis 10/3/22 continued public hearing	Residents only learning about MMH now. This is new information to residents. Delay vote and allow more time for education and involvement in the process. Let residents decide and vote.	<ul style="list-style-type: none"> Over the past year, residents have been notified of the MMH project several times, including in direct mailings to all addresses in the City. Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
57.	Richard Lewis 9/26/22, 10:16 p.m. email	I strongly recommend that the Kenmore City Council not pursue replacing or modifying the city's R6 Zoning regulations until the residents of Kenmore have voted on the matter. This zoning issue is too weighty to be decided by only seven people in such a relatively short time frame. There are too many down-side risks to this rezoning proposal.	<ul style="list-style-type: none"> Comments noted. Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
	10/3/22 continued public hearing	Revert back to Planning Commission ¼ mile within transit to test if MMH works before expanding to all R6. Concerned about affordability but MMH is not affordable to the target population. Add stipulation that cannot park on the street. Scientifically valid survey is based on validity of questions; don't put weight on survey as it is not measuring what it purports to measure.	<ul style="list-style-type: none"> MMH is not "affordable housing," but is more attainable than a new single-family residence. Streets are signed for no parking when widths or access concerns support that designation. The summer 2021 scientifically valid survey was to identify issues that should be addressed as the City considered MMH. Neighborhood compatibility was noted as a concern.
58.	Dorothy Lipsky 9/16/22, 10:41 a.m. email	Kudos for a wonderful, comprehensive flyer educating everyone about what is now being called the missing middle. Please thank Karen Parolek for her professional vision. I grew up in Wisconsin, where this type of housing construction was de rigueur in almost all neighborhoods. The houses were always very lovely and "homey" in appearance.	<ul style="list-style-type: none"> Comments noted.
59.	Abby London 9/26/22 public hearing	Agree with community. People move here for space and yards and places to park. If this passes people will not be invested in community and will move. Not enough police for current population. Lack of sidewalks and broken sidewalks. Businesses	<ul style="list-style-type: none"> The environmental review for the proposal concluded that there would not be significant adverse impacts to public services from the proposal.

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		have lost parking due to residential parking spaces not being enforced. Consider apartments on SR522 corridor first and look at MMH later.	<ul style="list-style-type: none"> • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • New MMH is likely to be smaller in scale than the new single-family houses that are being built. • The City has apartment zoning in place along SR-522, but MMH provides a housing option in between an apartment in a large building and a single-family house.
60.	Erin MacDonald 10/3/22 continued public hearing	Overwhelming majority opposed to utopian monumental change to rezoning and wholesale change to way of life. Council attitude not acting like representatives of people but like despots. Far leftist credentials, acting like petulant children. Trust in community set back years. Not listening to community. Demonizing the owners of single family homes. If insist on moving forward despite the will of the people. candidates will oppose Council and will win and roll back the zoning. Increase density close to transit corridors and city center.	<ul style="list-style-type: none"> • Single-family homeowners are not being “demonized.” Most Kenmore residents live in single-family homes and will continue to live there. MMH provides an additional option for those who cannot afford, or do not want to live in, a single-family house, but do want to live in the City’s great neighborhoods. • The City has apartment zoning in place along SR-522, but MMH provides a housing option in between an apartment in a large building and a single-family house.
61.	Ian Macdonald 9/20/22, 1:06 p.m. email	<p>I strongly support the proposed Zoning adjustment to allow the construction of Duplexes, Triplexes and Cottages, in Single family zones. This proposed Zoning change is progressive and is one of the best things the City can do to promote affordable housing in Kenmore.</p> <p>The problem I have with this proposal is leaving the R-4 zone out of the proposal. Not including the R-4 Zone in this proposal, is discriminatory, and does not serve the public interest. Any Environmental concerns should be addressed at the building permit stage.</p>	<ul style="list-style-type: none"> • The City has not addressed either the R-1 or R-4 zoning districts with the current proposal. • Additional study is needed before the R-1 or R-4 rules could be amended.
	9/22/22, 11:27 a.m. email	I am in favor of the Cities proposal to allow Duplex and Triplex in our single family zone. I think this is the best way for the City to support affordable housing.	<ul style="list-style-type: none"> • Comments noted.

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		<p>The City should go much farther and actually design, pattern and promote Duplexes, Triplexes and Cottages. These designs should be pre-approved and purchased directly from the City. The City of Kenmore should become a leader, of this type of housing.</p> <p>I ask for your support including the R-4 Zone in this update to the code.</p>	
	9/27/22, 1:40 p.m. email	Any application under the proposed increased densities will be carefully scrutinized. The "Missing Middle" concept, may or may not work on properties zoned R-4 / R-1, just as it may not work on properties zoned R-6. If there is currently sufficient protocol in place to protect our residential zones, then how does it sense to exempt R-4 and R-1 from this infill zoning.	<ul style="list-style-type: none"> • Comments noted. See response, above.
62.	Nathan MacDonald 9/26/22 public hearing	Northlakes Heights plat prohibits more than one dwelling and more than single story, 1200 sq.ft. footprint. There are deed restrictions. Example of prior legal case where two story home proposed. 2013 court case ruled that the deed restrictions not abandoned are enforceable--preserves homeowner privacy and lake views. MMH would not be allowed. Misguided to rezone all R6.	<ul style="list-style-type: none"> • Washington case law confirms that the City does not have authority to "enforce or invalidate" private restrictive covenants. • The City plans for the entire community with its zoning regulations. Private covenants are enforced by private parties.
63.	Karen Macias 9/26/22 public hearing	Pro urban density, not opposed to MMH in walkable area close to transit. Proposal will change 50% of Kenmore constituents' lives; need community buy-in. Keep cul-de-sacs, cars, lawns. Choose to live in Kenmore not Ballard. Put this to a vote.	<ul style="list-style-type: none"> • Gradually adding MMH to Kenmore is a first step in making the community more transit supportive and walkable. As the City considers neighborhood commercial development in the future, additional residents will increase the financial feasibility of walkable services closer to home. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
64.	Gregory and Siphia Mann 9/22/22 letter	<p>Oppose the plan:</p> <ul style="list-style-type: none"> • Will make parking and traffic worse • Kenmore is hilly with a lack of sidewalks • Will stress Northshore School District 	<ul style="list-style-type: none"> • The environmental review for the proposal concluded that there would not be significant adverse impacts to traffic or public services from the proposal. The Northshore School District in their Capital Facilities

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		<ul style="list-style-type: none"> • Improve infrastructure before changing zoning 	<p>Plan notes that multifamily development, typically, generates a much lower number of school age children than does single-family development.</p> <ul style="list-style-type: none"> • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure.
65.	Doug Martin 9/16/22, 12:01 p.m. email	<p>I didn't move to Seattle because I didn't like the density and thought my car would become less welcome. Nothing has been done to improve my ability to get from my house by Arrowhead Elementary to Bothell Way. It had become increasingly difficult and unpredictable and has not improved. But here is the really crazy thing. Now you want to increase the density along the Juanita Drive corridor!! We still haven't seen the effect of the Lodge at St Edwards on this problem, probably due to the pandemic. Please rethink this and protect your citizens who live south of Bothell Way.</p>	<ul style="list-style-type: none"> • The environmental review for the project concluded that there will not be significant adverse impacts to traffic by spreading the opportunity for duplexes and triplexes throughout the R-6 zoning district.
66.	Master Builders Association of King and Snohomish County 9/26/22 letter	<p>With nearly 2,700 members, the Master Builders Association of King and Snohomish Counties (MBAKS) is the largest local homebuilders' association in the United States. Our members are homebuilders, architects, tradespeople and other professionals involved in the construction of homes. We know that there is a critical need build more housing in the rapidly growing Puget Sound region, including in Kenmore. We would like to offer our continued support for the amendments being considered in Kenmore to allow duplexes and triplexes throughout low-density residential zoning (R6). Allowing middle housing is a vital piece of the housing puzzle, as it expands the housing choices for families in neighborhoods close to jobs, transit, schools, and parks. Middle housing is a more affordable homeownership and rental option for families and individuals. We would also support future consideration of additional middle housing options in Kenmore, such as fourplexes, cottage housing and courtyard apartments.</p>	<ul style="list-style-type: none"> • Comments noted.

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67.	Carl Michelman 10/3/22 continued public hearing	In the past, City increased lot size for better life for residents. Now, taking away this way of life. MMH is a bad idea. People come to Kenmore to live their life; people don't want to live in Seattle. Adding more people increases traffic, more problems. If people aren't in the room doesn't mean they agree. Do what citizens want.	<ul style="list-style-type: none"> • The environmental review for the project concluded that there will not be significant adverse impacts to traffic by spreading the opportunity for duplexes and triplexes throughout the R-6 zoning district. • The goal is not to take away opportunity, but to expand it for those who cannot afford a single-family house in the community, including young adults who grew up in Kenmore and seniors wishing to downsize.
	10/10/22 City Council meeting public comment	TOD density was supposed to be on Bothell Way. Main Street pulled out on Jay's café because it didn't pencil out. Downtown Task Force years ago looked at Community Business, put in effect even though it didn't work out.	<ul style="list-style-type: none"> • MMH is not TOD density and TOD density is still targeted along Bothell Way.
68.	Elizabeth Mooney 9/12/22 City Council meeting public comment	MMH program puts streams at risk. Should redo critical area rules first. Need infrastructure to support higher density. Need better critical area enforcement.	<ul style="list-style-type: none"> • The proposal does not change the City's rules for protection of critical areas. New duplexes and triplexes would have to comply with those rules. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure
	9/19/22 City Council meeting public comment	Joe Marshall and David Baker suggested last week that more time needed. Many people not aware of MMH; need more time. Why take away MMH from close to transit? Need infrastructure.	<ul style="list-style-type: none"> • Over the past year, residents have been notified of the MMH project several times, including in direct mailings to all addresses in the City. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure.
	9/26/22 public hearing	Opposes MMH. Need more time to understand and maintain trust. Density will not prevent sprawl. MMH impacts trees, habitat, salmon. Support PC recommendations as near transit. Issue is density. If reason for delay is Public Works shop, not a good reason.	<ul style="list-style-type: none"> • More density in a first-ring suburb like Kenmore does prevent sprawl on the edge of the urban area. • The environmental review for the project concluded that there will not be significant adverse impacts to traffic by spreading the opportunity for duplexes and triplexes throughout the R-6 zoning district.

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			<ul style="list-style-type: none"> • The tree regulations for new duplex/triplex development would be more protective than the rules for existing single-family development.
	10/3/22 City Council meeting public comment	Have participated in the shoreline community group. Protection of the environment is #1. The revised vision statement should include salmon restoration and preservation. Kenmore has caused environmental impacts since 1995. Need EIS before move forward with the zoning changes to assess cumulative impacts. The new Public Works shop should be moved to the fire station property and put affordable housing on the proposed Public Works site. Why isn't there a counter proposal to Opticos? This is green washing.	<ul style="list-style-type: none"> • The revised Vision Statement includes the following: "Kenmore...protects natural and environmentally sensitive areas, significant open space, trees, and air and water quality, and healthy wildlife habitat, knowing that a healthy environment is critical to human health." • A Determination of Nonsignificance (DNS) has been issued for the proposal.
	10/10/22 City Council meeting public comment	Supports equity and protecting the environment. There needs to be a counter MMH presentation. Vote to delay. TOD takes away what the streams need, particularly Swamp Creek, need to stop rezoning, need space for people, salmon and streams.	<ul style="list-style-type: none"> • The environmental review for the project concluded that there will not be significant adverse impacts to the environment as a result of the proposal. • The City's protective critical area rules continue to apply to protect streams and Swamp Creek.
69.	Brian Morrison 9/20/22, 1:10 p.m. email	We are wondering what impact the proposed changes will have on homeowner communities governed by covenants that prohibit housing units other than single family units. Can you provide insight?	<ul style="list-style-type: none"> • Washington case law confirms that the City does not have authority to "enforce or invalidate" private restrictive covenants.
70.	Brad Mott 9/2/22, 8:25 a.m. email	<ul style="list-style-type: none"> • There are HOA regulations in our neighborhood (Uplake) that prevent people building 'up' because it may adversely affect other homes' views. How would this rezoning affect that? • Unlikely that anything new will be 'affordable'. In Seattle, single-family homes were torn down and replaced with as many 'luxury' townhomes as could fit. That benefitted the developer greatly, but not the neighborhood. • Not fully against the plan, but moved here for good schools, to be closer to my office, and most importantly to live in a safe place for my young kids. I have seen a significant increase in crime. Give consideration to inevitable increase in crime and traffic safety from additional development. 	<ul style="list-style-type: none"> • Washington case law confirms that the City does not have authority to "enforce or invalidate" private restrictive covenants. • New MMH is not "affordable housing," but it is more attainable than a new single-family residence. • The environmental review of the project concluded there would be no significant adverse impacts to traffic, schools, or public services. • There is no evidence that duplexes or triplexes would increase crime. In fact, new housing units would provide more "eyes on the street."

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	9/2/22, 11:36 a.m. email	Concerned about safety with this proposal. are additional efforts to also mitigate the associated increase in crime that comes with increased population density.	<ul style="list-style-type: none"> • No increase in crime (except, perhaps, on a per capita basis) is expected with the proposal.
	9/14/22, 8:18 p.m. email	<p>Since any potential missing middle housing created by rezoning would require the tear down of current homes, an argument that this will be positive for the environment and help with climate change seems a stretch. This is a brief article that brings up interesting points. Not all apply to our scenario, but a good amount of it does.</p> <p>https://theconversation.com/when-a-house-is-demolished-more-than-the-home-is-lost-42579</p>	<ul style="list-style-type: none"> • Tear down and rebuild was how it worked before suburban sprawl. Healthy neighborhoods incrementally evolve and thicken over time. MMH provides more opportunities for people to find a place to live close to where they work (reducing driving). It also makes for more efficient use of land. • New MMH is smaller than the single-family megahouses that are being built. Those houses also result in teardowns, but provide a limited number of dwelling units in exchange.
	9/14/22, 8:28 p.m. email	I have some trouble with the figures in the flyer we received today. In order for new units to be attainable using the average household income in Kenmore, a price of a new home would need to be \$550,000.	<ul style="list-style-type: none"> • Assuming that you mean \$550,000 is too much, this reinforces the idea that MMH is not “affordable housing,” but is more attainable than a \$1.3 million single-family house.
	9/15/22, 8:23 a.m. email	The main reason for concern is twofold...one: lots of change quickly is less controlled and complications that arise may be larger than can be handled by the city and public services...and 2) you’ve got some great neighborhoods that are unique to this region and even a few tear downs and rebuilds will substantively alter the character of these neighborhoods. It would be nice if the population could vote on the proposal because otherwise our representatives may not be representing the will of those they are elected to serve.	<ul style="list-style-type: none"> • The environmental review did not conclude that significant adverse environmental impacts (to traffic, public services, etc.) would result. • Looking at other communities (Kirkland, for example), the change will be gradual and will not happen overnight. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
71.	Mike Mueller 9/14/22, 5:37 p.m. email	I would like to see this put to vote of the people. Let them decide not some paid design people who get paid by City or City Council. Let us vote on this because it will change Kenmore.	<ul style="list-style-type: none"> • Comments noted. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive

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			plan amendments under the GMA are not subject to the powers of initiative and referendum.
72.	Judy Murray 9/19/22, 8:39 p.m. email	<ul style="list-style-type: none"> • How does the Missing Middle effort fit in with last year's effort to increase the supply of more affordable rental properties via ADUs? • How many additional homes/units is Kenmore hoping to create? Over what timeframe? • Exactly which R-6 zoned neighborhoods are going to be eligible for duplex and triplex development? • I see references to 30' height restrictions. Is special consideration being given to view properties? • Cottage courts. I see them mentioned on the flyer. I don't see language that describes what they are or where the zoning will allow them to be built. • One possible unintended consequence of this legislation/rezoning is that homeowners may decide to not improve their properties, assuming that the highest bid for their property will be from a developer. 	<ul style="list-style-type: none"> • MMH provides another housing type that may not be as affordable as an ADU but is more attainable than a single-family house. • Considering all types of housing (MMH, apartments downtown, etc.), the City is planning for an additional 3,070 housing units over 20 years. Most of this growth would be along the SR-522 corridor, close to transit. • All of the R-6 zoning district is being considered for duplex and triplex development. • The City does not have view protections in place except for a small area along the SR-522 corridor. New single-family development could build to 35'—more than the 30' proposed for duplexes and triplexes. • Cottage court rules would be developed in the future, as part of another work program. • Currently, property owners can sell to a developer for a subdivision of new homes. Similar concerns about property improvement would also apply to this scenario.
	9/20/22, 11:57 a.m. email	<p>Is 30 feet generally considered to be the height of a three-story building? After we bought this home in 1998, our realtor advised that the Covenants (CC&Rs?) for our development, Inglewoods Number 1, precluded us from adding another story to our home, a daylight basement rambler.</p> <p>I appreciate that younger, less affluent folks are having a hard time buying property in Kenmore. However, I don't think that we should be expected to subsidize their desires by taking a hit on our property values.</p>	<ul style="list-style-type: none"> • Washington case law confirms that the City does not have authority to “enforce or invalidate” private restrictive covenants. • Property values likely would not go down with this proposal. They may, in fact, go up.
73.	Jim Myers	Appreciate there are ways to evolve from single-family to duplex or other alternatives. However, need to lead with infrastructure as an alternative to cars or be concurrent with development to reduce	<ul style="list-style-type: none"> • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development

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	9/19/22 City Council meeting public comment	dependence on cars. Need to strengthen environmental regulations to provide a safeguard. There is a debate about endorsement of Sierra Club. Move ahead with caution and safeguards.	generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. <ul style="list-style-type: none"> • The environmental review for the project concluded that there will not be significant adverse impacts to the environment with this proposal.
	10/3/22 continued public hearing	Kenmore needs to absorb residents but do need to destroy village to save it. This is a new version compared to Planning Commission. The change will have environmental impacts. Street parking will be an issue. People can't give up cars as there are no other options. Continuing environmental degradation. Increased demand on infrastructure. Green spaces are being lost to development. Duplexes will not be affordable. Taxes will increase. Developers will be buying out and building units, causing environmental impact. Endorse Planning Commission recommendation as first step.	<ul style="list-style-type: none"> • See previous responses, above, about infrastructure and environmental impacts. • MMH is not "affordable housing," but is more attainable than a single-family house.
74.	Patrick O'Brien 9/26/22 public hearing	Higher density results in cascading traffic in neighborhoods and arterials down to SR-522. Make sure MMH has opportunity for ownership. Zoning in transit corridors has not built out. Traffic impacts from Snohomish county, 61 st Ave to SR522. Not an initiative from the public; needs to occur 10-20 years after high density zoning built out. No concurrency for infrastructure and impacts to police, fire. Density impacts mental health.	<ul style="list-style-type: none"> • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • The environmental review for the project concluded that there will not be significant adverse impacts to the environment, including traffic and public services, with this proposal. • MMH can be owned or rented.
	10/10/22 City Council meeting public comment	Wayne Fu is a worldwide development expert and city should hire him as a consultant.	<ul style="list-style-type: none"> • Comments noted.
75.	Karen Olsen 10/3/22 continued public hearing (comments read into the record)	Oppose rezoning MMH. Breaks promise of small town feeling and protecting neighborhoods. MMH attracts transients and is not well maintained. Should be close to transit. Cars are necessary and safer than bikes. Bikes are poor choice. Need car to shop and adequate parking. Transit not efficient and unsafe. Parking on streets not safe. Corner stores not financially sustainable or meet	<ul style="list-style-type: none"> • MMH residents are not "transients" in the pejorative sense. They may own their unit or rent it, but there is no evidence that they will not maintain their homes. A similar situation exists with those who own or rent single-family houses.

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		all needs. Focus on public safety, infrastructure, parks. Proposal excludes seniors and those with disabilities. Will increase taxes.	<ul style="list-style-type: none"> • Parking is required for new MMH units, although in areas close to transit it is reduced consistent with State law. • Increasing density makes corner stores more financially feasible. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • AARP, representing seniors, is a strong advocate of MMH.
76.	Chris Olson 9/12/22 City Council meeting public comment	Wants transition between downtown and low density. Need housing for middle-income earners.	<ul style="list-style-type: none"> • Comments noted.
	9/19/22 City Council meeting public comment	The proposed regulations mean MMH will look similar to a single-family home. MMH provides choices for living in single-family neighborhoods and is a step in the right direction. RM adjacent to TOD is not a good transition, maybe higher density as a transition? Need more sidewalks but need density to do that.	<ul style="list-style-type: none"> • Comments noted.
	10/3/22 continued public hearing	MMH does not take choice away, residents choose to keep their home or develop. Majority of land is single-family. At a minimum put in ¼ mile of transit or increase to ½ mile. People hearing from for those who have time to attend meetings. City was built in an inefficient manner; single-family requires more infrastructure. MMH is the compromise. If want sidewalks and infrastructure, then need density to support it. Can't afford to fix existing infrastructure, so increasing density is the logical approach to improving infrastructure. More density on transit corridors.	<ul style="list-style-type: none"> • Comments noted.
	10/10/22 City Council meeting public comment	Allow corner stores within ½ mile of residential areas so people can walk without needing to drive. People who walk to shops tend to spend more and have better living outcomes. Support sidewalk infrastructure. Support MMH to look at ½ mile of transit corridors	<ul style="list-style-type: none"> • Comments noted.

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		including Simonds, Juanita, 522 and eventually 68 th . Attainable housing can be done with retrofitting for example.	
77.	Peter Ottele 9/26/22 public hearing	Disconnect between this plan and what community wants. Terrible idea. Density should be in the center, not in single-family zones. Other cities not done this; why lead charge? Need more time. Information is inaccurate. Unintended consequences: taxes will increase, house prices skyrocket. Lack of infrastructure. Need sidewalks, walking paths, alleys. Drawings do not accurately represent duplexes. Build density near transit and where can walk to grocery stores. Set up MFTE for affordable housing. Are there adequate sewer and stormwater systems? Schools are not big enough now. It's not affordable housing.	<ul style="list-style-type: none"> • Most of Kenmore's new residential growth will occur in and near Downtown, along the SR-522 corridor. • Many other cities have adopted or are considering MMH, including Bothell and Kirkland. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • The environmental review for the project concluded that there will not be significant adverse impacts to the environment, including sewer and stormwater systems, and schools. • MMH is not "affordable housing," but is more attainable than a single-family house.
78.	Melissa Pendleton 9/12/22 City Council meeting public comment	Not enough advertising about this. It doesn't help with affordable housing. Tears down older, less expensive homes and replaces them with more expensive housing.	<ul style="list-style-type: none"> • Tearing down older, less expensive homes is happening now as those homes are replaced with large, new single-family houses. The duplex/triplex regulations do not force redevelopment. They are designed so that redevelopment provides more housing options and is more attainable.
	9/26/22 public hearing	<p>Supports affordable housing, but MMH does not address that. Residents who live in Kenmore are the middle.</p> <p>Outreach not adequate. Petition: 600 deeply opposed. Thought flyer was marketing material. People don't understand how Council can change zoning. All types of housing are welcome but GMA must ensure vitality of neighborhoods.</p> <p>Developing existing neighborhoods eliminates starter homes. People moved to Kenmore from areas like Ballard for mental health reasons. Sierra Club position--only 50%</p>	<ul style="list-style-type: none"> • MMH is not "affordable housing," but is more attainable than a single-family house. • Efforts to encourage public participation in the project have been ongoing over the past year, including direct mailings, a community Housing Forum, social media releases, and public hearings. • GMA requires that the Housing Element include "statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area

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		support. Trees will be eliminated. Council abusing their position. Community needs more time to understand zoning.	boundary, moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes.” <ul style="list-style-type: none"> • Developing new single-family houses eliminates starter homes. • The environmental review for the project concluded that there will not be significant adverse impacts to the environment. • The tree regulations for new duplex/triplex development would be more protective than the rules for existing single-family development.
79.	Petition with 225 signers	The following residents of Kenmore oppose Kenmore City Council’s “Missing Middle Housing” Draft Zoning Code Amendments – the rezoning of R-6 single family zones to R-M single family-duplexes-triplexes zones	<ul style="list-style-type: none"> • Comments noted. • Petition Includes 87 signers from Uplake area; 61 from Northshore Summit; 37 from Quinault Estates and area of NE 175th St. (zoned R-1 and R-4); 7 from Lakemore Terrace; 6 from Kenmore Terrace; 4 from Kenmore Heights; 1 from Downtown; and 22 others.
80.	Harry Pomeranz 9/26/22 public hearing	Council responding to HUD directives in the fair housing guidebook. Converting suburban votes to leftist urban votes.	<ul style="list-style-type: none"> • Comments noted.
81.	Dave Postetter 9/12/22 City Council meeting public comment	Underlying assumptions are flawed. The price of existing housing will go up. Will get density, traffic, loss of starter homes. Want attached housing to be in downtown Kenmore.	<ul style="list-style-type: none"> • The environmental review for the project concluded that there will not be significant adverse impacts to the environment, including to traffic. • Tearing down older, less expensive homes is happening now as those homes are replaced with large, new single-family houses. • Most of Kenmore’s new residential growth will occur in apartments in and near Downtown, along the SE 522 corridor.
82.	Rachael 9/21/22, Karen Parolek presentation chat	19:50:31 This sounds like a dream come true, I would be thrilled to see this in Kenmore. Great presentation.	<ul style="list-style-type: none"> • Comments noted.

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83.	Dakota Rash 9/12/22 City Council meeting public comment	We are seeing the climate crisis. Single-family development and environmental protection are incompatible. Need to work with the environment and get ready to embrace climate refugees.	<ul style="list-style-type: none"> • MMH is one way to address climate change by building more homes closer to jobs and transit rather than on the urban fringe. • MMH adds more housing options to the housing stock.
	9/19/22 City Council meeting public comment	Don't delay MMH; we are in a climate crisis. Single-family zoning is not being eliminated--allowing something not mandating it. E.g. in an acre of forest, it makes more environmental sense to house three families in one structure. Support sidewalks to move away from cars as default.	<ul style="list-style-type: none"> • Comments noted. See response, above.
84.	Sean Replogle 10/3/22 continued public hearing	Moved to Kenmore with family for a safe place. Opposed to MMH. How would no street parking be enforced? If housing for families, then there will be more cars as Kenmore is not walkable. Should plan first. How will public transportation be increased for new homes? How will infrastructure be provided? Will taxes on existing homeowners increase? MMH is not affordable. Will rezoning replace covenants? Who enforces covenants?	<ul style="list-style-type: none"> • MMH housing units are likely to be smaller, housing fewer residents. • Parking is required for new MMH. If the street does not allow parking, these units could not park there (the same approach as for new single-family development). • The environmental review concluded that there would be no significant adverse impact to traffic with the plan. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • The exact impact of MMH on property tax rates is unclear. Assessed values climb for many reasons and property tax increases are capped. Property values likely would increase. • MMH is not "affordable housing" but is more attainable than a single-family residence. • Washington case law confirms that the City does not have authority to "enforce or invalidate" private restrictive covenants. Private covenants are enforced by private parties—usually, the homeowners' association.

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85.	Lucy Robinson 9/26/22 public hearing	Oppose MMH. Moved to Kenmore from a duplex to avoid high density living. Home is biggest asset that will be destroyed by proposal. Concerned about traffic and safety.	<ul style="list-style-type: none"> • The environmental review concluded that there would be no significant adverse impact to traffic with the plan. • MMH is not “high density living.” These are small duplexes and triplexes designed to be compatible with the single-family neighborhood.
86.	Katrina Rose 9/21/22 Karen Parolek presentation chat	19:59:33 By increasing the number of households and encouraging people to "live smaller" you have more children in the same amount of space. How do you add classroom space (i.e. schools) when the property is already so expensive.	<ul style="list-style-type: none"> • The Northshore School District Capital Facilities Plan recognizes that the number of children living in multifamily units is much smaller than those living in single-family houses. • The environmental review for the project concluded that there would not be significant adverse impacts on public services, including schools.
87.	Ryan 9/21/22 Karen Parolek presentation chat	<p>20:00:51 So, perhaps there are fewer cars when buyers are single or within walking distance. Or perhaps not, if they are couples or families with different jobs in different locations with different hours. But the examples mailed to us show the backyard being a parking strip. I don't see how this is compatible with climate change (increases ambient temperature and reduces permeability) and with the neighboring single family homes (cars next to their backyards). Yes, many cities historically have a mix. But man, their street parking is a nightmare! So what you're saying is ideal, but not necessary reality. Comments?</p> <p>20:02:21 Have you looked at Kenmore? The walkable area is very small. How does this fit into other neighborhoods, where walkability to services isn't possible?</p>	<ul style="list-style-type: none"> • As with new single-family development, parking could be behind the house. On-site parking is required for new duplexes and triplexes and parking on the street is possible if street widths and access requirements allow. This is no different from allowances for new single-family development. • MMH helps address climate change as it allows more people to live closer to jobs and transit instead of on the urban fringe (reduced driving). • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure.
88.	Drew Samuelson 9/26/22 public hearing	Appreciate outreach but this topic needs to be put to a vote. Council should not force communities to comply with national/federal/state/county guidelines and the push to transform suburban to urban areas.	<ul style="list-style-type: none"> • Comments noted. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.

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89.	Laura Samuelson 9/26/22 public hearing	Views represent thousands in city. Choose to live in Kenmore because schools good, crimes low and neighborhood streets not lined with cars. High quality of life with owner occupied homes. Protect single family neighborhoods. Could support limited proposal on arterial streets like Totem Lake, Juanita Village. Don't increase density like Seattle. Are you motivated by tax increases? Proposal should be voted on by Kenmore residents. There is a minority who wants the proposal but existing residents want to protect quality of life and existing neighborhoods. Petitions circulated along with de-annexation proposals.	<ul style="list-style-type: none"> • New MMH would be designed to fit compatibly into single-family neighborhoods. The change would be incremental, but would allow more housing choice and more attainable housing in areas with good schools and low crime. • Parking is required for new MMH. If the street does not allow parking, these units could not park there (the same approach as for new single-family development). • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
90.	Sue Sarchin 10/5/22, 1:47 p.m. email	I have watched the presentation by Karen Parolek as well as most of the public testimony regarding a possible rezone of our R-6 neighborhoods. I urge you to reconsider this proposed change. I agree with most of the concerns addressed at the council meetings, and fear you may be underestimating the impact these changes will make on our community.	<ul style="list-style-type: none"> • Comments noted.
91.	Matt Sato 10/3/22 continued public hearing (read into the record)	Need delay. Do EIS. Concerned about traffic, overcrowding, infrastructure.	<ul style="list-style-type: none"> • A Determination of Nonsignificance (DNS) has been issued for the proposal. No significant adverse environmental impacts were identified.
92.	Christine and Eric Schomaker 9/6/22, 8:56 a.m. email	<ul style="list-style-type: none"> • Permitting duplexes and triplexes in areas zoned R6 will increase the density of housing from 6 per acre to up to 18 per acre. Why deliberately increase housing density in R6 residential neighborhoods? • MMH and associated infrastructure will close in on the dispersed open space the current R6 zoning ensures. Open vegetation- and tree-covered back yards are enjoyed by the entire community, 	<ul style="list-style-type: none"> • The increased density would allow for two new housing types (duplex and triplex units) that are more attainable than single-family houses. • The new buildings are likely to be smaller than new single-family residences—potentially allowing for more open space and tree preservation.

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		<p>helping to absorb noise and pollution, providing habitat for wildlife and relief from nearby urban congestion.</p> <ul style="list-style-type: none"> • Will adversely impact existing water, sewer, electrical, and other utility systems. • Will increase areas of impermeability, placing additional loads on the existing, barely adequate, systems to handle surface water runoff. • Increased vertical density will encroach on open views and vistas. • If changing R6 zoning to something else, change ALL the areas of R6 zoning. The "1/4 mile from Transit Corridor" criteria is arbitrary. • The city is marketing Opticos Design products as a solution to an unnecessary and ill-advised zoning change. 	<ul style="list-style-type: none"> • The environmental review for the project concluded that no significant adverse impacts would result to water, sewer, electrical, and other utility systems. • Impacts on surface water runoff are not anticipated. (See Attachment 8 to the 10/17/22 City Council agenda materials.) • New MMH maximum heights are at 30'—versus 35' for single-family residences.
93.	Nadia Silver 10/3/22 City Council meeting public comment	Not sure what MMH is. Supports affordable housing, including Section 8. Program should be DEI focused.	<ul style="list-style-type: none"> • MMH is one way to allow those with middle incomes to live in single-family neighborhoods—a more inclusive approach.
94.	Marilyn Simpson 9/12/22 City Council meeting public comment	Concerned about change; won't improve residents' quality of life. Concerned about sidewalks, crowded schools. Realtors, developers will benefit while neighborhoods changed. Should be able to vote on this.	<ul style="list-style-type: none"> • The Northshore School District Capital Facilities Plan recognizes that the number of children living in multifamily units is much smaller than those living in single-family houses. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.

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95.	Heather Skeen 10/3/22 continued public hearing	Don't pass MMH. Moved from Seattle to escape higher density and crime. Wanted a higher quality of life and green space. Should call it rezoning. Need EIS and more due diligence before decision.	<ul style="list-style-type: none"> • A Determination of Nonsignificance (DNS) has been issued for the proposal. No significant adverse environmental impacts were identified. • There is no evidence that allowing duplexes and triplexes will result in an increase in crime.
96.	Brieana Smith 9/16/22, 10:53 a.m. email	My family was able to return to Washington last summer but now find that housing is so expensive that, despite our love for the area, we may have to leave. My husband is a pastor at Northshore Christian church and I'm a full-time UW student. We love our community and our neighborhood. We are exactly the kind of people who would benefit from this kind of housing in Kenmore and we fully support it! We want to express our full support for this kind of building.	<ul style="list-style-type: none"> • Comments noted.
97.	James Smith 9/26/22 public hearing	Concerned about cars on streets. There are no empty lots so forced to tear down houses with new development and there will be no space for cars. Community not ready for new units. Streets lined with cars as people are not giving them up. Consider waiver process for one project at a time; neighbors can evaluate and approve a few per year. Commercial zones should have more housing--allow it there but not in single-family neighborhoods.	<ul style="list-style-type: none"> • Parking is required for new MMH. If the street does not allow parking, these units could not park there (the same approach as for new single-family development). • Adding a permit review process to new MMH housing development would make construction less likely. • Most new housing in Kenmore is planned for Downtown and surrounding areas near SR-522.
	10/3/22 City Council meeting public comment	Those speaking in support of the zoning change said those who were here first are not in support of new residents and change. Shoehorning in duplexes and triplexes into existing neighborhoods is not affordable housing. "Don't know what you've got 'til it's gone." Do something else (Lakepointe?). RM is wrong.	<ul style="list-style-type: none"> • MMH is not "affordable housing" but is more attainable than a single-family house for younger residents (who may have grown up in Kenmore) or seniors who live in the community and want to downsize. • Most new housing development is planned for Downtown and in areas near SR-522.
98.	Mark Stair 9/21/22, Karen Parolek presentation chat	19:43:44 Jurisdictions continue to put in more and more rules, regulations, and zonings. As you said, the rules have contributed to this issue. Is it possible to implement some kind of "common sense" approach to site design approval rather than just rule following? Is form-based coding along these lines? 19:58:59 Great Presentation!!!!	<ul style="list-style-type: none"> • The new duplex/triplex rules are form-based codes that regulate the width and depth of buildings along with some design requirements.

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99.	Al and Lisa Stankowiak 9/2/22, 8:47 a.m. email	We are not in favor of changing our current residential zoning throughout Kenmore to allow multi family housing of any kind. I understand the desire for this type of housing in the areas within several hundred feet of main thoroughfares but not in our quiet residential neighborhoods. We chose our location purposefully without noisy traffic, congestion and density. Don't encumber our neighborhoods with this type of greedy tax revenue for the city and think of our forests trees and quiet tranquility.	<ul style="list-style-type: none"> • The MMH change would be incremental and the environmental review concluded that it would not have significant adverse environmental impacts such as noisy traffic or congestion.
100.	Andrew Stephenson 9/13/22, 6:11 p.m. email	<p>I'm now 29 and am still looking for an affordable place to live in Kenmore so that I can live near my parents. It doesn't seem right that children are forced to leave their hometown once they grow up because they've been priced out. I am elated that Kenmore is listening to its residents, past, current and prospective. Middle Housing is still not enough, but it's a step in the right direction. As a professional civil engineer now, and urban design enthusiast, I wanted to add my thoughts on this effort.</p> <p>Kenmore is in desperate need for more neighborhood "nodes", or in other words: clusters of walkable mixed-use and commercial zoning for household necessities, i.e. barber shops, small grocers, coffee shops, small restaurants, and other small businesses that residents can leave their car parked and walk to instead. As you increase Middle Housing, please consider Middle Commercial.</p>	<ul style="list-style-type: none"> • Comments noted. • Neighborhood “nodes” are supported in the Comprehensive Plan and a future work program may address zoning to allow these uses.
	9/26/22 public hearing	Representing young people; my population hasn't been heard. Lived in missing middle housing, walkable places, and had a good experience. In Kenmore, option was detached home on a cul-de-sac street, far away from transit, services. Older generation say it's not possible to give up car, but it is. Support MMH and more choice of housing. Please think of young people who grew up and want to stay in Kenmore. It's a closed community--for those who were here first. Need to think about those that want to move to or stay in Kenmore.	<ul style="list-style-type: none"> • Comments noted.
101.	Holly Strauss	Chose Kenmore, moved from Seattle. Agree with MMH and PC recommendation. Concerned about foreign rental investment.	<ul style="list-style-type: none"> • MMH can be owned or rented. The current proposal does not require ownership and putting that

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	10/3/22 continued public hearing	There should be limit on rentals; need to live in home for nine months of year. Ensure MMH is owned.	requirement on duplexes and triplexes may limit development.
102.	Stacey Valenzuela 9/12/22 City Council meeting public comment	Zoning needs more feedback; don't call it "Missing Middle." Need affordable housing—at 30-50% AMI.	<ul style="list-style-type: none"> • Comments noted.
	9/19/22 City Council meeting public comment	Don't rush rezoning for MMH. Comprehensive Plan can move forward with the Planning Commission recommendation.	<ul style="list-style-type: none"> • Comments noted.
	9/26/22 public hearing	Misleading statement that zoning all R6 needed for Comprehensive Plan deadline. Comprehensive Plan can move forward with Planning Commission recommendation. These units will not be affordable housing for lower incomes. More time is needed.	<ul style="list-style-type: none"> • Changing the R-6 zoning is not needed to meet the Comprehensive Plan deadline. Some portions of the Comprehensive Plan and development regulation amendments package are needed to support permit applications for the future Public Works shop and construction of the Plymouth Housing affordable housing project on the current Public Works site. Comprehensive Plan amendments also support Transit-Oriented Development (TOD) amendments.
	10/10/22 City Council meeting public comment	Residents are against the rezoning. Want the will of the people represented don't want overbuilding of Kenmore. Protect quality of life and habitat. Residents support the Planning Commission recommendation near transit. Duplexes and triplexes don't benefit Kenmore residents and it is not affordable.	<ul style="list-style-type: none"> • Comments noted.
103.	Art Valla 10/10/22 City Council meeting public comment	Houses adjacent to those developed with duplexes and triplexes will decrease in value as people don't want to live in a high density development. People choose Kenmore because it's not high density. Kirkland has adopted increased zoning in single-family neighborhoods and it hasn't turned out well. People drive cars and low income people generally have more and so there will be an increase in on-street parking. Impact on infrastructure, high density needs more services, why PSE is raising rates. How will the change in zoning impact neighborhood covenants.	<ul style="list-style-type: none"> • Conflicting views have been presented on whether allowing duplexes or triplexes will increase or decrease property values. It is likely that allowing more units would increase property values. • Kirkland has allowed MMH in single-family neighborhoods and was recently voted one of the top 3 communities in the country in which to live by Money Magazine. • Those with lower incomes generally have fewer cars.

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			<ul style="list-style-type: none"> • The environmental review for the project concluded that no significant adverse impacts would result to water, sewer, electrical, and other utility systems. • Washington case law confirms that the City does not have authority to “enforce or invalidate” private restrictive covenants.
104.	Melissa van Meurs 10/3/22 continued public hearing	New people will impact school capacity.	<ul style="list-style-type: none"> • The Northshore School District Capital Facilities Plan recognizes that the number of children living in multifamily units is much smaller than those living in single-family houses. The smaller MMH units are likely to generate fewer schoolchildren than would new single-family houses.
105.	Pim van Meurs 10/3/22 continued public hearing	Support affordable housing, but rezoning is not urban planning. Plan should focus on where the right places are for affordable housing.	<ul style="list-style-type: none"> • Comments noted.
106.	Izak van Rensburg 9/21/22, Karen Parolek presentation chat	<p>19:08:51 We understand that the city planners committee has a different opinion or concerns maybe on how to proceed. I'd love to understand their comments/opinions in more detail and how those comments are being addressed.</p> <p>19:11:19 I like the exact numbers. What is the count of houses that would be impacted (200 houses, 300?) and how many additional houses could become available if the new redistricting is fully adopted in those zones?</p> <p>19:16:24 I see the comment on protecting the tree canopy. Yet we regularly still see trees making room for houses. The most recent example is on the corner of 182st NE and 64th Ave NE. "Significant" trees doesn't cover the importance of shrubs and smaller trees. How will that be addressed?</p> <p>19:47:09 I'd like to see a table of some sorts of all the people/companies/entities that will be impacted, both positively and negatively, with a rough estimate on that value. I've heard of developers, buyers, city, designers, etc.</p>	<ul style="list-style-type: none"> • The Planning Commission's recommendation was to allow MMH in the R-6 zone within ¼ mile of the City's two main transit corridors. • The estimate of new housing units is between 300-400 over the next 20 years (160 to 200 duplex/triplex buildings). • The tree regulations for new duplex/triplex development would be more protective than the rules for existing single-family development. • This matrix provides a good review of positive/negative comments, although value is not assigned.

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107.	Cindy Victor 9/26/22 public hearing	Proposal will impact schools. Moved to Kenmore for schools. Taking out single family homes and putting in homes for temporary residents (renters) will not make schools flourish. Live here because it's not high density. Moving too fast on proposal.	<ul style="list-style-type: none"> • The Northshore School District Capital Facilities Plan recognizes that the number of children living in multifamily units is much smaller than those living in single-family houses. The smaller MMH units are likely to generate fewer schoolchildren than would new single-family houses.
	10/3/22, 11:19 p.m. email	We're astounded how the majority of the Council is For the Plan whereas the majority of the Community is Against the Plan. We're perplexed on who they represent. It would be very helpful if we could hear from each of the 5 council members. A two way conversation, a healthy debate, is always best.	<ul style="list-style-type: none"> • Comments noted.
108.	Victoria C. 9/21/22, Karen Parolek presentation chat	19:52:20 Thank you for your presentation. What about ADA and aging in place where people are not always able to walk?	<ul style="list-style-type: none"> • MMH would follow the Building Code ADA requirements. The proposal would provide more housing opportunities in areas served by transit.
109.	Laraine Volpe 10/10/22 City Council meeting public comment	Council mind is already made up on rezoning. The drastic change in zoning should be put to the vote of the people. When motion to delay vote it was struck down, dismayed as overwhelming number of citizens opposed. Council are not representing the voice of Kenmore.	<ul style="list-style-type: none"> • The Council has not taken a final vote on the rezoning. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
110.	Dale Walker 9/12/22 City Council meeting public comment	Reexamine the findings of the survey. Residents wanted status quo.	<ul style="list-style-type: none"> • The public survey in summer 2021 was to gauge interest in and concerns about housing and land use as the public participation plan was developed. Concerns about neighborhood compatibility were identified and addressed by the proposed regulations.
111.	Rosemary Warren 7/8/22, 11:45 a.m. email	I've been in my R-6 street near the golf course for 46 years, and plan for 24 more in my now-rambler. If my kids don't want it in that future, I'd like my property to be a duplex or triplex if there's enough space, to be bought at a good price so a family can start their housing/generational wealth that I have been blessed with.	<ul style="list-style-type: none"> • Comments noted.
112.	Cynthia Williams	Strongly encourage you to allow more time for study and review of the rezoning. This is a very important issue which needs much more	<ul style="list-style-type: none"> • The Planning Commission reviewed MMH amendments for more than a year. Efforts to

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	9/19/22, 12:42 p.m. email	careful consideration and finesse. The latest draft of the plan would cause negative environmental impacts, traffic and parking congestion, infrastructure problems, and would take away much of what makes Kenmore a great place to live. There are better ways to address more housing through careful planning of site-specific zones. The majority of Kenmore’s residents do not want this; at least put it to a vote of the citizens.	encourage public participation in the project have been ongoing, including direct mailings, a community Housing Forum, social media releases, and public hearings. <ul style="list-style-type: none"> • The environmental review for the project concluded that there would not be significant adverse environmental impacts as a result. • Regarding a community vote on the proposal, Washington case law and KMC 1.30.050 provide that ordinances adopting regulations and comprehensive plan amendments under the GMA are not subject to the powers of initiative and referendum.
113.	Katie Wilson, Transit Riders Union 10/3/22, 6:19 p.m. email	Thank you for considering rezones to expand “missing middle” housing in Kenmore. The shortage of housing affordable to moderate income households is an urgent problem in cities throughout King County, and it is contributing to the crisis of rapidly rising rents that we’ve been trying to address through strengthening renter protections. Allowing more types of housing to be built in more places is another critical piece of the puzzle of addressing our regional housing crisis.	<ul style="list-style-type: none"> • Comments noted.
114.	Chuan Zhou 9/21/22, 9:52 a.m. email	<ul style="list-style-type: none"> • Why don't we see how other cities deal with the situation and learn from them? • There are no benefits for existing Kenmore residents from this program. • Price is not all bad, it is an important economic level to control for over consumption and population growth. • We need carefully planned sustainable growth in Kenmore, jamming more people into this area is not the answer. <p>Questions:</p> <ol style="list-style-type: none"> 1. How will this program affect already fast paced population growth in Kenmore? 2. How will this program affect property tax for current Kenmore residents? 	<ul style="list-style-type: none"> • The Planning Commission and City Council have received information about MMH in many communities—including Bothell and Kirkland. Kirkland has allowed MMH since 2004 and has had very few duplexes and triplexes built. The market may not yet be ready. It is expected that a change in Kenmore would be incremental over many years. • The proposal does not change population growth projections for Kenmore; it might redistribute some growth away from apartments along SR-522 into duplexes and triplexes in single-family neighborhoods. • Property values may increase, but annual property tax rates are capped by State law.

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		<p>3. How will this program affect public service programs such as police, fire department and first responders, libraries, parks? (BTW, as a city we don't even have a public swimming pool)</p> <p>4. How will this program affect schools? Do we need to build new schools to accommodate more students or hire more teachers?</p> <p>5. How will this program affect traffic, roads and public transportations? Note the traffic condition in Kenmore has grown drastically worse the past few years.</p> <p>6. How will this program affect our utilities such as water, gas, garbage, etc?</p> <p>7. How will this program affect public safety? With more people we need to address pedestrian walking, cyclists, sidewalks, property vandalism, thefts, etc.</p>	<ul style="list-style-type: none"> • The environmental review for the project concluded that there would be no significant adverse environmental impacts to public services (including schools), traffic, and utilities. • Infrastructure like sidewalks is provided at the time of development and then incrementally with the thickening of neighborhoods. New development generates the wealth (i.e. tax base, impact fees) to pay for additional infrastructure. • There is no evidence that building duplexes and triplexes will increase crime.
115.	Anonymous 9/21/22, Karen Parolek presentation chat	<p>19:05:10 Who started this process, Missing Middle? It was not the citizens idea nor initiative.</p> <p>19:39:26 When is the final vote?</p> <p>19:39:54 Will rezoning supersede neighborhood covenants?</p> <p>19:40:07 Will Kenmore have building permit standards to keep the new duplex/triplex in line with the current neighborhood they will be built in and will HOA have a say in the new building permit?</p> <p>19:40:47 Will developers bear the cost for the new infrastructure needs, i.e. water, sewer, water, roads</p> <p>19:41:27 What is the rush to blanket rezone area without public input</p> <p>19:46:39 Is there a detail community vision that interprets the code so developers do not have choice but Kenmore does</p> <p>19:50:59 Are there homes for sale or rent?</p> <p>19:51:04 Suburban neighborhoods are non-grids that make it difficult to walk between two points that are geographically close. How can we make these places walkable?</p> <p>19:51:09 How much are they going to sell for</p> <p>19:51:27 Who to talk to if we are interested in buying</p>	<ul style="list-style-type: none"> • The MMH project started over a concern about housing supply and housing prices and State and regional policies that require the City to address different housing types. • The City Council's final vote is anticipated in November. • Washington case law confirms that the City does not have authority to "enforce or invalidate" private restrictive covenants. • Building review would be required for new duplexes and triplexes and zoning rules identify building width/depth/height. As with all new development, an HOA would not be involved in the building permit review process. • Developers must provide new infrastructure for the project and contribute impact fees to pay for broader road, parks, and school projects. • Public input has been encouraged for nearly a year, including mailings to all Kenmore addresses, a Housing Forum in November, and public hearings. • MMH units could be owner- or renter-occupied.

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	<p>19:51:40 While introducing back more kinds of homes is interesting, I can see the city infrastructure built for cars being an issue for those seeking people-friendly areas</p> <p>19:51:54 Can we buy a duplex? live in one and rent the other one?</p> <p>19:52:00 Is there HOA fees?</p> <p>19:52:18 Cities getting bankrupted is mainly due to roads and 6-lane roads being a ponzi scheme. Furthermore, roads make it car dependent while hostile to people.</p> <p>19:52:45 I do not see a need for parking at all as long as we have trains, street- trains, buses, bikes and walking</p> <p>19:52:45 Can we get a transcript and the powerpoint to study upon?</p> <p>19:53:00 While missing condos, what about lower-mid?</p> <p>19:53:16 For neighborhoods, it needs to focus people first, moment it thinks cars first = not good</p> <p>19:53:19 Would be smart to tax corporations heavily if they buy this to discourage corporations from doing so</p> <p>19:53:23 My definition of walkable also include walk to work</p> <p>19:53:44 I am neutral in this, but look up "Not just bikes" on YouTube as this represents what I prefer</p> <p>19:54:39 I understand the demographic this program seeks to serve - middle class citizens. This real estate is very expensive a duplex or triplex in this area [] not be affordable rent or cost is []</p> <p>19:56:34 Unrelated? cars usually leave people unhappy as they move fast and be stuck in traffic, moving slower=happier, no need for cars almost because some do like cars. So, less roads that longer path while other options be shorter means car enjoyers no longer stuck in traffic while other get to A to B faster in their own pace=win win. Basically, do not give everyone a car. Instead have other options that rich preferred that is accessible for everyone.</p> <p>19:57:15 I agree w/ cottage homes and tress. but keep it people friendly with a transportation option</p>	<ul style="list-style-type: none"> • MMH is not "affordable housing," but is more attainable than a single-family house. • Off-street parking would be provided although, as with single-family development, street parking may occur where it is permitted. • The public survey in summer 2021 was to gauge interest in and concerns about housing and land use as the public participation plan was developed. Concerns about neighborhood compatibility were identified and addressed by the proposed regulations. • The environmental review conducted for the project concluded that no significant impacts to traffic, congestion, schools, or infrastructure would result.
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	<p>19:57:21 How does low connectivity impact walkability/bikeability? How will Kenmore increase transport connectivity as missing middle is adopted?</p> <p>19:57:55 What about condos with a shared public cooking space kinda seen in college campuses</p> <p>20:00:44 How will Kenmore prevent unsafe/excess street parking? Are charged/paid street spaces something being considered?</p> <p>20:00:56 Will Kenmore adopt a towing service to ensure clear access routes?</p> <p>20:01:01 Kenmore was given a survey last year regarding this issue. what were the results</p> <p>20:01:26 According to my neighbors and many friends in Kenmore they were not for it</p> <p>20:02:35 Kenmore is a unique city on Lake Washington, the mouth of several salmon streams. Its single family homes' citizens are stewards of several salmon streams that are vulnerable to increase in impervious surface. Do you have any examples of a city like Kenmore that used your methods of MMH that did not cause cumulative adverse environmental impacts? We want to prevent loss of previous surface because it is needed to protect salmon habitats</p> <p>20:02:36 Is the city going to have a counter presentation before vote</p>	
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KENMORE 20-YEAR VISION

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

- a. ~~offers~~encourages a diversity of well-maintained, complementary housing types to provide a choice of attractive living accommodations affordable to ~~for~~ all residents
- b. protects natural and environmentally sensitive areas, significant open space, trees, ~~and~~ air and water quality, and healthy wildlife habitat, knowing that a healthy environment is critical to human health
- c. 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
- d. is friendly and inclusive, ~~and family friendly, with a small town feeling, that~~ welcoming all types of families, supporting diversity, and fostering a sense of belonging and pride in all residents
- e. is connected both visually and physically to its waterfront, recognizing it as a significant local and regional asset
- f. supports recreation and health through well-maintained parks, community centers, trails, and open spaces
- g. is a walkable and bikable community that provides a safe, reliable and effective system of streets, sidewalks, bike-ways, and trails, ~~and transit routes~~, linking significant local and regional destinations
- h. embraces its role as a high-capacity transit community, supporting bus rapid transit and other transit options as part of the regional network
- i. provides convenient access to goods and services essential to residents' daily needs
- j. ~~supports the character of~~ seeks to enhance the quality of life in its single-family residential neighborhoods
- k. has its own sense of place and ~~an identifiable, walkable~~ pedestrian-friendly downtown offering commercial, civic, cultural and park spaces, integrated with multifamily housing
- l. has an economic base that provides a range of goods and services, offers quality employment opportunities, and supports local businesses
- m. has clear design standards creating attractive, functional, and enduring buildings and places
- n. encourages volunteerism and public involvement and works as a good partner with citizen residents and governments throughout the region

- 1 o. supports the safety, physical and mental health, and welfare of all of its citizens/residents
- 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.**

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LAND USE ELEMENT AMENDMENTS

INTRODUCTION

Purpose

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

Land Use

- Downtown
- Community Design
- Natural Environment
- Shorelines
- Economic Development.

Growth Management Act

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

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

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

Vision 2040 VISION 2050

Vision 2040 VISION 2050 is a regional growth strategy prepared by the Puget Sound Regional Council (PSRC) addressing King, Kitsap, Pierce, and Snohomish Counties. Vision 2040 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 2040 VISION 2050, Kenmore is identified as a “Larger City High Capacity Transit Community,” 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 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 2040 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 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 62nd Avenue NE to 68th Avenue NE and from the waterfront to the top of the hill at NE 190th 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 is has similar geography to the study area with its large lake and surrounding mountains.

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 181st 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

- 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 175th 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 170th 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

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-20th century King County. The Clubhouse has served as a meeting space for a wide variety of organizations and activities, especially during the 1930s, 40s and 50s, and is still being used for its original purpose.

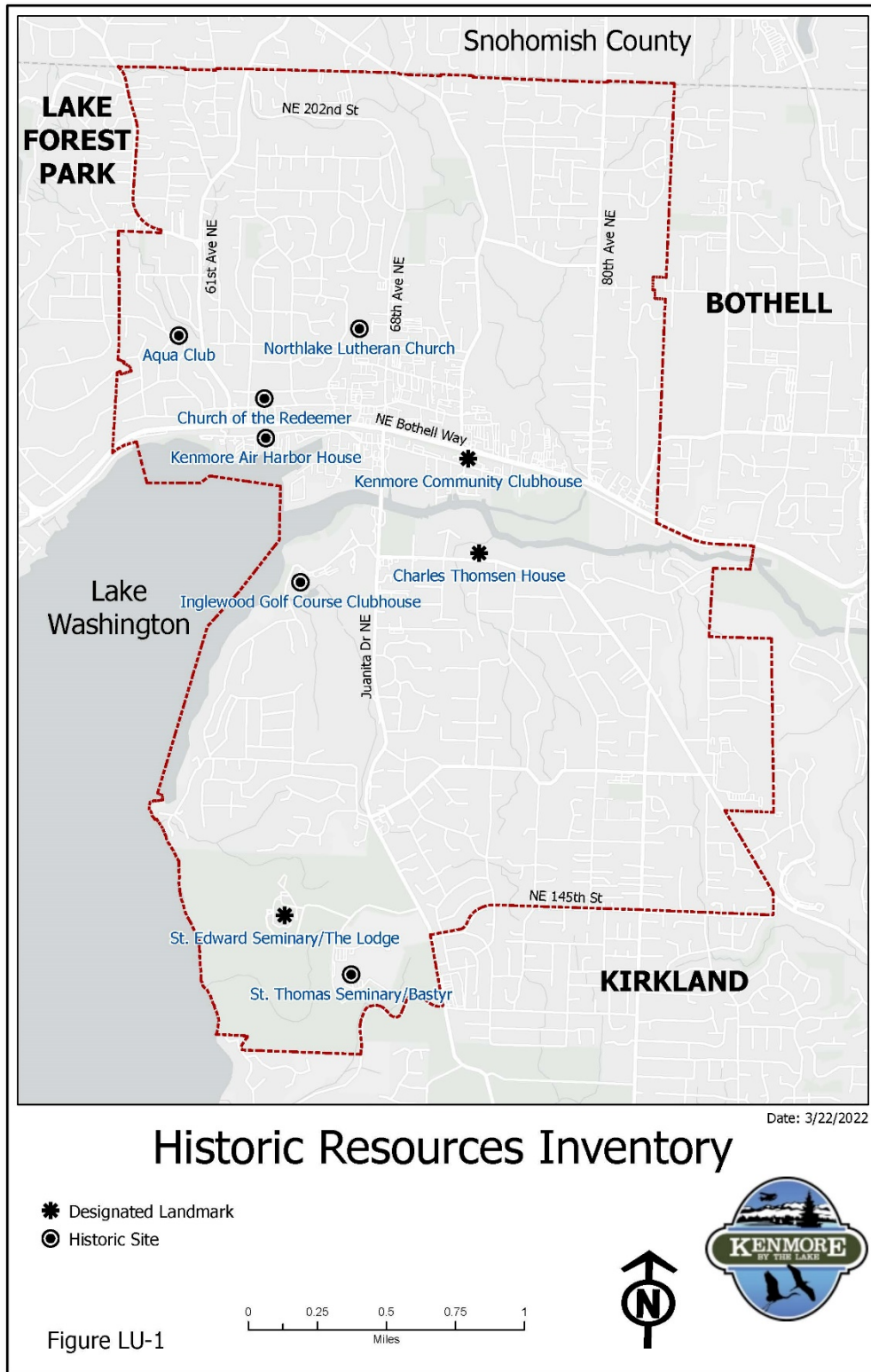
St. Edward Seminary/Lodge at St. Edward State Park

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

~~According to the State of Washington Office of Archaeology and Historic Preservation, t~~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~~A 2010-2011 reconnaissance survey also identified many homes in the Uplake Terrace neighborhood that may be eligible for local landmark status as representative of Mid-Century Modern architecture. Additional historic surveys would identify potential landmarks in other neighborhoods of the City.

1



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

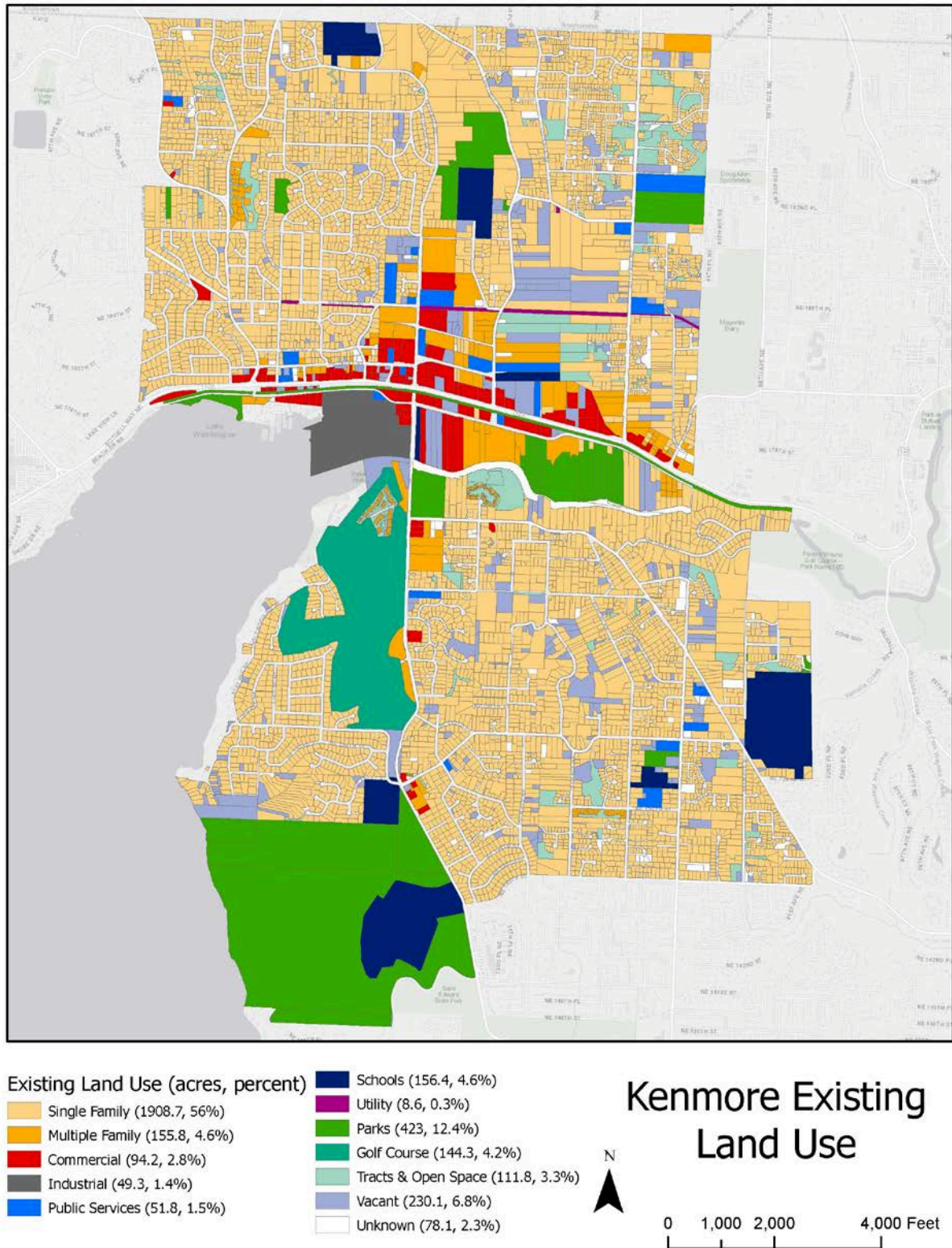
The City of Kenmore boundaries encompass approximately 6.1 square miles of land. The City contains primarily single-family residential land uses, but also includes a variety of other uses as shown in **Table LU-A and Figure LU-2**. Kenmore is largely a built-out community with a limited amount of unconstrained 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%
TOTAL	3,412	100%
Note: Does not include rights-of-way		

Source: King County Department of Assessments

1 Figure LU-2



Most of the Kenmore's single-family residential growth will occur on remaining vacant parcels, ~~estimated at 102 acres net 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 68th Avenue NE, and the final approach leg

approximately over the CalPortland property. On an annual basis, approximately 75% of all landings are northbound and 25% southbound.

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

FUTURE LAND USE

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

- **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~~ 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 this 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 68th 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

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, re~~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 ~~heat 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 2,9803,070 housing units. The adopted Land Use Plan would provide enough zoned capacity, and a more than sufficient market cushion, to exceed the 2031-2044 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 3,8973,200 jobs target, although not by much. The 2021 calculated jobs capacity was 3,881 jobs.

PLAN AMENDMENTS

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

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

- 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.

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

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

Policy LU-1.2.1 Create healthy, viable, and safe neighborhoods where all people can live, work and play, regardless of color, age, income, or ability.

Policy LU-1.2.2 Through land use policies and development regulations that are consistent with state and federal laws, limit land uses and activities that may result in harmful secondary effects to the community, such as crime, vandalism, or neighborhood deterioration. Consider spacing requirements, buffers, landscaping, access, signage controls, business license and operating requirements, as well as other mechanisms to control secondary impacts.

Policy LU-1.2.3 Ensure fairness and equity in distributing community amenities such as parks and community facilities to provide all residents with opportunities to enjoy the benefits of a rich social and physical environment.

Policy LU-1.2.4 Strive to make City capital projects and community events accessible to those with physical impairments.

~~Policy LU-1.1.1 Encourage development within Kenmore that creates and supports a healthy and diverse community. Kenmore should contain affordable housing and employment opportunities and should protect the natural environment and significant cultural resources.~~

Policy LU-1.3.2.5 Use incentives, regulations and programs to support land use patterns and development standards that encourage physical activity through walking and bicycling.

Policy LU-1.4.2.6 Consider 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. Encourage businesses to locate in Kenmore so that residents have more opportunities to walk or bicycle to work.

Policy LU-1.2.7 Continue to support projects that improve the quality of both the built and natural environments to support a thriving community and reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities. Clean air, water and soil, and a healthy ecosystem are critical for human health.

OBJECTIVE 1.23 Endeavor to provide a complete community, compatible in character and design, containing housing, shops, work places, schools, parks, civic facilities, and community services.

Policy LU-1.23.1 Ensure that Kenmore's plans consider all the issues, resources and needs that make a community whole, including land use, civic, cultural, recreation, transit, health,

- 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)

OBJECTIVE 1.46 Create a climate that fosters business creation and retention that positively contributes to the City's quality of life.

Policy LU-1.46.1 Provide adequate land for commercial development of a character which enhances the community's goals, augments the tax base, and does not adversely affect the natural environment.

Policy LU-1.6.2 Support the large number of home-based businesses in Kenmore and recognize their importance as a way to keep jobs closer to home.

Policy LU-1.46.23 Ensure zoning regulations accommodate a range of allowable business and commercial uses in appropriate locations at the neighborhood, community, and regional levels.

OBJECTIVE 1.57 Identify and prioritize properties for public acquisition and use.

Policy LU-1.57.1 During the 20-year planning period, identify community needs and site the following facilities or uses in accordance with the Downtown-Sub-Capital Facilities Element, the Housing Element, and the Parks, Recreation and Open Space Element:

- Town Green and Community BuildingPublic Works facility
- Affordable housing
- Parkland, particularly on the waterfront or in under-served areas
- Open space to preserve environmentally sensitive areas, including those areas that protect and enhance the City's wetlands and receiving water bodies, where regulatory measures alone are insufficient.

Policy LU-1.57.2 Encourage public and private community service providers, including the City of Kenmore, to share or reuse facilities when appropriate, to reduce costs, conserve land and provide convenience and amenity for the public. Joint siting and shared use of facilities should be encouraged for schools, community centers, health facilities, cultural facilities, libraries, swimming pools, institutional properties, and other social and recreational facilities.

Policy LU-1.57.3 Promote site development which provides utilities and infrastructure that are maintainable, aesthetically pleasing, and have several functions, such as surface water facilities designed as accessible open spaces for a development.

GOAL 1.1. DEVELOP AND MAINTAIN A SUSTAINABILITY ACTION PLAN, OUTLINING STEPS THE COMMUNITY (INCLUDING CITIZENS, BUSINESSES, CITY ADMINISTRATION AND THE CITY COUNCIL) CAN TAKE TO SUPPORT SUSTAINABLE ECONOMIC PROSPERITY, SOCIAL EQUITY AND ENVIRONMENTAL HEALTH IN KENMORE.

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/ CLASSIFICATION	BASE DENSITY/ MAXIMUM DENSITY WITH BONUS ¹ IMPLEMENTING ZONING DISTRICT
Residential 1 Dwelling Unit Per Acre (R-1) Low Density Residential	1 (4) ² 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)

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

² 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.

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

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 four 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

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,

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

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. A 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"

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;

8. Provide a strong transportation demand management program that facilitates transit use; and
9. Create an environmentally-sensitive and sustainable development, including reduced car infrastructure, low impact development, protection of water quality and critical areas, mitigation for impacts to the shoreline edge, and enhancement of fish and wildlife habitat.

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

- a. Primarily located in or near the Downtown area and in the area of transit-oriented development near the Metro/Sound Transit Park and Ride in mixed-use developments and in neighboring areas already containing multi-family uses;
- b. In or next to Regional, Community, or Neighborhood Business Centers; and,
- c. Where ~~Existing~~ existing or planned transportation capacity should be adequate to accommodate projected travel demand.

Policy LU-2.1.4 Commercial classifications should be:

- a. Located along Principal or Minor arterials or on collector streets that intersect with arterials within 1/2 mile. Existing or planned transportation capacity should be adequate to accommodate projected travel demand;
- b. Located to provide convenient shopping or other services for nearby neighborhoods;
- c. Encouraged near trails to provide opportunities for small-scale pedestrian-oriented development serving passers-by.
- d. Strategically located to maximize the potential success of the hierarchy of commercial classifications. The priority area for commercial development should be the Downtown;
- e. Sized appropriately to accommodate sufficient land to accommodate community business and services needs;
- f. Located in areas with current or planned pedestrian access; and
- 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.

Policy LU-2.1.5 Consider proposed Comprehensive Plan Amendments each calendar year concurrently so that the cumulative effect of the proposals can be determined. The City may consider some amendments outside of the normal review cycle such as amendments to the Capital Facilities Element, Shoreline Master Program, adoption of a subarea plan, emergency amendments, or others as authorized in the Growth Management Act. All proposed Comprehensive Plan Amendments should include the following elements:

- a. A detailed statement of what is proposed to be changed and why;
- b. A statement of anticipated impacts of the change, including geographic area affected and issues presented;
- c. A demonstration of why existing Comprehensive Plan guidance should not continue in effect or why existing criteria no longer apply;
- d. A statement of how the amendment complies with the Growth Management Act's goals and specific requirements;
- e. A statement of how the amendment complies with the Kenmore Vision Statement;
- f. A statement of how functional plans and capital improvement programs support the change; and
- g. Public review of the recommended change, necessary implementation (including area zoning if appropriate) and alternatives.

Policy LU-2.1.6 Ensure proposed Comprehensive Plan policy amendments ~~are accompanied by any result in~~ changes to development regulations, modifications to capital improvement programs, ~~and revised~~ subarea, neighborhood, and functional plans ~~required for implementation so that regulations will be consistent as necessary to ensure consistency with between~~ the Plan ~~and the implementing regulatory and budgetary frameworks.~~

OBJECTIVE 2.2 Prepare clear development regulations consistent with the Comprehensive Plan.

Policy LU-2.2.1 Prepare zoning maps, classifications, and development standards that are consistent with the Comprehensive Plan and functional plans.

Policy LU-2.2.2 To provide flexibility as times and development conditions change, address possible amendments to the P-suffix and special district overlay requirements through the development agreement process. If development standards are modified or eliminated, offsetting public benefits must be provided.

Policy LU-2.2.3 Kenmore's regulation of land use should:

- a. Protect public health, safety, and general welfare;

b. Protect environmentally-sensitive areas, including wetlands, groundwater, streams, Lake Washington, the Sammamish River and Puget Sound.

c. Support tree preservation, whenever possible.

d. Implement and be consistent with the Comprehensive Plan and other adopted land use goals, policies, and plans;

e. Be expeditious, predictable, clear, straightforward, and internally consistent;

f. Treat all members of the public equally and base regulatory decisions wholly on the applicable criteria and code requirements; and,

g. Provide clear direction for resolution of regulatory conflict;

h. Be enforceable, efficiently administered, and provide appropriate incentives and penalties;

i. Be consistently and effectively enforced;

j. Create public and private benefits worth their cost;

k. Be coordinated with timely provision of necessary public facilities and services;

l. Be coordinated with special purpose districts and other public agencies to promote compatible development standards in Kenmore;

m. Be responsive, understandable, and accessible to the public;

n. Provide effective public notice and reasonable opportunities for the public (especially those directly affected) to be heard and to influence decisions;

o. Avoid intruding on activities involving constitutionally protected freedoms of speech, petition, expression, assembly, association and economic competition, except when essential to protect public health, safety and welfare (and then the restriction should be no broader than necessary); and

p. Provide for relief from regulations when they would deprive a property of reasonable use, and when such relief would neither endanger public health and safety nor conflict with adopted use policies.

OBJECTIVE 2.3 Establish a system of densities and development standards that allows for efficient infrastructure and service delivery while protecting environmental

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

classification east of 73rd Avenue NE, require inclusion of affordable housing in new residential or mixed use development.

OBJECTIVE 2.4 Coordinate land use, road, and utility planning.

Policy LU-2.4.1 Establish priority areas for public facility and service improvements, especially for transportation. These priority areas should be located where public facility and service improvements would most effectively advance the City of Kenmore's growth and development as a Candidate Countywide Growth Center, or the City's goals for economic development, Downtown revitalization, neighborhood improvement, environmental protection, energy efficiency, or affordable housing objectives. Priority areas will shift over time as improvements are installed and adopted service level standards are attained.

Policy LU-2.4.2 Implement an annual monitoring program to assess land use development trends, and service and infrastructure provision. If service deficiencies, such as city, county and state roads, public water supply and wastewater treatment, or communication infrastructure are identified, the City of Kenmore and the affected service providers should adopt Capital Improvement Programs to remedy identified deficiencies in a timely fashion, or the City of Kenmore should reassess the land use plan. In particular, the City should continue to promote reliability improvements for electric services in Kenmore.

Policy LU-2.4.3 Work with communication providers to ensure that broadband service at suitable speeds is available throughout the city.

Policy LU-2.4.34 Ensure that infrastructure and facilities are sized appropriately to community needs and are located with attention to the desired neighborhood character.

Policy LU-2.4.45 Consider the effects of improved or new infrastructure such as roads and utilities as potential barriers between neighborhoods or as stimulators of development.

Policy LU-2.4.56 Through zoning and subdivision regulations, require that residential developments, including mobile home parks, whether new developments or substantial redevelopments, provide the following improvements:

- a. Paved streets (and alleys if appropriate), curbs and sidewalks, and internal walkways when appropriate;
- b. Adequate parking consistent with local transit service levels;
- c. Street lighting and street trees;
- d. Underground utilities;
- e. Stormwater control;
- f. Public water supply;

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

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.

Policy LU-34.1.2 Encourage shared, multipurpose use of regional and community facilities for cultural activities to maximize their efficient use and to expand public access to cultural opportunities.

Policy LU-34.1.3 Develop a public art program that provides art in public facilities, projects and places to enhance community character and quality of life. Priority locations should include Downtown, government facilities, and municipal parks. Maintenance and conservation should be considerations in the development and management of public art.

OBJECTIVE 34.2 Promote the preservation of significant historic and archaeological sites and structures.

Policy LU-34.2.1 Establish a partnership between Kenmore, King County, the Kenmore Heritage Society and citizen volunteers in order to comprehensively inventory historic and archaeological resources pursue historic inventories and studies to promote landmark designation. Use the inventory to guide decision-making in resource planning, environmental review, and resource management.

Policy LU-34.2.2 Encourage land uses and development that retain and enhance significant historic and archaeological resources and sustain historic community character.

Policy LU-34.2.3 Coordinate with Native American the Tribes, the King County Historic Preservation Officer, and the State Office of Archaeology and Historic Preservation, as appropriate, to review public and private projects to protect and enhance historic and archaeological resources.

Policy LU-34.2.4 Seek funding from King County, the State of Washington, or other agencies to acquire and preserve significant historic resources for use by City and other public agencies.

OBJECTIVE 34.3 Encourage local activities which promote the community's history.

Policy LU-34.3.1 Support the efforts of the Kenmore Heritage Society to document Kenmore's history, and provide educational materials and resources to all ages.

Policy LU-34.3.2 Work in partnership with the Kenmore Heritage Society, other agencies and special districts to identify places or facilities where a museum or display of historic artifacts and information can be accomplished.

Policy LU-34.3.3 When dedicating new civic facilities, consider naming them in honor of historical events or persons of significance to the community.

Policy LU-4.3.4 Acknowledge that growth and development in Kenmore occurs on the ancestral lands of the Coast Salish peoples.

IMPLEMENTATION STRATEGIES

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

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

- ~~An annual monitoring program for assessing development trends, services and infrastructure~~
- Historic resource preservation funding
- Public arts programs
- Partnerships with historic groups and agencies.
- Standards and locational requirements for small-scale commercial enterprises and services closer to home for neighborhood residents in low and medium density residential classifications.
- Minimum floor area ratio (FAR) for commercial development in the Downtown Commercial classification.
- Transit-oriented development density increases and revised standards in the area near the Metro/Sound Transit Park and Ride.

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

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

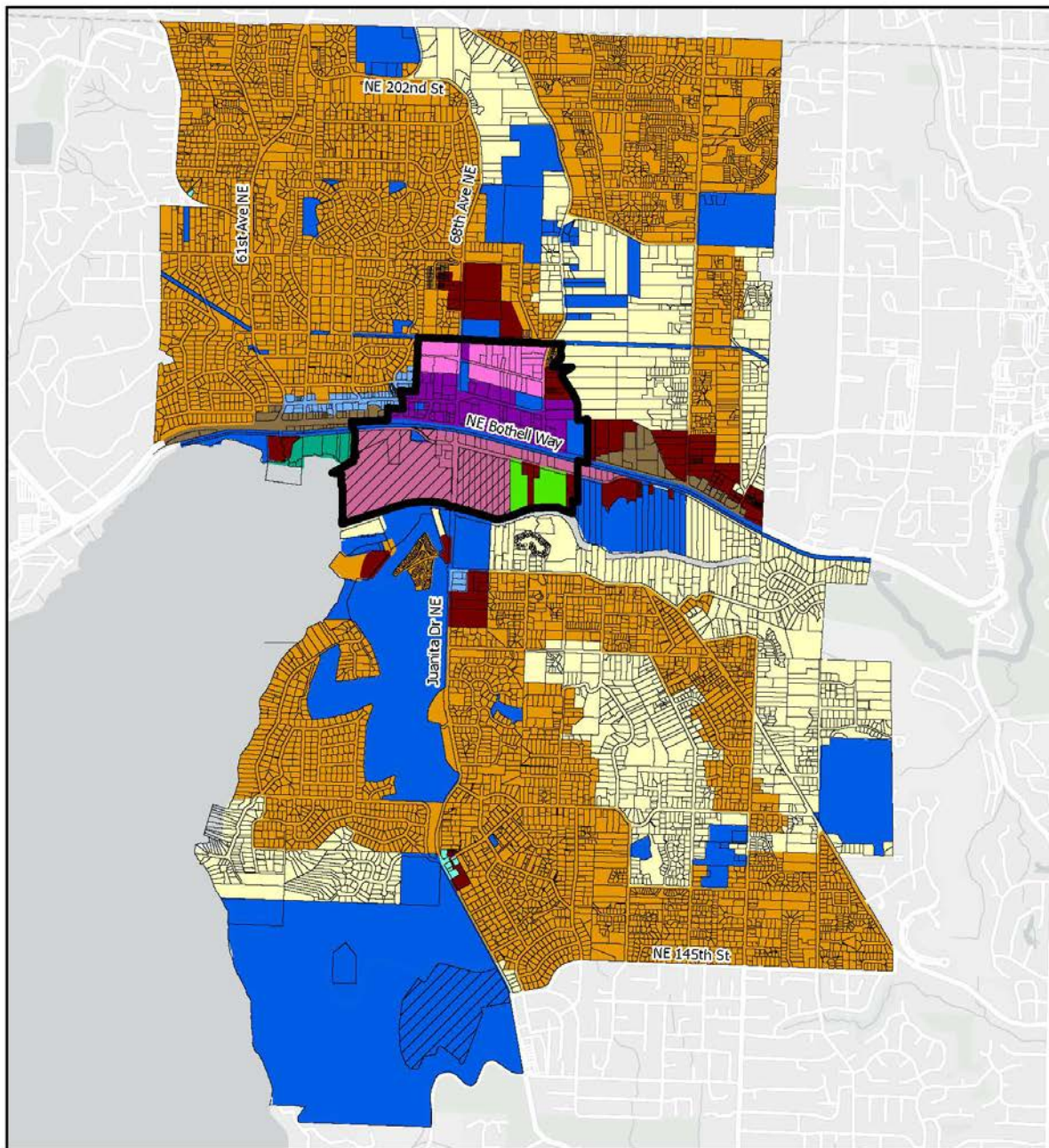
Additional or continuing efforts would need to be made to coordinate with adjacent jurisdictions or participate in regional programs, including:

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

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

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

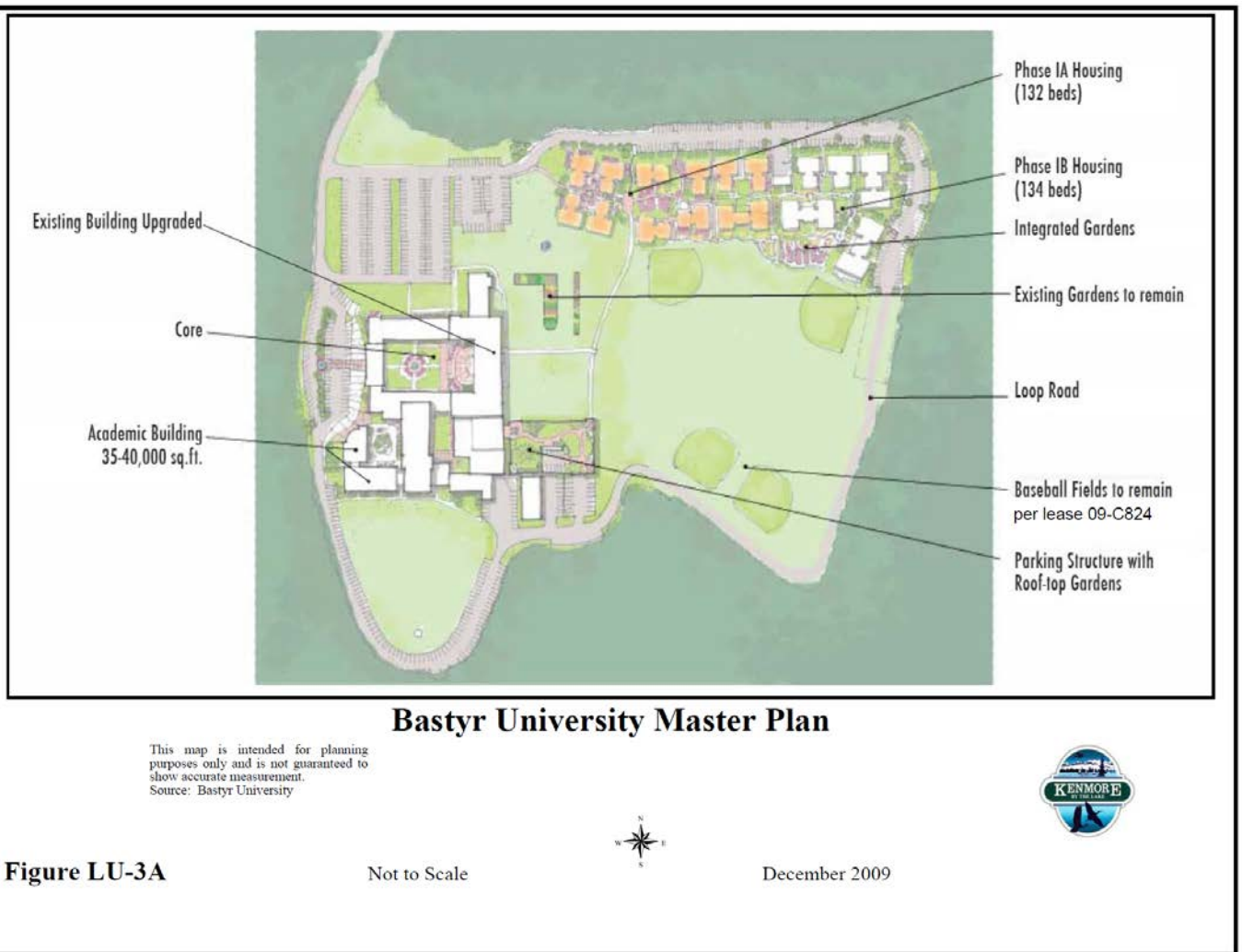
Kenmore Land Use Plan

Figure LU-3



0 1,000 2,000 4,000 Feet

Bastyr University Master Plan



~~Text~~ = deleted text

Text = new text

Text = text revised for City Council

HOUSING ELEMENT AMENDMENTS

INTRODUCTION AND BACKGROUND

Purpose

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

Growth Management Act Requirements

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

Countywide Planning Policies

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

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

The CPPs identified identify the countywide housing needs of moderate-, low-, and very low-, and extremely low-income households, which are equal to 1619 percent, 1215 percent and 1215 percent, respectively, of all housingCounty households. The CPPs also state that each city shallshould 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. EachIn the CPPs, each jurisdiction in King County agreed to a housing target (population allocations converted into households) for the years 2006–20312019–2044, in Countywide Planning Policies (CPPs). The householdKenmore’s housing growth target for Kenmore is 3,5003,070 housing units. The city is committed to ensuring there isKenmore 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. 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 68th 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 .

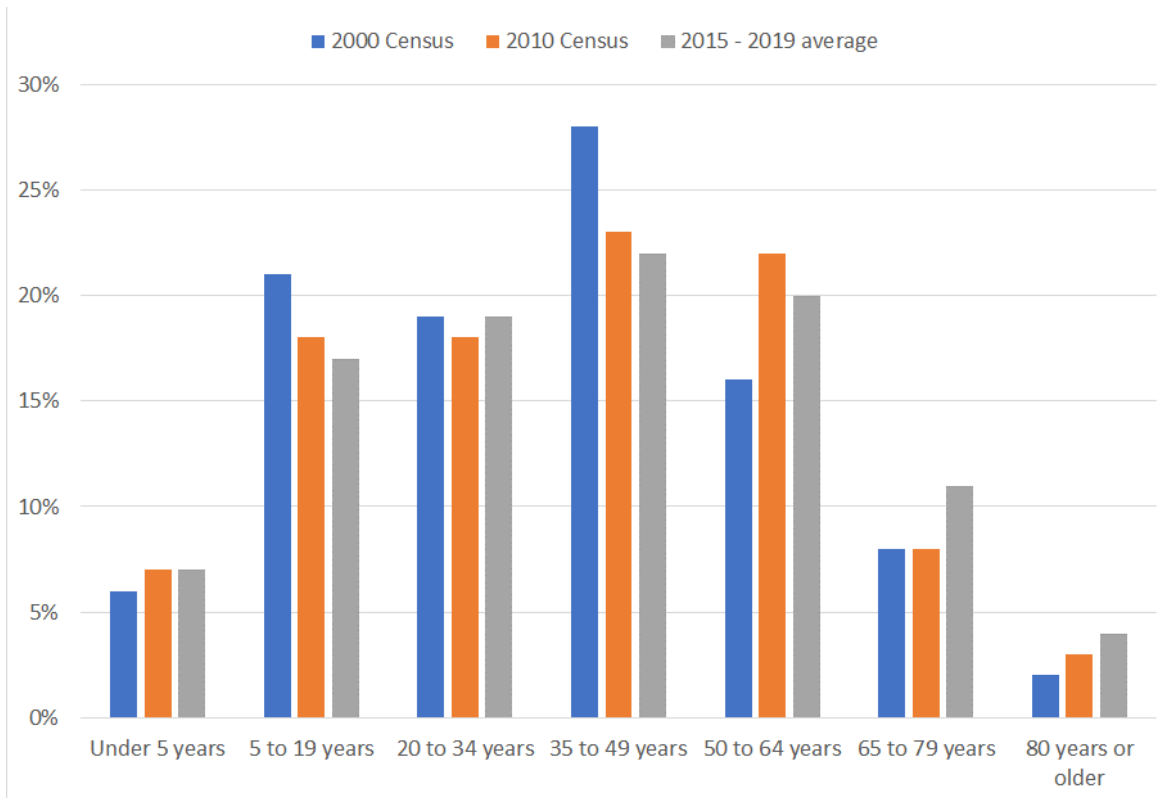
Population and HouseholdsPopulation Age

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, but due to aging of the Baby Boomers generation (age 55—65) will increase that figure over the next decade.

FIGURE H-1
POPULATION AGE, KENMORE



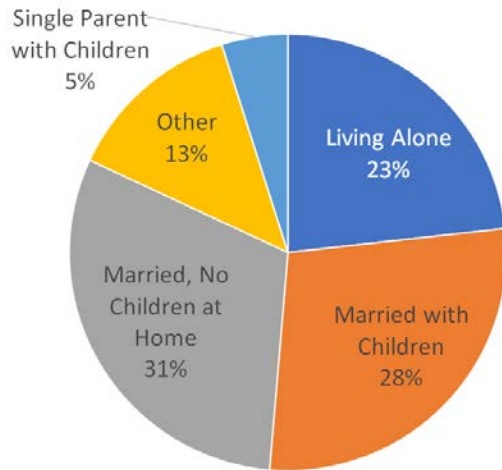
Source: 2010 Census and Washington State Office of Financial Management, April 1, 2021 Population Estimates.

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).

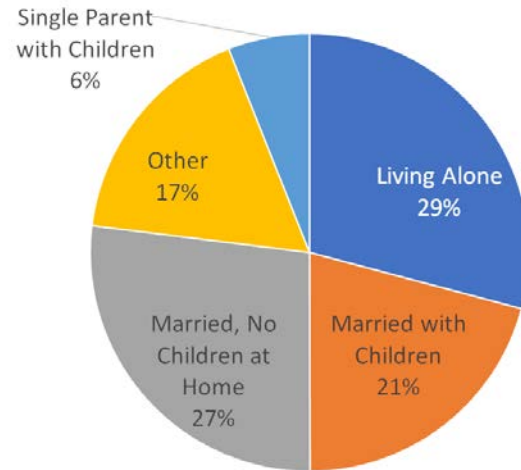
Households and Household Types

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 (56.59 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).

**FIGURE H-2
KENMORE, 2015–2019**



**FIGURE H-3
KING COUNTY, 2015–2019**



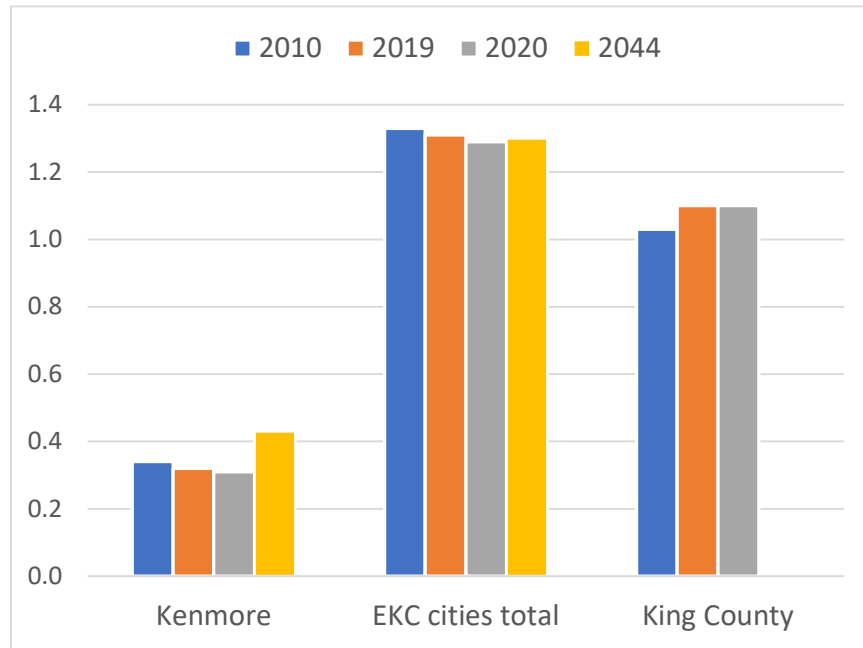
Source: 2010 Census American Community Survey (ACS) 2019 5-Year Estimates (U.S. Census Bureau)

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, the city's jobs-housing ratio was just under 0.4 and based on growth projections would increase to just over 0.4 by 2034 (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.

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

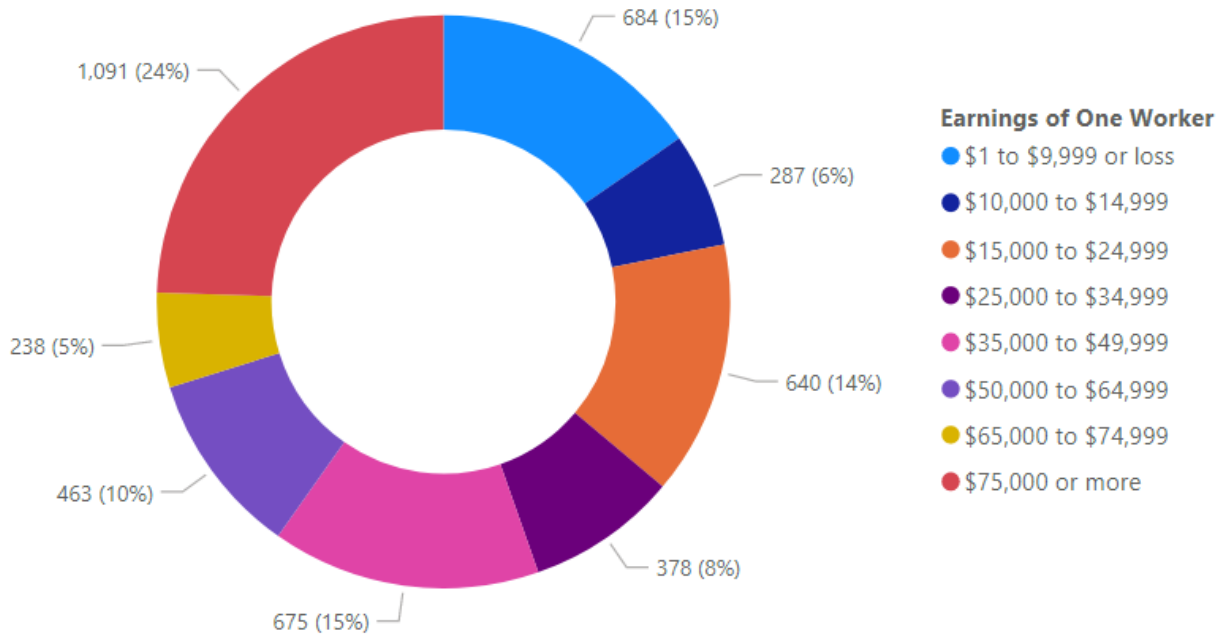


Source: A Regional Coalition for Housing (ARCH).

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).

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-6Appendix , Exhibit). The rental market is the primary source of housing for these populations.

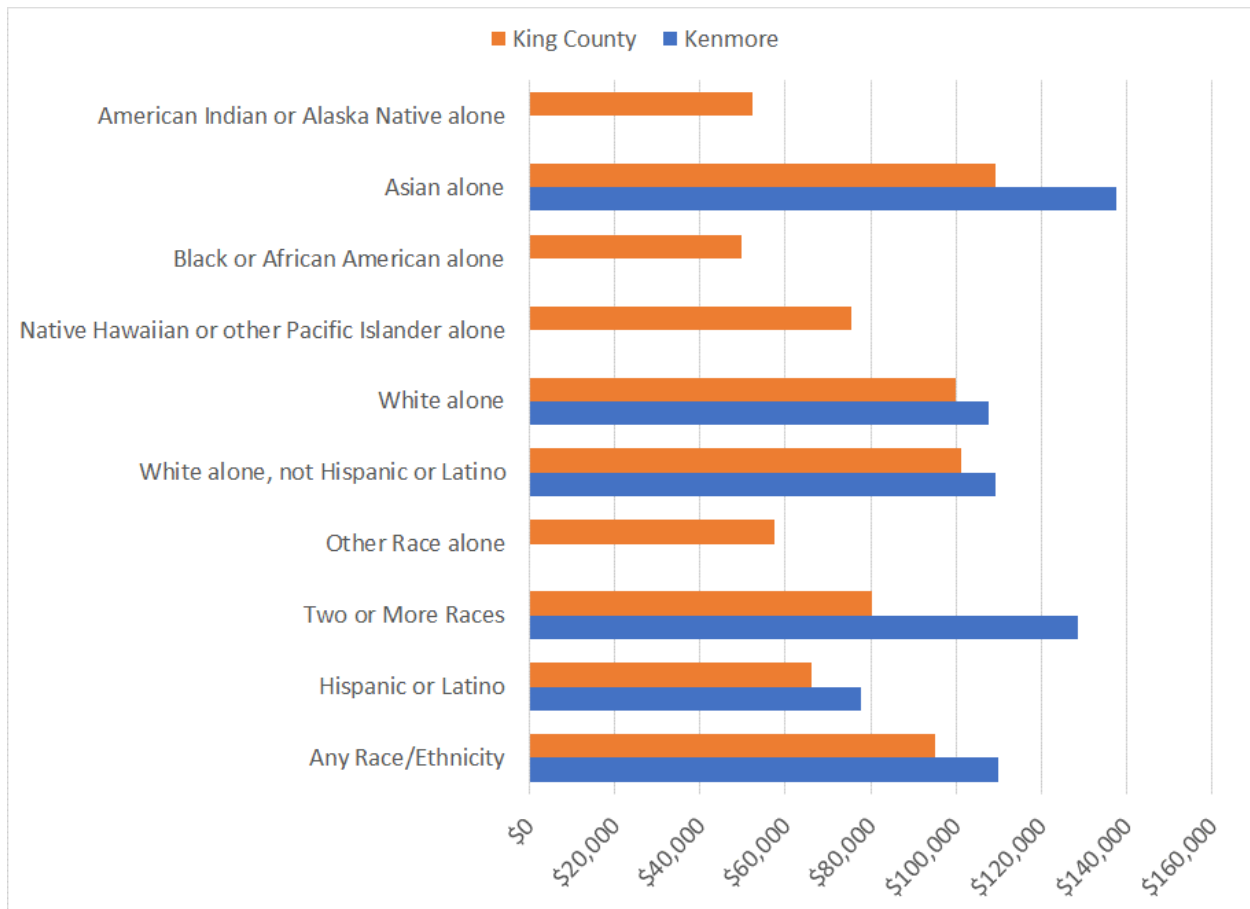
Figure H-6 provides information on median household income by race/ethnicity.

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

HOUSEHOLD INCOME CATEGORY	PERCENT OF TOTAL HOUSEHOLDS			
	KENMORE		KING CO.	
	2006-2010	2014-2018	2006-2010	2014-2018
< 30% of median: Very Extremely Low-Income	11%	12%	12%	9%
30% to 50% of median: Very Low-Income	6%	10%	10%	9%
50% to 80% of median: Moderate Low-Income	13%	11%	13%	10%
> 80% of median: Middle- and Higher-Income	71%	68%	64%	72%
<p>“Median” refers to the (King County) Area Median Income (King and Snohomish counties). Some totals exceed 100% due to rounding. *“Kenmore Census Designated Place.” 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).~~

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 L-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).

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

	2000		2010		2021	
TYPE OF HOUSING	UNITS	% OF TOTAL	UNITS	% OF TOTAL	UNITS	% OF TOTAL
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%

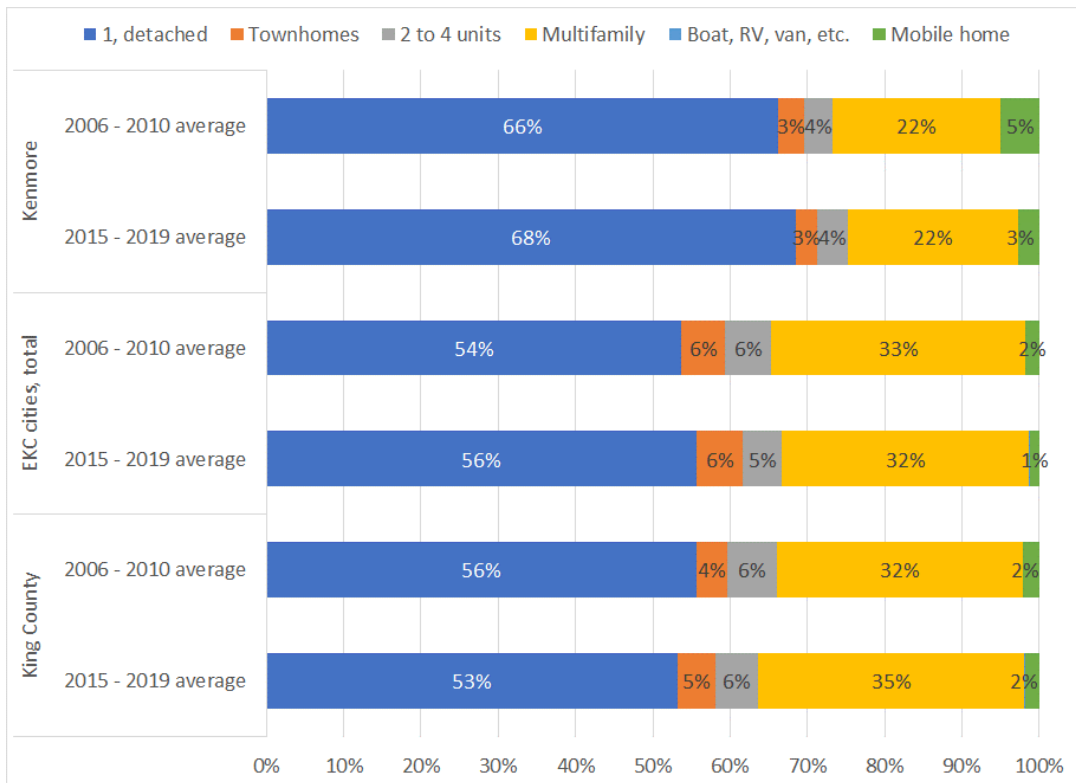
Source: U.S. Census Bureau, 2000 Census, and Washington State Office of Financial Management (OFM), 2014-2021.

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 medium density housing 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.

FIGURE H-7
HOUSING UNITS BY UNITS IN STRUCTURE



Source: 2000 Census and 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

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 20112021, 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

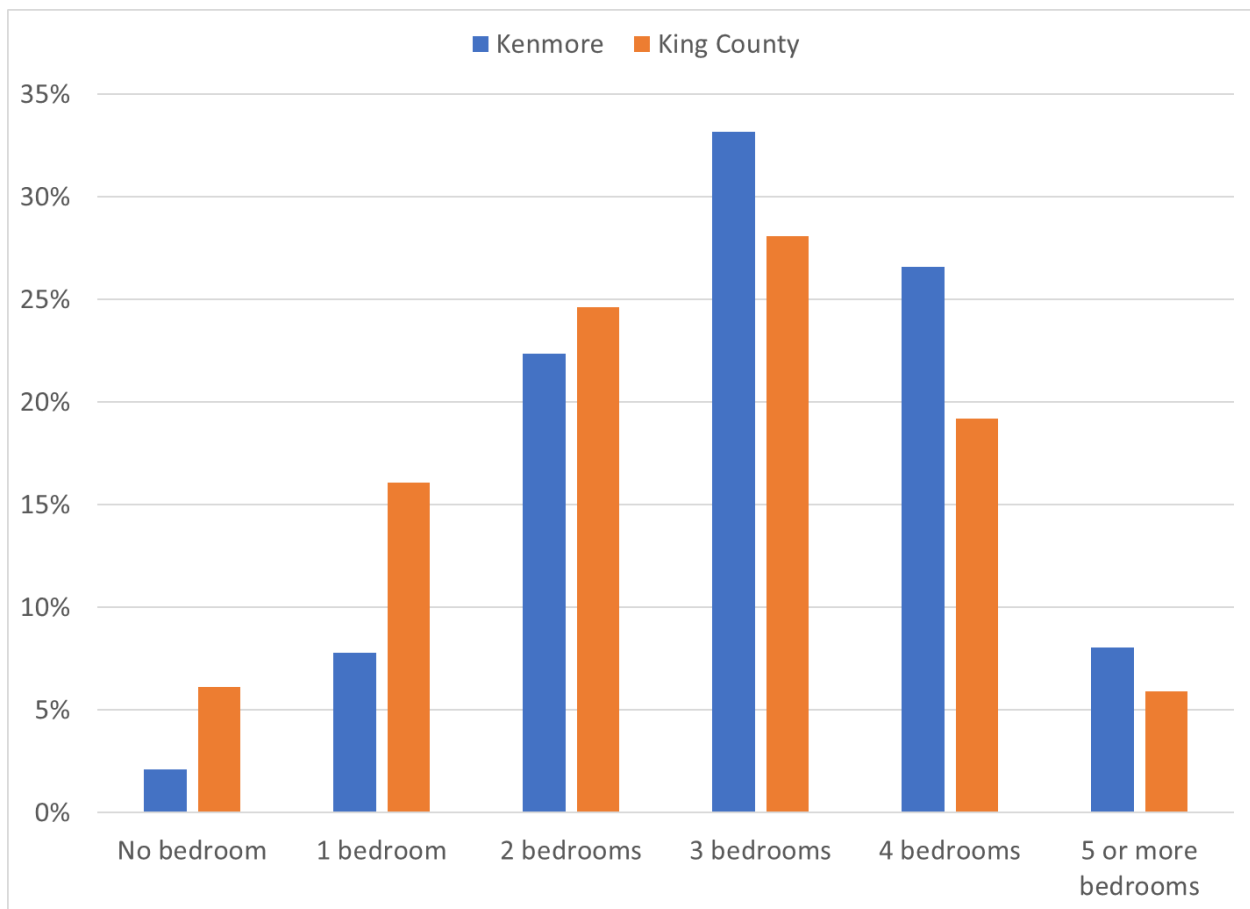
One percent (1%) of Kenmore's housing units lack complete plumbing facilities, and one percent lack complete kitchen facilities (Housing Analysis, Appendix). King County overall is similar in both respects.

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).

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.

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%

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

* “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 ~~75~~80 years (Housing Analysis Appendix, Exhibit). Supplemental Security Income supports people with disabilities in ~~over 200 (3 about two percent)~~ of Kenmore households (Housing Analysis Appendix, Exhibit).

Kenmore has ~~two~~one licensed assisted living ~~facilities~~facility (boarding homes) with ~~406~~100 beds and ~~24~~26 licensed adult family homes with ~~447~~150 beds (Housing Analysis Appendix, 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 Analysis Appendix, 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 228th St. SW) nursing home has ~~41~~299 beds.

Income- and Price-Restricted Housing

Land Use and Tax Incentives

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

	Apartments
50% AMI	5
85% AMI	51
Market Rate	166

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:

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

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 Shadrack 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 73rd Avenue NE) provides emergency family shelter. In 2018 and 2021, Camp Unity Eastside was located at

Northlake Lutheran Church (6620 NE 185th Street) and provided shelter for about 40 men, women and couples without children. Hopelink's Kenmore Place shelter also provides temporary housing.

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, 1312% of Kenmore's housing is affordable to extremely low- and very low—and low-income households and 1512% to moderate-low-income households (Housing AnalysisAppendix , 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 thanthe rest of east King County overall (8%), but lower than Bothell and lower than the Ccountywide 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-fivetwo (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 togreater than the countywide figures (24%), but aand much higher rate of affordability in rental housing than other cities in east King County (13%).

About sevennine percent (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 foureight percent (48%) are affordable to families earning 80 to 100 percent of median income (Housing AnalysisAppendix ,

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, 2010-2018

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 burden 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 percentage of severely cost-burdened households (paying more than half their incomes on housing) at 17 percent.

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

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

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

Source: CHAS 2014–2018 5-year Estimates.

See Appendix for more information about cost burdened households.

HOUSING TARGETS AND CAPACITY

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 more than 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

Housing Type	2012/2018 Existing		Remaining Capacity		Total if Built to Capacity	
	Units	Pct	Units	Pct	Units	Pct
Single-family Dwellings	6,808	72%	418	11%	7,226	53%
Multi-family Dwellings, total	2,621	28%	3,717	89%	6,338	47%
In residential-only zones			184	5%		
In mixed-use zones			3,533	95%		

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 Lands2021 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
Kenmore	9,485		12,555		
0 – 30% AMI	278	3%	1,883	15%	1,605
31 – 50% AMI	1,074	11%	1,883	15%	810
51 – 80% AMI	1,324	14%	2,385	19%	1,061
Over 80% AMI	6,809	72%	6,403	51%	-406
East King County cities	222,378		314,032		
0 – 30% AMI	6,036	3%	47,105	15%	41,068
31 – 50% AMI	12,260	5%	47,105	15%	34,845
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

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 68th Avenue NE to allow housing enable 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:

- Creates a defense to eviction for rental debt accrued due to pandemic-related hardship.
- Creates a defense to eviction if a tenant has a rental assistance application in process.
- Bans late fees for rent that became due during the pandemic.
- 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:
 - Notice of rent increase required
 - Cap on late fees
 - Cap on move in fee
 - Right to Payment Plan
 - Rental unit registration program
 - Just cause eviction program
 - Right to relocation assistance
 - Criminal background checks prohibited
 - Bars discrimination due to immigration status
 - Bars requirement of social security number
 - Bans abusive, deceptive, and unfair practices in rental housing
 - Rent due date may be altered due to tenant's fixed income
 - 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:
 - created a reduced permit review process for projects containing affordable housing.
 - The city adopted updated regulations to allow Accessory Dwelling Units, with over 3060 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 throughout the R-6, Residential, zoning district.

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

residential neighborhoods consistent with adopted service and capital improvement plans.

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

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

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

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

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

OBJECTIVE H-1.24 Promote safe, physically accessible, well maintained, and well-designed residential environments with associated open spaces.

Policy H-1.24.1 Encourage housing design and development that promotes public safety including “Crime Prevention through Environmental Design” components as described in the Land Use Community Design Sub-Element.

Policy H-1.24.2 Ensure development regulations address accessible housing and transportation services. Residential structures as well as physical improvements, such as parking, streets, and sidewalks, should allow for mobility and accessibility by all residents, including the elderly and persons with disabilities, consistent with the Transportation Element. Promote awareness of Universal Design improvements that increase housing accessibility.

Policy H-1.4.3 Support well-maintained neighborhoods through an active code enforcement program that does not disparately impact lower income residents.

Policy H-1.24.34 Prepare and implement development and design standards that acknowledge neighborhood character and address compatibility with surrounding development further the community vision consistent with Land Use and Community Design Element goals and policies.

Policy H-1.24.45 Encourage energy and water efficiency in existing and new housing developments, as addressed in the Utilities Element.

Policy H-1.24.56 Ensure adequate setbacks, landscaping, and buffering are required between housing developments of significantly differing densities and between housing and commercial areas.

Policy H-1.24.67 Ensure critical area regulations provide sufficient buffer widths consistent with the quality and class of the protect environmentally sensitive areas and that the regulations are fully implemented. Restrict intrusion into sensitive areas by nearby residents and visitors.

- 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.

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-~~1.3.1~~ 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-~~1.3.1~~ 3.1.2 Continue to take an incremental approach to expanding medium density housing opportunities in the City.

OBJECTIVE H-~~1.4.3.2~~ 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-~~1.4.3.2~~ 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-~~1.4.3.2~~ 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-~~1.4.3.2~~ 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-~~1.2.83.2.4~~ 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.

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 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.¹

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.

¹ See Countywide Planning Policies

- b. Play a partnership role with nonprofit housing project sponsors by supporting applications for CDBG, HOME, and other Federal, State, or local funding sources for the projects.
- c. Enter into a long-term partnership with one or more nonprofit housing developers to identify sites and ~~decide on the timing of applications~~ identify opportunities for public funding.
- d. Actively support affordable housing projects by expediting the permitting process, reducing development fees, or similar measures.
- e. Consider regulatory changes such as reducing parking requirements, updating building codes to promote innovative, low-cost development, and expanding the Multifamily Tax Exemption (MFTE) program to support more affordable housing development.

Policy H-~~34~~.2.2 Participate in A Regional Coalition for Housing (ARCH) to help develop and preserve affordable housing in the community and region. Maintain data demonstrating the impact in the City of Kenmore and communicate the results to the community for continued understanding and support.

Policy H-~~34~~.2.3 Identify and catalogue real property owned by the City that is no longer required for its purposes and is suitable for the development of affordable housing for ~~extremely very low~~ to moderate-income households. Engage with community partners on how best to use these resources.

Policy H-~~34~~.2.54 Use local resources, as available, to leverage other public and private funding for the creation or preservation of affordable housing.

Policy H-~~34~~.2.45 Use density bonuses, inclusionary programs, and other methods with mixed-use and multi-family developments to provide housing affordable to ~~extremely~~ low- ~~and to~~ moderate-income households.

Policy H-4.2.6 As part of any rezone that increases residential capacity, consider requiring that a portion of the new units be affordable to extremely low-, very low- or low-income households.

Policy H-4.2.7 Before implementing a new policy or regulation, consider how it will impact the cost to build a home.

Policy H-4.2.8 Focus on projects that promote access to opportunity, anti-displacement, and wealth building for Black, Indigenous, and People of Color communities.

Policy H-4.2.9 Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops

Policy H-~~34~~.2.910 Collaborate with other organizations or entities to evaluate ~~tiny home villages as a~~ ways to address transitional homeless housing or provide an additional housing type.

Policy H-~~34~~.2.611 Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.

Policy H-34.2.712 Collaborate with other local governments directly and through membership associations (e.g., Puget Sound Regional Council) on regional housing strategies, especially related to providing extremely low- and very low-income housing.

Policy H-34.2.813 Support legislation and funding at the local, county, state, and federal levels that would promote the city's housing goals and policies.

OBJECTIVE H-34.3 Provide zoning and development standards that integrate affordable housing compatibly into the community.

Policy H-34.3.1 Allow designated manufactured homes built to state standards on single-family lots.

Policy H-34.3.2 Allow and accommodate accessory dwelling units in single-family low and medium density residential districts.

Policy H-34.3.3 Pursue land use policies and regulations that:

a. Result in lower development costs without loss of adequate public review, environmental quality, or public safety; and,

b. Do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.

~~Policy H-34.3.4 Promote fair housing for all persons and ensure that no city policies, programs, regulations or decisions result in housing discrimination.~~ (MOVED)

HOUSING EQUITY

GOAL H-5. ACKNOWLEDGE THE HISTORICAL INEQUITIES THAT LIMITED THE ABILITY OF ALL RESIDENTS TO LIVE IN THE NEIGHBORHOOD OF THEIR CHOICE AND WORK TO REDUCE DISPARITIES IN ACCESS TO NEIGHBORHOODS WITH GOOD SCHOOLS, PARKS, AND OTHER AMENITIES.

OBJECTIVE H-5.1 Promote fair housing for all persons regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.

Policy H-5.1.1 Utilize the City's Diversity, Equity and Inclusion (DEI) program to ensure that ~~no city housing policies, programs, regulations, or decisions do not result in housing discrimination.~~

Policy H-5.1.2 Work with the legislature, King County, or other agencies to authorize homeowners to easily remove discriminatory restrictive covenants from deeds and other property documents.

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

Policy H-5.1.4 Consider environmental health in neighborhoods where affordable housing exists or is anticipated, and plan for environmentally healthy neighborhoods for all residents.

IMPLEMENTATION STRATEGIES

To organize and carry out these goals, objectives and policies, as well as to prepare the City for the next Comprehensive Plan update, the City will undertake the following:

- Work with neighborhoods and historically underrepresented groups when new policies, plans or programs are proposed to ensure that their unique issues are considered.
- 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 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 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 jurisdiction’s housing supply, according to the Comprehensive Housing Affordability Strategy (CHAS) estimates of 2014 – 2018 5-Year Estimates. (CHAS 2015 – 2019 estimates are not yet available.) For example, from 2014 – 2018, Kenmore averaged 3 percent of its housing units affordable to households with incomes at or below 30% of the Area Median Income (AMI). That percentage was applied to the city’s 2019 total for an estimated 278 housing units affordable at that level.

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

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

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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~~al~~ 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,

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. 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.

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

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 2015-2024/2021-2027 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.

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.

TABLE CF-A
PARKS CAPITAL IMPROVEMENTS
CITY OF KENMORE

2020-2040 FISCALLY UNCONSTRAINED LIST

PROJECT DETAIL		TOTAL DOLLAR AMOUNT
ACQUISITION		
Short-Term		
Swamp Creek Wetland Acquisition – Phase 1		1,700,000
Mid-Term		
Bastyr Field Replacement (Feasibility Study)		150,000
Tolt Pipeline – Phase 2 (73 rd Ave. NE to 80 th Ave. NE)		1,230,000
New Parkland Acquisition		5,560,785
WaterWalk Trail Acquisition – Phase 1 (Log Boom to Squires Landing)		741,438
Long-Term		
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
DEVELOPMENT		
Short-Term		
Twin Springs Interim Use Plan		100,000
Moorlands Park Improvements		50,000
Rhododendron Park Boardwalk & Float Mitigation		96,000 + 8,000
Squires Landing Replacement Float Mitigation		16,000
Squires Landing 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

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
Tolt Pipeline Trail Phase 2 (73rd Ave. NE to 80th Ave. NE)	350,000
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
Squires Landing W' a x w a d i s Waterfront Access – Phase 2	4,144,800
Tolt Pipeline Trail Phase 2	3,402,000
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	*

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

*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

20152022-2035 FISCALLY UNCONSTRAINED LIST

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

TABLE CF-C
TRANSPORTATION CAPITAL IMPROVEMENTS
CITY OF KENMORE

2015-2022-2035 AND BEYOND FISCALLY UNCONSTRAINED LIST

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

TOTAL	\$140,665,000159,045,000
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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	\$6,500,000 <u>10-20,000,000</u>
<u>Affordable Housing Development</u>	<u>\$8,090,000</u>
TOTAL	\$6,500,000 <u>18,090,000-28,090,000</u>

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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
<u>PARKS</u>							
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
Total Parks	\$3,075,474	\$8,820,772	\$93,200	\$98,700	\$148,700	\$665,500	\$12,902,346
<u>TRANSPORTATION</u>							
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 Ave)	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
Total Transportation	\$37,708,162	\$13,758,502	\$6,522,535	\$3,155,105	\$1,044,759	\$3,378,632	\$65,567,695
<u>SURFACE WATER</u>							
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
Total Surface Water	\$1,472,237	\$2,431,230	\$486,650	\$1,156,650	\$1,576,650	\$1,090,950	\$8,214,367
<u>CITY FACILITIES</u>							
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
Total City Facilities	\$6,100,000	\$641,000	\$4,639,000	\$636,000	\$638,000	\$639,000	\$13,293,000
TOTAL EXPENDITURES	\$48,355,873	\$25,651,504	\$11,741,385	\$5,046,455	\$3,408,109	\$5,774,082	\$99,977,408

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
TOTAL REVENUES	\$48,355,873	\$29,651,504	\$7,741,385	\$5,046,455	\$3,408,109	\$5,774,082	\$99,977,408

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.

Policy CF-2.1.2 Make the most efficient use of existing public facilities, including techniques such as:

- Conservation
- Demand management
- Improved scheduling
- Encourage development that uses existing facilities
- Contracting for services
- Other methods of improved efficiency.

Policy CF-2.1.3 Provide additional public facility capacity when existing facilities are used to their maximum level of efficiency consistent with adopted standards for levels of service.

Policy CF-2.1.4 Encourage development where adequate public facilities and services exist or can be provided in an efficient manner.

GOAL CF-3. COORDINATE CAPITAL FACILITY PLANS WITH STATE, COUNTY, AND LOCAL AGENCIES AND DISTRICTS.

Objective CF-3.1 Coordinate the land use planning and decisions with plans for public facility capital improvements.

Policy CF-3.1.1 Coordinate with non-City providers of public facilities about maintaining adopted levels of service standards, funding, and construction of capital improvements. Work in partnership with non-City public facility providers to prepare functional plans consistent with the City of Kenmore Comprehensive Plan as provided in Objective 2.7 and associated policies in the Land Use Element.

Policy CF-3.1.2 Establish interagency planning mechanisms to assure coordinated and mutually supportive capital facility plans from non-City providers of public facilities.

- a. Establish priority areas for infrastructure improvements consistent with the City's vision as provided in Policy LU-2.4.1.
- b. Annually assess development trends and infrastructure provision to identify and remedy deficiencies or need to reassess the land use plan as provided in Policy LU-2.4.2.

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.

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:

- Lower the level of service standard
- Change the Land Use Plan
- Increase the amount of revenue from existing sources
- Adopt new sources of revenue

Objective CF-5.2 Establish mechanisms to ensure that the required public facilities are fully funded.

Policy CF-5.2.1 Match revenue sources to capital improvements on the basis of sound fiscal policies.

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.

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.

GOAL CF-6. ENSURE GROWTH PAYS PROPORTIONATE COSTS OF CAPITAL FACILITIES REQUIRED TO SERVE THE GROWTH

Objective CF-6.1 Ensure existing and future development pay for the costs of needed capital improvements.

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.

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.

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:

- a. The facility meets the Growth Management Act definition of an essential public facility;
- b. The facility is on a State, County or City list of essential public facilities;
- c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or
- d. The facility is the sole existing facility in the County for providing that essential public service.

OBJECTIVE CF-8.2 Establish a local public review and permit process for essential public facilities.

Policy CF-8.2.1 Require a siting analysis for proposed new or expansions to existing essential public facilities consisting of the following:

- a. An inventory of similar existing essential public facilities in King County and neighboring counties, including their locations and capacities;
- b. A forecast of the future needs for the essential public facility, and definition of a logical service area;
- c. An analysis of the potential social and economic costs and benefits to jurisdictions receiving or surrounding the facilities;
- d. An analysis of environmental, health, social, and economic impacts, including mitigation, of any existing essential public facility, as well as of any new site(s) under consideration as an alternative to expansion of an existing facility;
- e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
- f. Consideration of any applicable prior review conducted by a public agency, local government, or citizen-sccommunity group;
- g. An analysis of the consistency with Comprehensive Plan policies and designations; and,
- h. Consideration of other standards and criteria as outlined in the King County Countywide Planning Policies and other locally defined plans and ordinances.

Policy CF-8.2.2 Require a public process by which citizensthe public havehas a reasonable opportunity to participate in the site selection process, especially those from historically marginalized and disproportionately burdened communities.

Policy CF-8.2.3 Siting criteria for essential public facilities which are not difficult to site should provide for site design and buffering techniques to ensure compatibility with surrounding uses, and enable the facility to be permitted outright in appropriate zoning classifications whenever feasible.

Policy CF-8.2.4 Work with King County and other municipalities to standardize review procedures and criteria for the siting of Statewide and Countywide essential public facilities and incorporate these procedures within interlocal agreements.

OBJECTIVE CF-8.3 Cooperate regionally to ensure appropriate and equitable siting of essential public facilities.

Policy CF-8.3.1 Encourage the State and County to site essential public facilities equitably among communities. No single community should absorb an inequitable share of these facilities and their impacts. Siting should consider environmental equity and environmental, economic, technical, and service area factors. The net impact of siting new essential public facilities should be weighted against the net impact of expansion of existing essential public facilities, with appropriate buffering and mitigation.

Policy CF-8.3.2 Participate in a cooperative interjurisdictional approach to the siting of essential public facilities in accordance with the King County Countywide Planning Policies. Joint planning agreements should be sought where appropriate.

OBJECTIVE CF-8.4 Seek to mitigate disproportionate financial burdens to the City due to the siting of essential public facilities.

Policy CF-8.4.1 Through joint planning or interlocal agreements, the City should seek to mitigate disproportionate financial burdens due to the siting of essential public facilities

Policy CF-8.4.2 Seek amenities or incentives for neighborhoods in which the facilities are located, and require compensation for adverse impacts.

IMPLEMENTATION STRATEGIES

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

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

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

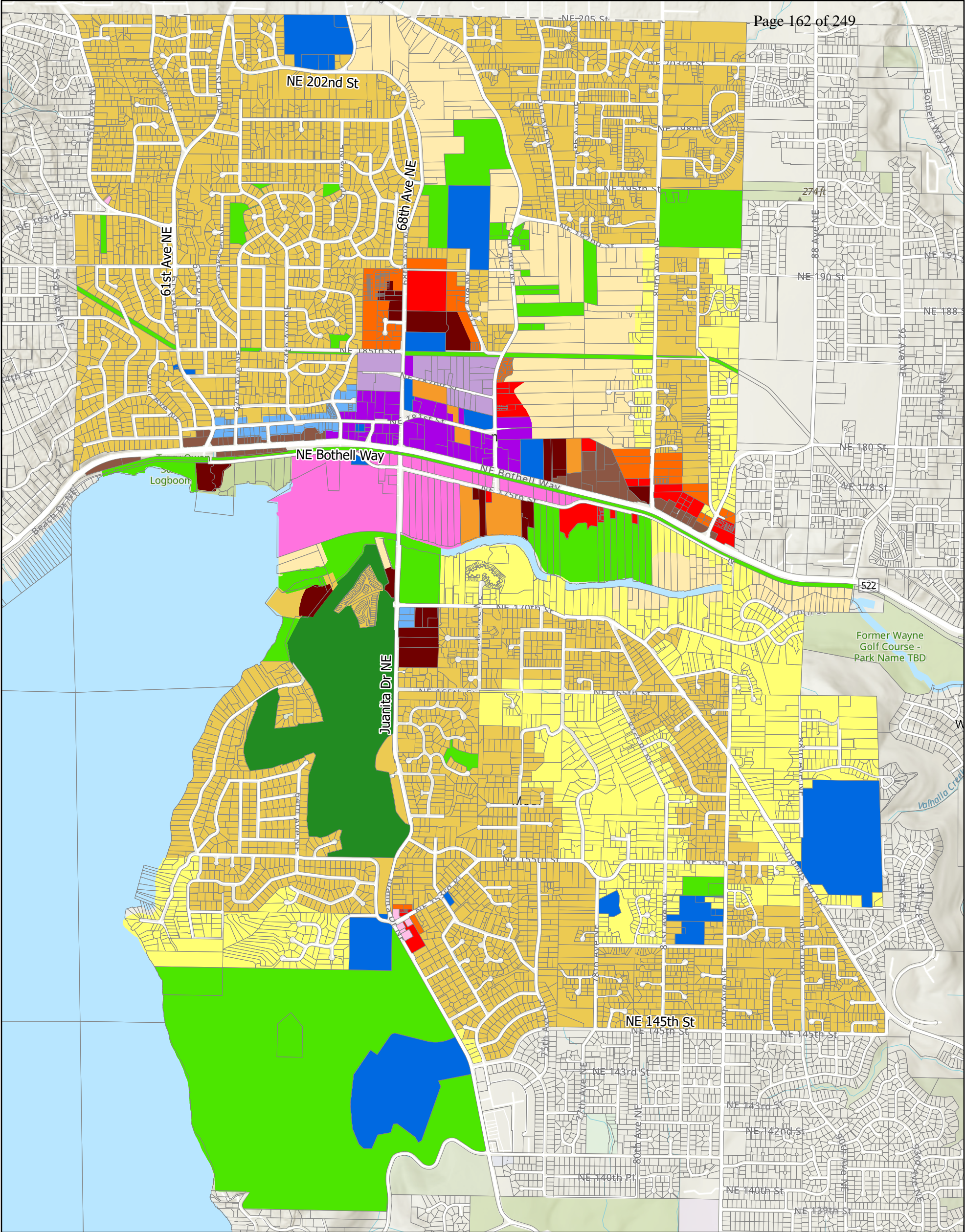
• Evaluation reports monitoring implementation of the goals and policies of the Capital Facilities Element.

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

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

1 **REFERENCES**

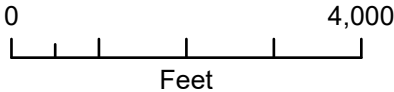
- 2 King County Growth Management Planning Council (December ~~2012~~2021). Countywide Planning
3 Policies. Seattle, WA.
- 4 Puget Sound Regional Council (2020). VISION 2050. Seattle, WA.
- 5 State of Washington Office of Financial Management (January 2015). ~~2015-21~~2021-2027 Six-Year
6 Facilities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



Official Zoning Map | City of Kenmore

- | | | | |
|--------------------------------|-----------------------|------------------|-----------------------|
| Community Business | Neighborhood Business | R-12 Residential | Urban Corridor |
| Downtown Commercial | Parks* | R-18 Residential | Waterfront Commercial |
| Downtown Residential | Public/Semi-Public | R-24 Residential | |
| Golf Course | Regional Business | R-4 Residential | |
| Manufactured Housing Community | R-1 Residential | R-M Residential | |

* Portions of the Burke-Gilman Trail & Tolt Pipeline occur in rights-of-way and not as separate parcels. However, these facilities are considered to be Parks along their full length.



This map is intended for planning purposes only and is not guaranteed to show accurate measurements.

DRAFT “MISSING MIDDLE” HOUSING CODE AMENDMENTS

~~Text~~ = deleted text

Text = new text

Text = text revised for City Council

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~~family dwellings 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, and each unit is separated from any other unit by one or more vertical common walls. Most typically the townhouse units are multi-story. Each dwelling unit is independently owned.

18.20.1860 Nonconformance.

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

18.20.2080 Porte cochere.

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

18.20.2530 Setback.

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

18.20.2910 Street.

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

18.20.2920 Street frontage.

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

18.20.2930 Structure.

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

Zones, Maps and Designations

18.15.040 Residential zones.

A. The purpose of the residential zones (R-1 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-6R-4 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-6M 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*;

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;

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

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

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

B. Use of ~~this~~ these zones is appropriate as follows:

1. The R-1 and R-4 zones on or adjacent to lands with area-wide environmental constraints where *development* is encouraged or required to cluster away from *critical areas*;

2. The R-4 through R-6M zones on lands that are predominantly environmentally unconstrained and are served at the time of *development* by adequate public sewers, water supply, *streets* and other needed public facilities and services;

3. The R-12 through R-48 zones next to commercial centers, in areas that are served at the time of *development* by adequate public sewers, water supply, *streets* and other needed public facilities and services; and

4. The MHC zone on existing *manufactured housing communities* planned for either short-term or long-term preservation.

R-6M Residential Zoning Standards

18.21.020 Residential zones R-1, R-4 and R-6M – 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-6M:

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

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

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

PERMITTED	CONDITIONALLY PERMITTED	PROHIBITED
		Transportation
		Vehicle or equipment rental
		Vehicle refueling station
		Warehousing
		Wholesale trade

1 . . .

2 11. Townhouse units only permitted and only on lots in a subdivision or short subdivision designed

3 for townhouse units or through a . Other townhouse units require a conditional use permit with a

4 binding site plan.

5 Duplexes and triplexes permitted only in the R-6M zone, generally within ¼ mile of higher-

6 capacity transit service. See KMC 18.21.025 for a map of possible locations. Duplexes and

7 triplexes are allowed on a lot only if the entire parcel is within the ¼-mile area and if the lot

8 dimensions are adequate as described in KMC 18.21.030. See also KMC 18.21.035 for design

9 standards for duplexes and triplexes.

10 ApartmentOther types of multiple-family dwellings are prohibited.

11 . . .

12 18.21.025 Map of Potential Duplex/Triplex Locations

15 The area where a duplex or triplex may be permitted is shown on Figure 18.21.025.1. A duplex

16 or triplex shall not be authorized in this area, however, unless 100% of the lot is inside the

17 boundaries of this area, and if the lot dimensions are adequate as described in KMC 18.21.030.

18 18.21.030 Residential zones R-1, R-4 and R-6M – Development standards.

21 The following zone-specific development standards in Table B apply in the R-1, R-4 and R-6M

22 residential zones:

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

STANDARDS	Z O N E S	R-1 ¹	R-4	R-6M
Base Density (other than Duplex or Triplex): Dwelling Unit/Acre ²		1 du/ac	4 du/ac ³	6 du/ac
Maximum Density (other than Duplex or Triplex): Dwelling Unit/Acre ⁴			6 du/ac	9 du/ac
Duplex Base Density: Dwelling Unit/Acre ²	--	--	--	22 du/ac
Duplex Maximum Density: Dwelling Unit/Acre ⁴	--	--	--	24 du/ac
Triplex Base Density: Dwelling Unit/Acre ²	--	--	--	26 du/ac
Triplex Maximum Density: Dwelling Unit/Acre ⁴	--	--	--	29 du/ac
Minimum Density		None	None	None
Minimum Lot Width (other than Duplex or Triplex) ⁶		35 ft. ⁷	30 ft.	30 ft.
Side-by-side Duplex Minimum Lot Dimensions ¹⁸	--	--	--	50' wide 100' deep
Stacked Duplex Minimum Lot Dimensions ¹⁸	--	--	--	40' wide 100' deep
Triplex Minimum Lot Dimensions ¹⁸	--	--	--	50' wide 100' deep
Minimum Street Setback		20 ft. ⁷	15 ft. ^{8,9}	15 ft. ^{8,9}
Minimum Side Setback ^{5,10}		5 ft. ⁷	15 ft. total ¹¹	15 ft. total ¹¹
Minimum Rear Setback ^{5,10}		5 ft. ⁷	20 ft.	20 ft.
Maximum Height (Other than Duplex or Triplex) ¹²		35 ft.	35 ft.	35 ft. 45 ft. ¹³
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 ¹⁴		30% ¹⁵	55%	70%

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

STANDARDS	Z O N E S	R-1 ¹	R-4	R-6M
Minimum Lot Size <u>(does not apply to Duplex or Triplex)</u>		2,500 sq. ft.	7,200 sq. ft. ^{16,17}	5,400 sq. ft. ^{16,17}

. . .

² Density applies only to *dwelling units* and not to sleeping units.

. . .

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

⁵ These standards may be modified under the provisions for *zero-lot-line developments*.

. . .

⁸ If *development* provides *alleys* or consists of *townhouses*, then the *street setback* may equal be reduced to 10 feet.

⁹ At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the street property line. The linear distance shall be measured along the centerline of the driveway from the access point to such garage, carport or fenced area to the street property line. 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, Road Standards.

¹⁰ Vehicle access points from gGarages, carports or fenced parking areas shall be set back from the property line on which a *joint use driveway* is located to provide a straight line length of at least 26 feet as measured from the centerline of the garage, carport or fenced parking area, from the access point to the opposite side of the *joint use driveway*.

¹¹ Any side yard shall equal a minimum of five feet but the two side yards combined must equal a minimum of 15 feet.

. . .

¹⁴ Applies to each individual *lot*. *Impervious surface* area standards for:

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

...

¹⁸ Lot width is measured at the *street setback* line. Lot depth is measured on a line perpendicular to the *street frontage*. Lot dimensions for panhandle lots or lots of unusual shape shall be evaluated on a case-by-case basis by the *city manager* to determine whether lot width and depth are adequate for construction of a *duplex* or *triplex*.

18.21.035 Additional duplex and triplex development standards

A. Building dimensions

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

LOT WIDTH:	40'-49'	50'-59'	60'-69'	70'-79'	>80'
Side-by-side duplex: 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
Stacked duplex: 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

1

LOT DEPTH:	<100'	100-124'	125-149'	150-199'	>200'
Side-by-side duplex: 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
Stacked duplex: Maximum building depth perpendicular to the building's street facade	Not permitted	40'	50'	50'	50'

2

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

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

3

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

4

3. In rare cases, the city manager may adjust maximum building widths and depths by up to 20% 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 *single detached dwelling units*, the following design standards apply to *duplex* and *triplex buildings*:

1. Building orientation.

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

2. Dwelling Unit Entrances.

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

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

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 façade.

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;

2. *Single detached dwelling units* developed on common property at a density of 12 or more units per acre;

3. *Supportive living facilities*;

4. *Temporary lodging*;

5. *Adult family homes*; and

6. *Manufactured housing communities*.

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

1. Residential subdivisions and short subdivisions, including attached and detached *dwelling units* on individually platted or short platted *lots*;

2. Any detached *dwelling units* located on a *lot*;

3. *Family child-care homes*; and

4. Type I *community residential facilities*.

. . .

18.35.050 Landscaping – Street trees for single-family residential subdivisions.

For single-family residential subdivisions:

A. Trees shall be planted at the rate of one tree for every 40 feet of frontage along a neighborhood collector street or arterial street. Native vegetation cultivars are preferred in accordance with the provisions of Chapter 12.50 KMC, Road Standards;

B. The trees shall be:

1. Located within the street right-of-way in accordance with the provisions of Chapter 12.50 KMC, Road Standards ~~if permitted by the City;~~

2. Located ~~No~~ no more than 20 feet from the street right-of-way line if located within a lot. Sight distance shall be reviewed in accordance with the provisions of Chapter 12.50 KMC, Road Standards;

3. Maintained as follows:

a. Right of way trees shall be ~~M~~ maintained by the adjacent landowner in accordance with the provisions of Chapter 12.70 KMC, Sidewalks, Planting Strips and Street Trees.

b. Trees on private streets shall be maintained by the adjacent landowner unless part of a homeowners' association program unless part of a City maintenance program; and

4. A species in accordance with the provisions of Chapter 12.50 KMC, Road Standards approved by the City if located within the street right-of-way and compatible with overhead utility lines;

C. The trees may be spaced at irregular intervals to accommodate sight distance requirements for driveways and intersections.

General Development Standards

18.30.110 Lot width – Measurement method.

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

18.30.230 Setbacks – Projections and structures allowed.

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

. . .

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

1. Children's play *structures* not otherwise regulated by this title;

2. No more than one storage shed or similar *use*, limited in height to eight feet for a flat roof or 10 feet for a pitched roof, with a maximum dimension of 15 feet on any side and a total area not exceeding 200 square feet;

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

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

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

Parking

18.40.030 Computation of required off-street parking spaces.

A. Except as modified in KMC [18.40.040](#), [18.40.050](#) or [18.40.090](#), off-street parking areas shall contain at a minimum the number of *parking spaces* as stipulated in the following table. Off-street parking ratios expressed as number of spaces per square foot means the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not

- 1 limited to building maintenance areas, storage areas, closets, restrooms and exterior walls. If
- 2 the formula for determining the number of off-street *parking spaces* results in a fraction, the
- 3 number of off-street *parking spaces* shall be rounded to the nearest whole number with
- 4 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
RESIDENTIAL:		
<i>Single detached dwelling unit</i>	2.0 per dwelling unit	2.0 per dwelling unit; tandem stalls permitted
<i>Townhouse</i>	2.0 per dwelling unit	1.5 per dwelling unit; tandem stalls permitted
Guest parking	1 space for every 5 units	1 space for every 5 units
<u>Duplex</u>	Within ¼ mile of SR-522 or the Juanita Drive NE/NE 153 rd Place/NE 155 th Street/84 th Avenue NE transit corridor: 0.75 per dwelling unit. Otherwise: 1.0 per dwelling unit	.75 per dwelling unit
<u>Triplex</u>	Within ¼ mile of SR-522 or the Juanita Drive NE/NE 153 rd Place/NE 155 th Street/84 th Avenue NE transit corridor: 0.75 per dwelling unit. Otherwise: 1.0 per dwelling unit	.75 per dwelling unit
<u>ApartmentOther multiple-family dwellings:</u>		
<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 dwelling unit	1.0:du; tandem stalls permitted
One-bedroom unit	1.5 per dwelling unit	1.0:du; tandem stalls permitted
Two-bedroom unit	1.7 per dwelling unit	1.5:du; tandem stalls permitted
Three-bedroom unit or larger	2.0 per dwelling unit	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 ~~areasspaces~~ 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, *StreetRoad* 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.~~

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

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

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

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

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

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

. . .

H. Tandem or end-to-end parking is allowed in residential *developments*. ~~Apartment~~ *Multiple-family dwellings, including duplex, triplex,* or *townhouse developments*, may have tandem parking *areas* for each *dwelling unit* but shall not combine parking for separate *dwelling units* in a tandem parking *areas configuration*.

. . .

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

Nonconformances

18.100.010 Purpose.

The purposes of this chapter are to:

A. Establish the legal status of a *nonconformance* by creating provisions through which a *nonconformance* may be maintained, altered, reconstructed, expanded or terminated;

B. Establish the rules for an *existing legal use* by creating provisions through which an *existing legal use* may be maintained, altered, reconstructed, expanded or terminated; and

C. Provide for the temporary establishment of *uses* that are not otherwise permitted in a zone or that do not meet all development standards of a zone and to regulate such *uses* by their scope and period of use.

18.100.020 Nonconformance – Applicability.

A. All *nonconformances* shall be subject to the provisions of this chapter, except for:

1. nonconforming billboards, which shall be subject to KMC [18.42.150](#), and

2. existing legal *multiple-family dwellings* that do not conform to the following standards: base density, maximum density, minimum setbacks, maximum height, or minimum lot size. This exception is not applicable to other standards for a *multiple-family dwelling*, such as base or maximum impervious surface or critical area buffers, which continue to be *nonconformances* subject to the provisions of this chapter.

B. The provisions of this chapter do not supersede or relieve a property owner from compliance with:

1. The requirements of the International Building and Fire Codes; or

2. The provisions of this code beyond the specific *nonconformance* addressed by this chapter.

18.100.090 Nonconformance – Residences.

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

Road Standard Amendments

5.04 Driveways and Driveway Approaches This section provides driveway and driveway approach standards to public and private roads. It is not the intent of these Standards to govern design or location of driveways on private property except where they connect to the road where minimum setbacks are required along property lines and where safety is a concern. However, fire access requirements governed by the Fire Code (KMC 15.10) and KMC Title 18, establish criteria for driveway widths.

. . .

B. Single Family Residential Driveway and Driveway Approaches:

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

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

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

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

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

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

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

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

C. Duplex or Triplex Driveways and Driveway Approaches:

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

2. Driveway and driveway approaches shall be 12 feet wide between the tract/easement/right-of-way line and the duplex or triplex building. A minimum driveway width of 10' is required along the side of the building or in the rear of the lot.

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

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

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

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

D. Townhome Driveways and Driveway Approaches: Driveways lengths shall be 20 feet when accessed from a public road with a width between 8 feet and 20 feet. Driveways are not

required when accessing from a private road. If driveways are proposed off of a private road, they shall follow the requirements for access from a public road. Driveway approaches to garages from private roads shall not exceed 6 feet in length. Any conflicts with the KMC, the KMC shall prevail.

CE. Commercial, Industrial, & Other Multi-Family Driveways and Driveway Approaches:

1. Driveways, when designed, must be a minimum length of 40 feet, measured along any point between the nearest tract/easement/right-of-way line of a shared access or roadway and the nearest edge of the parking area/carport/garage required per KMC 18.40.030.

2. Driveways and Driveway approaches shall have a minimum width of 24 feet and a maximum width of 36 feet.

3. Driveways shall be continuously paved between the public right-of-way and the parking area required by KMC 18.40.030.

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

EF. Location of New Driveways.

1. Driveway location is subject to City approval.

2. No portion of driveway width for uses other than duplexes or triplexes shall be allowed within 5 feet of any existing side property lines.

i. Exceptions may be granted without a formal variance request for access panhandles to single lots and for lots taking access from a cul-de-sac bulb; in such cases the driveway shall be located, and possibly reduced in width, to provide the largest setback feasible.

ii. A setback variance may be approved if approval from the adjacent property owner(s) is received.

3. For duplexes and triplexes, a driveway may be allowed within 3 feet of any existing side property line if *native vegetation* is provided to screen the driveway from the neighboring property. Landscaping shall minimally consist of a mix of native evergreen and deciduous shrubs spaced no more than 6' on center and with an ultimate height of at least 5', along with additional native garden plantings spaced to result in total coverage of the majority of the required landscape area within three years. The landscape plan shall be incorporated into the site plan submitted with the permit and the landscaping shall be maintained as specified in KMC 18.35.120. Noxious weeds, as defined in KMC 18.20.1890, shall not be used for landscaping.

As an alternative, a minimum 6'-tall fence, consistent with the standards in KMC 18.30.040, may be provided.

...

AMENDMENTS RESULTING FROM ELIMINATION OF "APARTMENT" DEFINITION

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.

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-6M, 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-6M, 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 only development</i> 18 – 36 – Townhouse/apartment <i>other multiple-family combination development</i> 36 – Apartment <i>Multiple-family development other than townhouses</i>
Minimum Lot Width	<i>Townhouse</i> – 20 ft. Apartment <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:

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:

. . .

B. Residential Use.

1. One sign not exceeding two square feet is permitted; and

2. One permanent residential development identification sign not exceeding 32 square feet is permitted per neighborhood, subdivision, manufactured housing community, ~~apartment/condominium~~ multiple-family complex development (but not including a duplex or triplex), or other residential area. The maximum height for the sign shall be six feet. The sign may be freestanding or mounted on a wall, fence, or other structure.

18.50.060 Attached dwellings and group residences – Applicability.

The standards of KMC [18.50.070](#) and [18.50.080](#) shall apply to all new ~~apartment~~ multiple-family developments exceeding four dwelling units, ~~new townhouse development~~ and new group residences except Class I community residential facilities (CRF-I). Expansions of existing development that involve four or more dwelling units shall be subject to compliance with KMC [18.50.070](#) and [18.50.080](#).

18.50.070 Attached dwellings and group residences – Vehicular access and parking location.

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, the following requirements apply:

A. On sites abutting an alley constructed to a width of at least 20 feet, ~~apartment and townhouse~~ multiple-family development and all group residences except Class I community residential facilities (CRF-I) shall have parking areas placed to the rear of buildings with primary vehicular access via the alley, except when waived by the city manager due to physical site limitations.

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-6M. 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-6M 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-6M 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,

the *development* shall provide perimeter *landscaping* and *tree* retention in accordance with Chapters [18.35](#) and [18.57](#) KMC ~~for townhouse or apartment projects~~.

2. When less than 75 percent of the units in the RDI consist of ~~townhouses or apartments~~ *multiple-family dwelling units other than duplexes or triplexes*, the *development* shall provide *landscaping* and *tree* retention in accordance with Chapters [18.35](#) and [18.57](#) KMC ~~for townhouses or apartments~~ on the portion(s) of the *development* containing such units; provided, that if *buildings* containing such units are more than 100 feet from the *development's* perimeter, the required *landscaping* may be reduced by 50 percent.

18.100.180 Temporary real estate offices.

One temporary real estate office may be located on any new residential *development*; provided, that activities are limited to the initial sale or rental of property or units within the *development*. The office *use* shall be discontinued within one year of recording of a short subdivision of four lots or less or issuance of a final certificate of occupancy for ~~an apartment~~ *multiple-family* *development*, and within two years of the recording of a formal subdivision or short subdivision of more than four lots.

Other Miscellaneous Amendments

18.15.010 Zones and map designations established.

In order to accomplish the purposes of this title, the following zoning designations and zoning map symbols are established:

ZONING DESIGNATIONS	MAP SYMBOL
Residential	R- (base density in dwellings per acre)

Note: Throughout the Zoning Code, references to "R-6" would be replaced with "R-M" and references to R zones would be replaced with "R-" zones.

Comments from Richard Sawyer, Environmental Services Manager, regarding surface water

Lower impervious area and higher density are low-impact development (LID) principles that the city would encourage and LID can be applied in dense urban areas.

Stormwater impacts have many contributing factors, but impervious area is the main one, particularly pollution generating impervious area (those areas used by cars). There is obviously some impact to stormwater if you have more people using the same area (higher density) because you likely have more cars driving, more people walking dogs, etc... However, it a much larger negative impact to spread the same number of people out in a larger area (lower density) because you will have more impervious area with cars driving further distances.

You also can't look at Kenmore as a standalone entity. You have to consider the entire urban growth area. It is better for the entire region to have higher density in Kenmore than have that growth happen in existing undeveloped areas further out.

Also, more specific to Kenmore, we have a lot of older R-6 areas that developed before surface water management policies were in place. I would presume that as existing R-6 areas redeveloped into higher density uses, current surface water management (SWM) development regulations would kick in and you would actually end up with an improvement to the surface water system compared to what is there now. For instance, applying LID is a requirement in our surface water code even for small projects, if they exceed a couple thousand square feet.

If the building footprint doesn't get larger or if the maximum impervious area allowance remains the same, then that would be an improvement for surface water management. Or to more directly answer the question – no, surface water impacts would not be a new significant impact (in fact, it's likely to improve as I mentioned for older developments currently lacking modern stormwater controls).

As for surface water testing, the City has not conducted area-wide chemical analysis of runoff. Generally speaking, however, I don't think anyone should be surprised that regional stormwater monitoring results have shown that untreated runoff contains a variety of pollutants such as sediment, hydrocarbons, metals, bacteria, pesticides, etc... The testing that the City conducts includes bacteria sampling of Swamp Creek year-round, bacteria testing in Lake Washington at Log Boom Park in summer, and continuous monitoring of parameters including pH, temperature, turbidity, and conductivity in two locations at Tributary 0056 and Swamp Creek.



City Council Business Agenda Item City of Kenmore, WA

Subject/Topic:

Presentation of 2023-2024 Proposed Biennial Budgets for the following department cost centers:
Community Development,
Public Works Engineering,
Public Works Parks & Facility Maintenance,
Street Fund,
Parks Capital Fund,
Transportation Capital Fund

Proposed Council Action/Motion:

Presentation of 2023-2024 Proposed Biennial Budgets for the following department cost centers:
Community Development, Public Works Engineering, Public Works Parks & Facility Maintenance, Street Fund, Parks Capital Fund, Transportation Capital Fund

For Council Meeting Agenda of: October 17, 2022

Departments:

Finance and Administration Dept: Leticia Salcido,
Public Works Engineering: John Vicente
Community Development Dept: Debbie Bent
Public Works Maintenance: Jennifer Gordon

Prepared by: Leticia Salcido, Finance and Administration Director

Initial & Date

Approved by Department Head: _____

Approved by City Attorney: _____

Approved by Finance Director: _____

Approved by City Manager: _____

Exhibits/Attachments:

Presentation to be uploaded
the week of October 10, 2022

INFORMATION/BACKGROUND:

The following 2023-2024 proposed budgets will be presented to the City Council for review and discussion: Community Development, Public Works Engineering, Public Works Parks & Facility Maintenance, Street Fund, Parks Capital Fund, and Transportation Capital Fund. A staff presentation will be provided.

FISCAL CONSIDERATION:

The 2023-2024 preliminary budget book includes an estimation of General Fund revenues and Department expenditure budget details for the following Departments which will be reviewed at the meeting:

The Community Development Director Debbie Bent will present that department cost center and the Parks Capital Fund budget.

The Engineering Director John Vicente will present the Public Works Engineering budget and the Transportation Capital Fund.

The Operations Director Jennifer Gordon will present the Public Works Parks & Facility Maintenance budget and the Street Fund.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED: RCW 35A.33.055 The legislative body must schedule hearings on the budget or parts of the budget prior to the final approval.

Signature: RGK
RGK (Oct 12, 2022 19:54 PDT)

Email: rkarlinsey@kenmorewa.gov

VII. B. Presentation of 2023-2024 Proposed Biennial Budgets for the foll...

AB- Budget Presentation 10-17-22 - revised

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Final Audit Report

2022-10-13

Created:	2022-10-12
By:	Leticia Salcido (lsalcido@kenmorewa.gov)
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"AB- Budget Presentation 10-17-22 - revised" History

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City of Kenmore Proposed Preliminary 2023-2024 Biennial Budget Presentation

Meeting of
October 17, 2022





ENGINEERING

Department Description

- Transportation CIP
- Utility Permitting/Franchises
- Traffic Engineering
- Utility Permitting/Franchises
- Automated Photo Enforcement
- ROW Development
- Pavement Management
- Transportation Planning
- ADA Compliance

Proposed Budget

- Total 2023-2024 Budget \$1,745,035
- Percent of General Fund 6%
- % Increase or Decrease from 2021-2022 Budget 3%
- FTE's 6 (4)

ENGINEERING

- Reduction in Consultant Budget
- Temporary Administrative Asst.
- Transportation Capital Projects (2.5 FTE)
- ROW Use Management (1.9 FTE)
- Traffic Safety & Operations (1.4 FTE)
- Transportation Planning Engineering (0.2 FTE)

Highlights
and changes

COMMUNITY DEVELOPMENT

- Long-Range Planning, Strategy, Policy and Code Development
- Park Planning and Park Capital Improvement Projects

- | | |
|--|-------------|
| • Total 2023-2024 Budget | \$2,038,723 |
| • Percent of General Fund | 7% |
| • % Increase or Decrease from 2021-2022 Budget | 20% |
| • FTE's | 3.625 |

Department
Description

Proposed
Budget

COMMUNITY DEVELOPMENT

- 1.0 FTE Parks Interim Project Manager only extended through May 2023
- 0.625 FTE Admin. Asst (25 hours/week) to replace the 1.0 Rec Coordinator/Admin. Asst Position.
- \$295k for Comp Plan Update includes \$120k grant for Missing Middle Housing, \$125K grant for comp plan update, and \$50k city funds

- Comprehensive Plan Update: To meet the state mandated 2024 deadline the following elements need to be updated: transportation; climate action (new); downtown; community design; economic development, surface water; public services; utilities. This will be staff recommended by staff for the Planning Commission's docket.
- Development Regulations: Transit Oriented Development regulations; potentially Missing Middle Housing regulations; and other regulations approved on the annual docket.
- Policy Updates: Housing strategy Plan.
- Park Capital Improvement Projects: Rhododendron Park signage replacement, Twin Springs Park Phase improvements, Alameda Park waterfront improvements, Log Boom Park mitigation/monitoring, Rhododendron Park mitigation/monitoring.
- Other Projects: Emergency management (transferred from Development Services Department), downtown development and aquatic center feasibility study (transferred from the City Manager's department)

PUBLIC WORKS MAINTENANCE

- The Public Works Maintenance cost center accounts for the day-to-day operation, maintenance, and repair of the City's public spaces including parks, open spaces, and buildings.
- The cost center also includes the support of both internal and external use of facilities and parks through recreation programs, facility reservations, City events, and volunteer programs.

• Total 2023-2024 Budget	\$3,717,276
• Percent of General Fund	12%
• % Increase or Decrease from 2021-2022 Budget	39%
• FTE's Funded	9.55

Department
Description

Proposed
Budget

PUBLIC WORKS MAINTENANCE

New staff positions:

Fleet & Facilities Maintenance Supervisor –

With aging facilities and equipment this position is imperative to ensure proper care and preventative maintenance across City facilities, fleet and equipment. Develop plan for major building systems replacement, including funding. Surplus and procure furniture, vehicles and equipment. Manage the day-to-day operations of facilities open 7 days a week with a combination of contracts and in-house staff.

Maintenance Worker to support Walkways & Waterways project improvements.

- Includes one-time capital cost of a new vehicle to support additional Maintenance Worker.
- CIP Projects transition to maintenance – Log Boom & La Xw a d i s Park Improvements

PUBLIC WORKS MAINTENANCE

Organizational Changes

Events, Volunteers, and Recreation Programs will now be a part of Public Works Operations.

Events & Volunteer Supervisor and **Events Specialist** positions

City Events – For the Love of Kenmore, Juneteenth, 4th of July, Summer Concerts (2) in 2023 and (4) in 2024, National Night Out, Playday, Movie Night, 25th Anniversary Celebration, Luminary Walk and Porch Light Festival.

Community Events – Support community lead events including Salmon Fest, Pride Parade and Hydroplane Race.

Farmer's Market

Ribbon Cutting & Groundbreaking Ceremonies – Walkways & Waterways Projects

Volunteer Programs – Adopt A Park, Adopt A Street, Jack Crawford Day, and develop a strong volunteer base for City events, programs, and activities.

Highlights
and changes

PUBLIC WORKS MAINTENANCE

Recreation Program Supervisor (previously half time Recreation Coordinator)

- Recreation for Kenmore Residents - work with community organizations to promote recreation opportunities.
- Manage contracts with organizations using Kenmore facilities – Kenmore Waterfront Activities Club (KWAC) at X' a Xw a d i s, Kenmore Rowing Club (KRC) and Northshore School District at Rhododendron Boathouse, Boat Rentals at Log Boom Park, Senior Center at Rhododendron Park, and Northshore School District at Moorlands Park.
- Manage all facility reservations including City Hall & Hangar, Moorlands athletic field, and develop new programs: park picnic shelter reservations and park use permits. Bring all reservations to one stop shop online platform on the City's website.
- Day to day coordination of recreation programs and general facility use with operations staff.

Highlights
and changes

PUBLIC WORKS MAINTENANCE

Public Works Operations Department has 13.8 + FTE's

- PW Operations Manager
- Administrative Specialist
- Parks & Streetscapes Maintenance Supervisor
- Facility & Fleet Maintenance Supervisor
- Streets & Surface Water Maintenance Supervisor
- 4.4 PW Maintenance Workers
- Senior Facilities Maintenance Technician
- .4 Facilities Maintenance Technician
- Events & Volunteer Supervisor
- Events Specialist
- Recreation Program Supervisor
- Seasonal Workers & Interns

Public Works
Operations
Department Staff



STREET /KAPE FUND

STREET FUND

Department
Description

- The Street Fund accounts maintenance, operations, and traffic engineering expenditures on streets (including pot-hole repairs and snow and ice control), bridges, traffic control devices, signs, sidewalks, and right-of-way maintenance including landscaping, vegetation management, and ROW improvements like guardrails, barriers, and fencing.

Proposed
Budget

- Total 2023-2024 Budget \$3,850,380
- % Increase or decrease from 2021-2022 Budget 14%
- FTE's Funded 5.08
-

STREET FUND

Highlights and changes

- CIP Projects transition to maintenance – 68th Ave. NE & Juanita sidewalks projects and the West Sammamish Bridge.
- Include (1) additional Maintenance Worker to support the maintenance of Walkways & Waterways projects.
- Includes (1) new vehicle for Maintenance Worker.
- Includes .33 for new GIS Analyst position.

KAPE

- Maintenance & operations of automated photo enforcement system
- Traffic engineering safety projects
- Traffic engineering – data collection, data analysis, traffic safety programs, traffic safety investigations.
- Pavement management

- Total 2023-2024 Budget \$641,200
- FTE's 1
- New funding source

Department
Description

Proposed
Budget

Highlights and changes

- New funding source
- Previous expenditures – General Fund
- Revenue starts 2023

This completes
the review
of the:
General Fund
and Street Fund

- NEXT TO FOLLOW ARE THE CAPITAL FUNDS
- REVIEWED AS THE CAPITAL IMPROVEMENT PROGRAM (CIP) ON OCTOBER 3
- COMING BACK WITH REQUESTED REVISIONS FOR 2ND PUBLIC HEARING ON 10/24/22
- THE FIRST 2 YEARS OF THE CIP ARE INCORPORATED INTO THE 2023-2024 BIENNIAL BUDGET
- THE FOLLOWING IS A REVIEW OF WHAT IS PROPOSED

TRANSPORTATION CAPITAL FUND

- T8 SR522 West B
- T27 Pedestrian Facilities Program
- T41 Juanita Dr. Ped/Bike
- T42 68th Ave Ped/Bike
- T44 61st Sidewalk Replacement
- T38 Lower Swamp Creek Bridge

SECURED

- WSDOT Pedestrian/Bike Program
- Move Ahead Washington
- Connecting Washington
- REET, Transportation Impact Fees, W&W Bonds, Surface Water Funds

APPLIED FOR

- WSDOT Safe Routes to Schools
- WSDOT Pedestrian/Bike Program
- TIB

2023-2024
Budgeted
Projects

Project
Resources

SAMMAMISH RIVER BRIDGE REPLACEMENT FUND

- Primary project closeout
- Plant establishment
- Wetland mitigation monitoring

- Connecting Washington
- REET

2023-2024
Budgeted
Costs

Project
Resources

PARK CAPITAL FUND

- P1 Twin Springs Park Phase 1: \$111,300 (state appropriation). Minimal improvements to open park.
- P18 Rhododendron Park Sign Replacement: \$28k (\$28k REET). Replacing two aging park monument signs.
- P27 Alameda Park Waterfront Improvements: \$290k (\$210k REET, \$80k Swamp Creek Basin Funds) for construction completion and mitigation/monitoring. Additional \$400k (Swamp Creek Basin Funds) budgeted in future years for mitigation/monitoring.
- P28 Log Boom Park Waterfront Improvements: \$120k (King County Park Levy funds) for mitigation/monitoring. Additional \$400k (King County Park Levy) budgeted in future years for mitigation/monitoring.
- P30 Rhododendron Park Boathouse \$26,400 (\$15k Strategic Opportunity Fund, \$6,400 King County Park Levy, \$5k REET) for boathouse sign, and mitigation/monitoring. Additional \$9,600 (King County Park Levy) budgeted in future years for mitigation/monitoring.

- State Appropriation
- REET
- Swamp Creek Basin Funds
- King County Park Levy
- Strategic Opportunity Funds

2023-2024
Projects

Project
Resources

This concludes the 2nd presentation
for the 2023-2024 Biennium Budget

Next presentations on October 24

Public Hearings on November 7, and November 14

Adoption November 21

Thank You!

Comments or Questions?

STREET FUND

Department Description

- The Street Fund accounts maintenance, operations, and traffic engineering expenditures on streets (including pot-hole repairs and snow and ice control), bridges, traffic control devices, signs, sidewalks, and right-of-way maintenance including landscaping, vegetation management, and ROW improvements like guardrails, barriers, and fencing.

Proposed Budget

- | | |
|--|-------------|
| • Total 2023-2024 Budget | \$3,850,380 |
| • % Increase or decrease from 2021-2022 Budget | 14% |
| • FTE's Funded | 5.08 |

Highlights and changes

- CIP Projects transition to maintenance – 68th Ave NE & Juanita sidewalks projects and the West Sammamish Bridge.
- Include (1) additional Maintenance Worker to support the maintenance of Walkways & Waterways projects.
- Includes (1) new vehicle for Maintenance Worker.
- Includes .33 for new GIS Analyst position.

Subject/Topic: Climate Action Plan Implementation.	For Council Meeting Agenda of: October 17, 2022 Department: Public Works Prepared by: Richard Sawyer, Environmental Services Manager <div style="text-align: right;"><u>Initial & Date</u></div> Approved by Department Head: RS Approved by City Attorney: NA Approved by Finance Director: LS Approved by City Manager: RK
Proposed Council Action/Motion: Provide staff direction on preferred Climate Action Plan Implementation Program option.	Exhibits/Attachments: Climate Action Plan Implementation Report
<u>INFORMATION/BACKGROUND:</u> <p>Staff have reviewed the strategies and actions adopted earlier this year in the City’s Climate Action Plan and prepared the attached proposal which provides several Climate Action Plan Implementation Program options that prioritize actions with high potential for reducing GHG emissions, significantly increases community resilience, and provides near-term benefits for early wins in meeting CAP goals. The proposed program options outline a six-year plan with a focus on meeting the 2030 goal to reduce GHG emissions by 50% and set the City on a trajectory for meeting 2040 and 2050 goals. Please refer to the attached report for full details.</p>	
<u>FISCAL CONSIDERATION:</u> <p>Staff have provided four options ranging in annual budgets starting in the first year from \$398,500 to \$1,502,100. Several potential funding options have also been provided for Council’s consideration, including several needing only Council authority and others requiring voter approval. See the attached report for full details.</p>	
<u>COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:</u> <p>Council’s 2021-2022 Priority #2 “Develop a Kenmore Climate Plan and promote Environmental Stewardship, including water, air, forest, and habitat restoration.”</p> <p>Council’s 2023-2024 Priority #1 “Implement the Adopted Climate Action Plan and Promote Environmental Stewardship, including Water, Air, Forest, and Habitat Restoration and Preservation.”</p>	

City of Kenmore | Council Meeting | October 17, 2022

Climate Action Plan Implementation Program Options

6-Year Plan Options to meet 2030+ Climate Action Plan Goals

Prepared By:

Richard Sawyer, Environmental Services Director

Stephanie Lucash, Deputy City Manager

Rob Karlinsey, City Manager

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INTRODUCTION

Climate Action Plan – Time to Act

On April 4, 2022, the Intergovernmental Panel on Climate Change (IPCC) – the scientific group of the United Nations charged with monitoring and assessing global developments on climate change – issued its sixth report. According to the latest assessment, greenhouse gas (GHG) emissions continue to grow, and there is increased concern about our ability to limit global warming to 1.5°C above pre-industrial levels. According to the Climate Reality Project, once we arrive at the 1.5°C threshold, “We start getting into scenarios that make most dystopian horror movies look like children’s coloring books.”

The IPCC's findings are clear: Local governments like ours must join regional, state, and national governments to drive action that facilitates a rapid transition to a low-carbon, climate-resilient, and sustainable global community. Now more than ever, cities like Kenmore have a critical role to play in addressing the climate change impacts already at our doorstep. IPCC Working Group Co-Chair Jim Skea stated the following: “It’s now or never if we want to limit global warming to 1.5°C. Without immediate and deep emissions reductions across all sectors, it will be impossible.”

The United Nations has declared:

“Climate Change is the defining issue of our time, and we are at a defining moment. From shifting weather patterns that threaten food production, to rising sea levels that increase the risk of catastrophic flooding, the impacts of climate change are global in scope and unprecedented in scale. Without drastic action today, adapting to these impacts in the future will be more difficult and costly.”

In 2020, City Council set the vision and priority for creating a climate action plan for the City. With Council’s direction clear, staff stepped up and worked with the community and a consultant to create a plan.

Staff knew engaging the community in the development of the Climate Action Plan would be essential. As a result, numerous engagement opportunities were provided, including:

- Three community surveys yielding over 2,200 responses
- Two virtual forums
- Two opportunities for City staff to provide input
- Seven City Council meetings
- One pop-up event at the Hangar
- One online open house with community members and community organizations
- Our surveys and fact sheets were offered in English, Spanish, & Mandarin

On May 16, 2022, the Kenmore City Council unanimously voted to adopt the first City of Kenmore Climate Action Plan (CAP). The CAP establishes actions the City and community can take to reduce greenhouse gas (GHG) emissions 50% by 2030, 75% by 2040, and achieve net zero GHG emissions by 2050. The CAP also provides strategies to adapt to future climate change impacts. The strategies and actions in the CAP include five focus areas: Buildings & Energy, Transportation & Land Use, Consumption & Materials Management, Natural Systems & Water Resources, and Community Resilience & Wellbeing.

To further demonstrate the City's commitment, in June 2022 the City Council selected Climate Action Plan Implementation as their #1 priority for 2023-2024.

Climate Action Plan Implementation Program (Program) Options

Implementing the ambitious and urgent actions in the existing CAP will require a significant investment of time and resources beyond what can be accomplished with General Fund dollars. The following proposal provides Council four options for CAP implementation, with varying levels of staffing and programming. Three of the options focus exclusively on CAP implementation and the fourth option also includes resources for housing and human services. An important part of this work will also be efforts to establish sustainable and dedicated funding sources for this work either within or outside of the City's General Fund.

PROGRAM OPTIONS

Staff have reviewed the strategies and actions in the CAP and prepared Climate Action Plan Implementation Program (Program) options that prioritize actions with high potential for reducing GHG emissions, significantly increases community resilience, and provides near-term benefits for early wins in meeting CAP goals. These Program options outline a six-year plan with a focus on meeting the 2030 goal to reduce GHG emissions by 50% and sets the City on a trajectory for meeting 2040 and 2050 goals.

Program Options	Program Focus	Annual Budget Year 1
Program 1: CAP BASIC (Base Level CAP Implementation) Full breakdown: Appendix A	This option provides funds only to core program elements yielding moderate to high emissions reduction potential. This option relies on future grant opportunities to implement most program elements. <ul style="list-style-type: none"> • 1 Staff Position (CAP Manager) • Focus only on building energy and transportation program elements that yield highest GHG reductions • Lowest cost, but relies heavily on grants and partnerships for success 	\$398,500
Program 2: CAP MEDIUM (Medium Level CAP Implementation) Full breakdown: Appendix B	This middle-ground approach provides additional resources to fund additional program elements without relying fully on grants. However, future grant opportunities are still required to fully fund all program elements. <ul style="list-style-type: none"> • 2 Staff Positions (CAP Manager and CAP Community Engagement Specialist) • Focus on additional program elements that yield high GHG reductions • Increased cost and some program elements can proceed without grants 	\$773,500
Program 3: CAP COMPLETE (Complete CAP Implementation) Full breakdown: Appendix C	This option provides city funds in all program elements to ensure that work is progressing regardless of the ability to obtain grants. <ul style="list-style-type: none"> • 4 Staff Positions (CAP Manager, CAP Community Engagement Specialist, Arborist, and Administrative Specialist) • All program elements are addressed that yield moderate to high GHG reductions • Program elements are City funded, but grants would still be pursued. • Highest Cost 	\$1,502,100
Program 4: CAP MEDIUM plus HOUSING AND HUMAN SERVICES (Medium Level CAP Implementation Plus Housing and Services) Full breakdown: Appendix D	This hybrid option provides city funds at the medium option above for CAP and includes resources and staffing to address housing and human services goals. <ul style="list-style-type: none"> • 3 Staff Positions (CAP Manager, CAP Community Engagement Specialist, and Housing and Human Services Manager) • Focus on CAP actions that yield high reductions • Includes Housing and Human Services programs such as regional crisis response, homelessness response and affordable housing 	\$1,400,500

Program Option 1

Staffing

- One position
 - Environmental Services Program Manager (CAP Manager)

Focus Program Elements

- Buildings and Energy
- Transportation and Land Use
- Monitoring and Evaluation
- Highest risk in achieving CAP GHG emissions reduction goals

Summary

- Lowest cost option
- Relies heavily on acquisition of grants
- Provides limited resources for:
 - Municipal Operations
 - Provides only for PSE Green Power and EV growth
 - Other (refrigerants & solid waste) programs
 - No program elements proposed
 - Natural Systems & Water Resources (Limited Outreach)
 - Only limited outreach
 - Community Resilience & Wellbeing
 - No program elements proposed
- Relies on leveraging outside programs and partnerships, such as:
 - Eastside Climate Challenge
 - Forterra's Green Cities Partnership
 - K4C (local) and ICLEI (national)
- Other Costs
 - Limited opportunity fund

Budget

- Year 1 budget \$398,500
- Year 6 budget \$520,700
- See Appendix A for full budget detail
- Funding described in Potential Funding section

Program Option 2

Staffing

- Two positions
 - Environmental Services Program Manager (CAP Manager)
 - Environmental Services Community Engagement Coordinator

Focus Program Elements

- Buildings and Energy
- Transportation and Land Use
- Monitoring and Evaluation
- Medium risk in achieving CAP GHG emissions reduction goals

Summary

- Middle cost option
- Relies heavily on acquisition of grants
- Provides limited resources for:
 - Municipal Operations
 - Provides only for PSE Green Power and EV growth
 - Other (refrigerants & solid waste) programs
 - Only limited outreach
 - Natural Systems & Water Resources
 - Higher level of outreach provided
 - Limited resources for restoration projects and acquisition
 - Community Resilience & Wellbeing
 - Outreach provided
 - Limited air quality monitoring
- Relies on leveraging outside programs and partnerships, such as:
 - Eastside Climate Challenge
 - Forterra's Green Cities Partnership
 - K4C (local) and ICLEI (national)

Budget

- Year 1 budget at \$773,700
- Year 6 budget \$869,600
- See Appendix B for full budget detail
- Funding described in Potential Funding section

Program Option 3

Staff Request

- Four positions
 - Environmental Services Program Manager (CAP Manager)
 - Environmental Services Community Engagement Coordinator
 - Arborist
 - Administrative Specialist

Focus Program Elements

- Municipal Operations
- Buildings and Energy
- Transportation and Land Use
- Other (refrigerants & solid waste) programs
- Natural Systems & Water Resources
- Community Resilience & Wellbeing
- Monitoring and Evaluation
- Lowest risk in achieving CAP GHG emissions reduction goals

Summary

- Highest cost option
- All Program elements receive a baseline level of funding to ensure they happen with or without acquisition of grants (staff will still pursue grants to enhance programs).
- In addition to increased resources for all program elements, this option also adds the following program elements:
 - Municipal Operations
 - Conversion of streetlights to LED
 - Energy efficiency upgrades for City facilities
 - Other (refrigerants & solid waste) programs
 - Incentives for composting and recycling
 - Natural Systems & Water Resources
 - More outreach
 - Tree canopy evaluation and expansion
 - More restoration and acquisition
 - Community Resilience & Wellbeing
 - More outreach
 - WSDOT vulnerability study
 - Utility tax rebate program for low income
- Continue leveraging outside programs and partnerships, such as:
 - Eastside Climate Challenge
 - Forterra's Green Cities Partnership
 - K4C (local) and ICLEI (national)

Budget

- Year 1 budget at \$1,502,100
- Year 6 budget \$1,805,700
- See Appendix C for full budget detail
- Funding described in Potential Funding section

Program Option 4

Staff Request

- Three positions
 - Environmental Services Program Manager (CAP Manager)
 - Environmental Services Community Engagement Coordinator
 - Housing and Human Services Manager

Focus Program Elements

- Buildings and Energy
- Transportation and Land Use
- Monitoring and Evaluation
- Medium risk in achieving CAP GHG emissions reduction goals
- Housing and Human Services

Summary

- CAP option 2 costs plus housing and human services costs
- Relies heavily on acquisition of grants
- Provides limited resources for:
 - Municipal Operations
 - Provides only for PSE Green Power and EV growth
 - Other (refrigerants & solid waste) programs
 - Only limited outreach
 - Natural Systems & Water Resources
 - Higher level of outreach provided
 - Limited resources for restoration projects and acquisition
 - Community Resilience & Wellbeing
 - Outreach provided
 - Limited air quality monitoring
- Relies on leveraging outside programs and partnerships, such as:
 - Eastside Climate Challenge
 - Forterra's Green Cities Partnership
 - K4C (local) and ICLEI (national)
- Includes Housing and Human Services Element
 - Fund Kenmore's participation in the Regional Crisis Response (RCR) Program
 - Increase human services funding including support for the work of the King County Regional Homelessness Authority and human services agencies supporting Kenmore residents
 - Oversee the City's effort to build an affordable housing fund to support future affordable housing development in Kenmore
 - Oversee the City of Kenmore's human services grants and funding and manage annual contracts
 - Support the work to build a 24/7 crisis center in North King County

- Develop and manage an annual housing and human services work program for the City

Budget

- Year 1 budget \$1,400,500 (\$773,700 – CAP and \$626,800 – Housing and Human Services)
- Year 6 budget \$1,784,000 (\$869,600 – CAP and \$914,400 – Housing and Human Services)
- See Appendix B for full budget detail
- Funding described in Potential Funding section

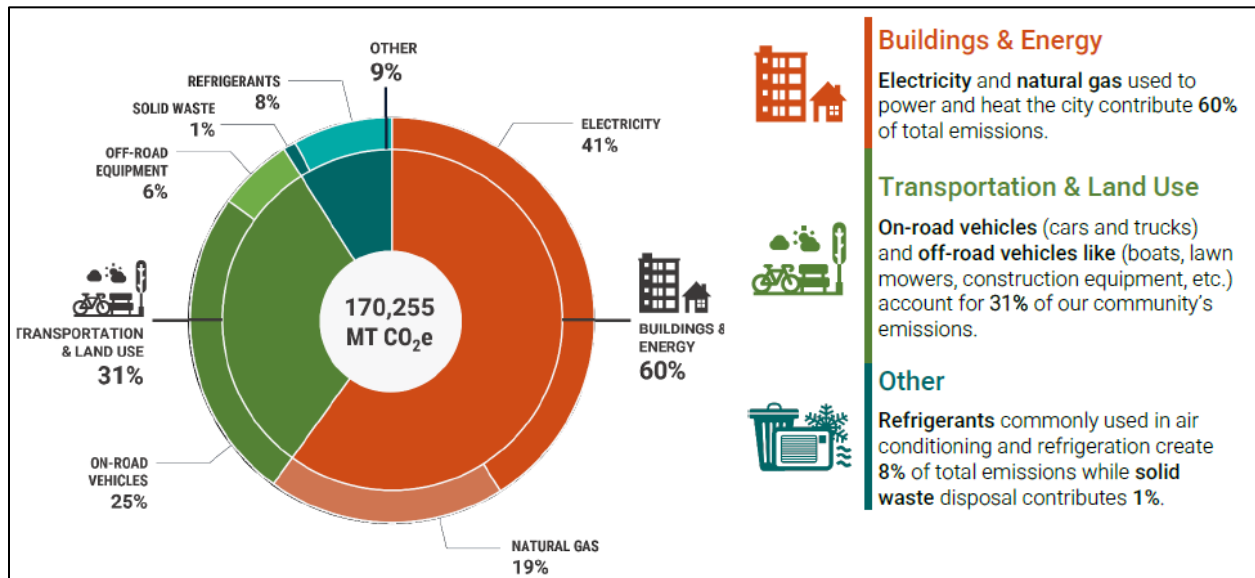
PROGRAM ELEMENTS

Staff have reviewed the strategies and actions in the CAP and prepared a Climate Action Plan Implementation Program (Program) that prioritizes actions with high potential for reducing GHG emissions, significantly increases community resilience, and provides near-term benefits for early wins in meeting CAP goals. The Program outlines a six-year plan with a focus on meeting the 2030 goal to reduce GHG emissions by 50% and sets the City on a trajectory for meeting 2040 and 2050 goals.

Each Program option is organized using the same categories as the CAP (discussed in more detail below), including:

- GHG Emissions Categories
 - Buildings & Energy (60% of the City's total GHG emissions)
 - Transportation & Land Use (31% of the City's total GHG emissions)
 - Other, such as refrigerants and solid waste (9% of the City's total GHG emissions)
- GHG Emissions Subcategory
 - Municipal Operations (0.4% of the City's total GHG emissions)
- Natural Systems & Water Resources
- Community Resilience & Wellbeing
- Monitoring and Evaluation

Communitywide GHG Emissions in 2019



Program Element	Buildings and Energy
	Percentage of Total City GHG Emissions: 60%
	2019 Measured Emissions: 102,153 MT CO ₂ e
	2030 Goal Emissions: 51,077 MT CO ₂ e

MT CO₂e is Annual Metric Tons of Carbon Dioxide Equivalent

Buildings and Energy account for 60% of the City's total GHG emissions, or about 102,153 metric tons of carbon dioxide equivalent (MT CO₂e) annually. The City's 2030 goal to reduce these emissions by 50% result in a reduction of 51,077 MT CO₂e.

Programs elements proposed in this section focus on transitioning the community to using electricity and transitioning to cleaner energy sources. Much of the region's success in reducing GHG emissions relies on statewide implementation of energy related building standards and the state Clean Energy Transformation Act (CETA) as shown in the graph below. Proposed programs in this section provide City staff resources to lobby state and regional efforts and ensure that City interests are being advanced on these fronts. Additionally, programs are proposed to balance impacts to the community in an equitable way, such as providing rebates to low-income residents that transition to green energy.

Section Focus (Program Element Tasks 5-10):

- Community Outreach
- Lobbying/Supporting Regional Efforts
 - Heavy use of staff time to engage federal, state and regional stakeholders
 - State Energy Related Building Standards
 - State Clean Energy Transformation Act (CETA)
- Transition community to electric, solar and other renewable energy sources
 - Outreach, incentives, rebates
- Coordination with PSE

For additional details refer to these specific Climate Actions in the City's Climate Action Plan:

- BE 1.1 - Incentivize energy efficient/load responsive appliances in buildings
- BE 1.2 - Go above and beyond Washington State Energy Code
- BE 2.1 - Incentivize a full transition to electric or solar energy in existing buildings
- BE 2.2 - Encourage enrollment in PSE's Green Power Program
- BE 2.3 - Support the development of community solar projects
- BE 2.4 - Enact code to facilitate electrification of new buildings.
- BE 2.5 - Advocate for increased electricity grid reliability

Program Element	Transportation and Land Use
	Percentage of Total City GHG Emissions: 31%
	2019 Measured Emissions: 52,779 MT CO ₂ e
	2030 Goal Emissions: 26,390 MT CO ₂ e

MT CO₂e is Annual Metric Tons of Carbon Dioxide Equivalent

Programs elements proposed in this section focus on prioritizing sustainable and equitable land use planning, evaluating critical area codes, and expanding access and use of electric vehicles. Much of the region's success in reducing GHG emissions relies on federal improvements to vehicle fuel economy standards and this section also provides City staff resources to lobby federal and regional efforts and ensure that City interests are being advanced on this front. Additionally, programs are proposed to balance impacts to the community in an equitable way, such as providing rebates to low-income residents that transition to electric. All of the proposed programs compliment many of the existing transportation and land use programs already underway that advance the City's climate action goals, including prioritizing dense, mixed use, transit-oriented developments and affordable housing and expanding pedestrian and cyclist infrastructure.

Section Focus (Program Element Tasks 11-16):

- Community Outreach
- Lobbying/Supporting Regional Efforts
 - Use of staff time to engage state and regional stakeholders
 - Federal Vehicle Fuel Economy Standards
- Planning
 - Updates to City Comprehensive Plan
 - Code assessments for climate impact related vulnerability
- Expand EV charging stations throughout city
 - Infrastructure investment
 - Coordination with PSE
- Incentives/Rebates

For additional details refer to these specific Climate Actions in the City's Climate Action Plan:

- TL 1.1 - Incorporate environmental justice criteria into land use decisions
- TL 1.2 - Prioritize dense, mixed use, transit-oriented developments and affordable housing
- TL 1.3 - Evaluate the development code related to landslide and flooding hazards
- TL 2.1 - Expand pedestrian and cyclist infrastructure
- TL 2.2 - Update City Comprehensive Plan
- TL 3.1 - Encourage transition to electric vehicles
- TL 3.2 - Expand EV charging

Program Element	Other (Refrigerants & Solid Waste)
	Percentage of Total City GHG Emissions: 9%
	2019 Measured Emissions: 15,323 MT CO ₂ e
	2030 Goal Emissions: 7,661 MT CO ₂ e

MT CO₂e is Annual Metric Tons of Carbon Dioxide Equivalent

Programs elements proposed in this section focus on prioritizing the reuse and recycling of existing materials and diverting edible food from waste streams.

Section Focus (Program Element Tasks 17-18):

- Community Outreach to promote recycling and composting
- Mandate recycling and composting
- Coordination with service providers
- Incentives/Rebates

For additional details refer to these specific Climate Actions in the City's Climate Action Plan:

- CM 1.1 - Support sustainable local food economy
- CM 2.2 - Conduct education, outreach, and technical assistance to promote recycling and composting
- CM 2.3 - Mandate recycling and composting

Program Element	Municipal Operations
	Percentage of Total City GHG Emissions: 0.4%
	2019 Measured Emissions: 776 MT CO ₂ e
	2030 Goal Emissions: 388 MT CO ₂ e

Municipal Operations account for 0.4% of the City's total GHG emissions, or about 776 MT CO₂e annually. The City's 2030 goal to reduce these emissions by 50% result in a reduction of 388 MT CO₂e.

Programs elements proposed in this section focus on electrifying the City's fleet and equipment, conducting energy efficiency upgrades to existing facilities, transitioning to cleaner energy sources (such as PSE's Green Power Program) and converting the City's street lighting system to more efficient technology, such as LED. Additionally, new City facilities will be designed to be carbon neutral and operationally sustainable. However, these projects will be handled as separate capital improvement projects and are not included in this proposal.

Section Focus (Program Element Tasks 1-4):

- Fleet and Equipment Conversion to Electric
- Energy Efficiency Facility Upgrades
- Acquiring Clean Energy for Facilities
- Conversion of Street Light Systems

For additional details refer to these specific Climate Actions in the City's Climate Action Plan:

- MO 1.2 - Retrofit existing buildings to be more energy efficient
- MO 1.3 - Enroll in Puget Sound Energy's (PSE) Green Power Program
- MO 2.2 - Electrify the City's fleet

Program Element	Natural Systems & Water Resources
	Not a source of GHG Emissions
	Provides sequestration of carbon
	Improves community resilience

In addition to providing actions that reduce GHG emissions, the CAP also provides actions to protect the City's natural resources which are vulnerable to the impacts of climate change and also provide a resource for sequestering carbon from the atmosphere.

Programs elements proposed in this section focus on community outreach to educate City residents, business owners and visitors about how they can protect these resources and how they can partner with the City. Additionally, programs are proposed that will protect and expand the City's tree canopy, acquire open space and provide resources for habitat restoration projects. Many of these programs will be designed to leverage grants and community resources to succeed.

Section Focus (Program Element Tasks 19-22):

- Community Outreach
- Protecting and Expanding Tree Canopy
- Open Space Acquisition
- Habitat Restoration

For additional details refer to these specific Climate Actions in the City's Climate Action Plan:

- NS 1.1 - Conduct outreach and education on water conservation strategies
- NS 1.2 - Utilize educational campaigns to encourage low-impact, drought-resistant landscape development and design
- NS 2.1 - Develop an urban landscape strategy or framework
- NS 2.2 - Remove old or degrading culverts
- NS 2.3 - Protect, preserve, and restore local waterways

Program Element	Community Resilience & Wellbeing
	Not a source of GHG Emissions
	Improves community resilience
	Adapt to existing and future impacts

In addition to providing actions that reduce GHG emissions, the CAP also provides actions to ensure that the community is prepared for climate emergencies and have access to resources and tools to effectively adapt to current and future climate impacts.

Programs elements proposed in this section focus on community outreach to engage with the community and make sure that their needs are communicated, particularly for disproportionately impacted communities in the City. Additionally, programs are proposed that will monitor air quality, assess existing and future vulnerabilities to the City's transportation system and set up a utility tax rebate program for low-income members of the community.

Section Focus (Program Element Tasks 23-26):

- Community Outreach
- Air Quality Monitoring
- Vulnerability Assessment
- Rebate/Financial Assistance

For additional details refer to these specific Climate Actions in the City's Climate Action Plan:

- CR 1.1 - Create climate emergency resilience hubs
- CR 1.2 - Co-create climate communications with Kenmore's communities
- CR 1.3 - Study and evaluate air quality and extreme heat interactions
- CR 1.4 - Conduct a study to expand on WSDOT's vulnerability assessment
- CR 2.1 - Mitigate impacts of green gentrification

Program Element	Monitoring and Evaluation
	Not a source of GHG Emissions
	CAP will evolve and adapt

To successfully implement any plan, you must set specific and measurable goals, such as GHG emissions reduction targets, measure and report progress. Program elements proposed in this section include GHG Emissions Inventory updates every two years, annual progress tracking and reporting to Council and the community.

Section Focus (Program Element Tasks 27-28):

- GHG Emissions Inventory Updates
- Annual Tracking and Reporting

For additional details refer to these specific Climate Actions in the City's Climate Action Plan:

- Monitoring and Evaluation

Program Element	Other Related Costs
	Not a source of GHG Emissions
	Additional contingency funds to support program costs
	Leverage opportunities such as future grants or new programs

Provides opportunity funds to support new programs or supplement existing programs. May also provide for grant matches.

Section Focus (Program Element Task 29):

- Take advantage of unforeseen opportunities
- Grant matching

PROGRAM STAFFING

CAP Funded Staffing

Additional staffing resources will be necessary to successfully implement the CAP and achieve Council's goals. The proposed Program options presented in this report request that Council consider these new positions, or a combination thereof depending on the Program option, including:

Environmental Services Program Manager (CAP Manager)

\$170,000 per year (salary & benefits)

- Works with and reports to the Environmental Services Director to develop programs needed to implement the CAP and manages those programs.
- Represents the City on regional organizations to leverage federal, state and county level resources that promote the City's goals.
- Apply for and manage participation in state and federal grants and incentive programs, such as EV charging networks and electrification investments.
- Update the CAP periodically, including tracking progress toward reducing GHG and making adjustments to the CAP as needed.
- Represents the City whenever opportunities come up related to the advancement of state energy related building code/standards, federal vehicle fuel economy standards and state Clean Energy Transformation Act (CETA) updates. These could include public hearings, community meetings, committee meetings, etc....
- Coordinate with local utility and service providers, such as PSE and Republic Services, to advance City climate goals.

Environmental Services Community Engagement Coordinator

\$119,250 per year (salary & benefits)

- The successful implementation of the CAP relies on community action. This position focuses on engaging with the Kenmore community to provide resources and knowledge to reduce GHG emissions.
- Keep community informed about climate action and how they can do their part in reducing GHGs; hold educational forums and workshops; produce informational materials.
- Ensure implementation of the CAP is conducted in an equitable and inclusive manner and all members of the community are aware of programs that may maximize their potential for success.

Arborist

\$127,200 per year (salary & benefits)

- In addition to reducing GHG emissions, much of the community's resilience to impacts from climate change and carbon sequestration depends on managing the city's tree canopy.
- Update the city-wide tree canopy assessment regularly. Promote and assist with tree canopy expansion and habitat restoration programs, tree regulation enforcement and open space acquisition.
- Advise the city and property owners on tree issues, including planting new trees and caring for and retaining existing trees.

- Apply for grants; Apply for and manage certifications in programs such as Tree City USA and National Wildlife Habitat. <https://www.nwf.org/garden-for-wildlife/certify>

Administrative Specialist

\$71,250 per year (salary & benefits)

- Assist with overhead and administrative tasks associated with managing programs, staff and resources.
- Provide administrative support to the program manager.
- Administrative duties associated with incentives and rebate programs.
- Process contracts and grant documents and reporting.
- Update the City's CAP website.

Housing and Human Services Manager

\$170,000 including salary and benefits

Additionally, Program Option 4 includes resources for the City's Housing and Human Services efforts. This includes \$654,000 for the following: annual funding for the Regional Crisis Response (RCR) Program (formerly RADAR), annual funding for the King County Regional Homelessness Authority and other human services organizations serving Kenmore residents, funds to build up, over time, an affordable housing fund so we are prepared to seize future strategic opportunities, and a new Housing and Human Services Manager to provide management and support to the City's housing and human services efforts. The new position will manage and support all of the City's housing and human services activities and programs and will research and apply for grants. Below is the proposed body of work for this position.

Housing and Human Services Manager Body of Work (\$450,000 per year):

- Support the work of the Regional Crisis Response (RCR) Program (formerly RADAR) (\$175,000)
- Increase human services funding including support for the work of the King County Regional Homelessness Authority and human services agencies supporting Kenmore residents (\$100,000)
- Oversee the City's effort to build an affordable housing fund to support future affordable housing development in Kenmore, in partnership with ARCH and other agencies (\$100,000)
- Provide staff support for North King County Coalition on Homelessness
- Oversee the City of Kenmore's human services grants and funding (included in proposed 2023-24 budget)
- Support the work to build a 24/7 crisis center in North King County
- Develop and manage an annual housing and human services work program for the City based on the City Council's priorities and provide regular updates to the City Council on these efforts
- Conduct outreach and survey the community to assess human services needs Based on the results of this outreach, recommend annual spending on human services funding to best meet the community's needs
- Manage annual contracts for behavioral health, senior services, youth services and other human services priorities as identified in community outreach
- Manage the Community Court contract (included in proposed 2023-24 budget)
- Staff the Arts of Kenmore work including art exhibits, youth poet laureate and other programs (included in proposed 2023-24 budget)

- Research and develop expertise in community resources available for Kenmore residents needing housing and human services support.
- Serve as liaison and point of contact with community members who need housing and human services support. This could include both holding office hours for one-on-one assistance and providing support for walk-ins at City Hall. Partner with the local library branch, senior center, and other providers to provide on-site assistance at other locations as needed to meet community needs. Follow up with community members in need to ensure their concerns have been addressed.
- Research and apply for grants and other outside funding to supplement and leverage city contributions to affordable housing and human services programs and projects
- Represent Kenmore at the monthly N/E Funders Meeting (regular meetings with human services staff for all North and East King County cities)
- Coordinate annual tours for Council and City leadership at human services providers such as Mary's Place
- Serve as liaison and partner with the Northshore School District on human services programming to serve students
- Perform research and analyses in support of the City's affordable housing working group and efforts

2023-2024 Biennium Budget Funded Staffing

Two positions vital for implementation of the CAP are proposed in the 2023-2024 budget, but not contingent on approval of this Program funding options provided below, including:

Facility and Fleet Supervisor

- Electrification of the City's fleet and equipment
- Upgrade of City facilities
- Operation, monitoring and maintenance of supporting systems

GIS Analyst

- Mapping, tracking and monitoring progress of CAP (i.e. tree canopy expansion, solar installations, location of EV infrastructure, air quality monitoring data, GHG inventory data, etc)

Existing Staffing

Even with additional staffing resources there will still be significant support provided by existing staff critical to the successful implementation of the CAP, including:

- Environmental Services Director
- Environmental Services Administrative Specialist
- Senior Environmental Services Technician
- Environmental Services Technician
- City Engineer
- Community Development Director
- Development Services Director
- Deputy City Manager
- Public Works Operations Director

POTENTIAL FUNDING OPTIONS

To fund this package of climate actions, the following menu of funding options may be considered. They have been grouped into two categories: Council Authority Funding Options and Voter Approved Funding Options.

Revenue Options Under City Council Authority

1. Electric Utility Tax: Increase from 4% to 6%: \$270,000 per year
2. Natural Gas Utility Tax: Increase from 4% to 6%: \$122,000 per year
3. New Solid Waste Utility Tax at 10%: \$300,000 per year
4. New Business & Occupation Tax at the 0.2% max rate: \$400,000 per year
5. Water & Sewer Franchise Fee: Increase from 5% to 10%: \$550,000 per year
6. Increase the Transportation Benefit District Vehicle License Fee from \$20 to \$40 per year (maximum allowed under City Council authority) and reduce the General Fund contribution to the Street Fund by the same amount: \$525,000

Revenue Options That Would Require Voter Approval

1. Institute a transportation benefit district sales tax of 0.2% (10-year sunset) and reduce the General Fund contribution to the Street Fund by the same amount: \$840,000 per year
2. Property Tax Levy Lid Lift for full amount of the CAP package. The following estimates represent the cost associated with a \$1,100,000 valued home in Kenmore and assumes 4% annual home value growth.

Estimated Tax Levy Lid Lift Impacts – Annual Cost on \$1.1M Home						
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Program Option 1	\$70	\$78	\$78	\$87	\$70	\$70
Program Option 2	\$136	\$135	\$135	\$161	\$176	\$186
Program Option 3	\$264	\$275	\$312	\$347	\$388	\$387
Program Option 4	\$246	\$259	\$275	\$318	\$351	\$382

APPENDIXES A-D

Climate and Environmental Stewardship Program Costs (Including CAP Personnel & Material Costs)								
PROGRAM OPTION 1								
Program Elements (See Program Elements Section for Details)		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	CAP Action GHG Reduction Potential
Municipal Operations								
1	PSE Green Power Program for City Facilities	18,400	19,504	20,674	21,915	23,230	24,623	MO 1.3 Very High
2	Converting City Street Lights to LED	-	-	-	-	-	-	MO 1.2 Moderate
3	Electrifying the City's Fleet and Equipment	50,100	53,106	56,292	59,670	63,250	67,045	MO 2.2 Moderate
4	Energy Efficiency Upgrades for City Facilities	-	-	-	-	-	-	MO 1.2 High
Buildings and Energy								
5	Community Outreach & Education Programs	33,500	35,510	37,641	39,899	42,293	44,831	BE 1.1, 2.1, 2.2, 2.3 High
6	State Energy Related Building Standards - Regional Collaboration	20,400	21,624	22,921	24,297	25,755	27,300	BE 1.2, 2.4 Moderate
7	State Clean Energy Transformation Act Regional Collaboration	20,400	21,624	22,921	24,297	25,755	27,300	BE 1.2 Very High
8	Incentivization Program to Transition Community to Electric and Solar	11,000	11,660	12,360	13,101	13,887	14,720	BE 2.1, 2.3 High
9	Monitor PSE Grid Reliability	3,400	3,604	3,820	4,049	4,292	4,550	BE 2.5 Resilience Action
10	Rebate Program for Low Income Transition to PSE Green Power	42,800	45,368	48,090	50,975	54,034	57,276	BE 2.2 High
Transportation and Land Use								
11	Community Outreach & Education Programs	33,800	35,828	37,978	40,256	42,672	45,232	TL 3.1 Moderate
12	Federal Vehicle Fuel Economy Standards	8,500	9,010	9,551	10,124	10,731	11,375	TL 3.1, 3.2 High
13	Develop and Update Climate Action Element in Comp Plan	-	-	-	-	-	25,000	TL 2.2, MO 5.1 -
14	Expand EV charging stations throughout City	47,000	49,820	19,101	20,247	21,462	22,750	TL 3.2 Moderate
15	Evaluate Climate Related Vulnerability in Landslide/Flood Hazard Code	-	-	-	-	-	-	TL 1.3 Resilience Action
16	Rebate Program: Small Gas Engines to Electric	-	-	-	-	-	-	TL 3.1 Low
Other (Refrigerants & Solid Waste)								
17	Sustainable Zero Waste Food, Composting & Recycling Programs	-	-	-	-	-	-	CM 1.1, 2.2 Low
18	Incentivization for Composting & Recycling Mandate	-	-	-	-	-	-	CM 2.3 Low
Natural Systems & Water Resources								
19	Community Outreach & Education Programs	15,200	16,112	17,079	18,103	19,190	19,962	NS 1.1, 1.2, 2.1 Moderate
20	Tree Canopy Expansion	-	-	-	-	-	-	NS 2.1 Moderate
21	Open Space Acquisitions (Grant Matching)	-	-	-	-	-	-	NS 2.1 Low
22	Habitat Restoration Programs	-	-	-	-	-	-	NS 2.2, 2.3 Low
Community Resilience & Wellbeing								
23	Community Outreach & Education Programs	-	-	-	-	-	-	CR 1.1, 1.2 Resilience Action
24	Community Air Quality Monitoring Program	-	-	-	-	-	-	CR 1.3 Resilience Action
25	WSDOT Vulnerability Assessment - Kenmore Focus	-	-	-	-	-	-	CR 1.4 Resilience Action
26	Utility Tax Rebate Program for Low Income	-	-	-	-	-	-	CR 2.1 Resilience Action
Monitoring and Evaluation								
27	CAP Monitoring and Updates	13,500	14,310	15,169	16,079	17,043	17,687	- -
28	Green House Gas Inventory Update	8,500	14,010	9,551	15,124	10,731	16,375	- -
Other Related Costs								
29	Opportunity Fund	20,000	21,200	22,472	23,820	25,250	26,765	- -
	Subtotal	346,500	372,290	355,619	381,957	399,574	452,791	
	Administrative Overhead (15%)	51,975	55,844	53,343	57,293	59,936	67,919	
	Total	398,475	428,134	408,962	439,250	459,510	520,710	

Climate and Environmental Stewardship Program Costs (Including CAP Personnel & Material Costs)								
PROGRAM OPTION 2								
Program Elements (See Program Elements Section for Details)		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	CAP Action GHG Reduction Potential
Municipal Operations								
1	PSE Green Power Program for City Facilities	18,400	19,504	20,674	21,915	23,230	24,623	MO 1.3 Very High
2	Converting City Street Lights to LED	-	-	-	-	-	-	MO 1.2 Moderate
3	Electrifying the City's Fleet and Equipment	65,100	69,006	73,146	77,535	82,187	87,118	MO 2.2 Moderate
4	Energy Efficiency Upgrades for City Facilities	-	-	-	-	-	-	MO 1.2 High
Buildings and Energy								
5	Community Outreach & Education Programs	34,688	36,769	38,975	41,313	43,792	46,420	BE 1.1, 2.1, 2.2, 2.3 High
6	State Energy Related Building Standards - Regional Collaboration	30,385	32,208	34,141	36,189	38,360	40,662	BE 1.2, 2.4 Moderate
7	State Clean Energy Transformation Act Regional Collaboration	30,385	32,208	34,141	36,189	38,360	40,662	BE 1.2 Very High
8	Incentivization Program to Transition Community to Electric and Solar	21,555	22,848	24,219	25,672	27,213	28,845	BE 2.1, 2.3 High
9	Monitor PSE Grid Reliability	-	-	-	-	-	-	BE 2.5 Resilience Action
10	Rebate Program for Low Income Transition to PSE Green Power	45,693	48,434	51,340	54,420	57,686	61,147	BE 2.2 High
Transportation and Land Use								
11	Community Outreach & Education Programs	28,495	30,205	32,017	33,938	35,974	38,133	TL 3.1 Moderate
12	Federal Vehicle Fuel Economy Standards	15,085	15,990	16,950	17,966	19,044	20,187	TL 3.1, 3.2 High
13	Develop and Update Climate Action Element in Comp Plan	97,385	2,528	2,680	2,841	3,011	28,192	TL 2.2, MO 5.1 -
14	Expand EV charging stations throughout City	54,485	57,754	27,511	29,162	30,912	32,766	TL 3.2 Moderate
15	Evaluate Climate Related Vulnerability in Landslide/Flood Hazard Code	-	25,000	-	-	-	-	TL 1.3 Resilience Action
16	Rebate Program: Small Gas Engines to Electric	5,785	6,132	6,500	56,890	57,303	7,742	TL 3.1 Low
Other (Refrigerants & Solid Waste)								
17	Sustainable Zero Waste Food, Composting & Recycling Programs	8,463	8,970	9,508	10,079	10,684	11,325	CM 1.1, 2.2 Low
18	Incentivization for Composting & Recycling Mandate	-	-	-	-	-	-	CM 2.3 Low
Natural Systems & Water Resources								
19	Community Outreach & Education Programs	40,828	43,277	45,874	48,626	51,544	53,879	NS 1.1, 1.2, 2.1 Moderate
20	Tree Canopy Expansion	7,485	7,934	8,410	8,915	9,450	10,017	NS 2.1 Moderate
21	Open Space Acquisitions (Grant Matching)	50,000	53,000	56,180	59,551	63,124	63,124	NS 2.1 Low
22	Habitat Restoration Programs	5,000	5,300	5,618	5,955	6,312	6,312	NS 2.2, 2.3 Low
Community Resilience & Wellbeing								
23	Community Outreach & Education Programs	42,350	44,891	47,584	50,440	53,466	55,916	CR 1.1, 1.2 Resilience Action
24	Community Air Quality Monitoring Program	19,185	20,336	21,556	22,850	24,221	24,916	CR 1.3 Resilience Action
25	WSDOT Vulnerability Assessment - Kenmore Focus	-	-	-	-	-	-	CR 1.4 Resilience Action
26	Utility Tax Rebate Program for Low Income	-	-	-	-	-	-	CR 2.1 Resilience Action
Monitoring and Evaluation								
27	CAP Monitoring and Updates	13,500	14,310	15,169	16,079	17,043	17,687	- -
28	Green House Gas Inventory Update	8,500	14,010	9,551	15,124	10,731	16,375	- -
Other Related Costs								
29	Opportunity Fund	30,000	31,800	33,708	35,730	37,874	40,147	- -
	Subtotal	672,750	642,415	615,452	707,379	741,522	756,196	
	Administrative Overhead (15%)	100,913	96,362	92,318	106,107	111,228	113,429	
	Total	773,663	738,777	707,770	813,486	852,750	869,625	

Climate and Environmental Stewardship Program Costs (Including CAP Personnel & Material Costs)								
PROGRAM OPTION 3								
Program Elements (See Program Elements Section for Details)		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	CAP Action GHG Reduction Potential
Municipal Operations								
1	PSE Green Power Program for City Facilities	18,888	20,021	21,222	22,495	23,845	25,276	MO 1.3 Very High
2	Converting City Street Lights to LED	3,888	4,121	54,368	79,630	79,908	5,202	MO 1.2 Moderate
3	Electrifying the City's Fleet and Equipment	105,638	111,976	118,694	125,816	133,365	141,367	MO 2.2 Moderate
4	Energy Efficiency Upgrades for City Facilities	107,388	113,831	120,661	127,900	135,574	143,709	MO 1.2 High
Buildings and Energy								
5	Community Outreach & Education Programs	25,413	26,937	28,553	30,267	32,083	34,008	BE 1.1, 2.1, 2.2, 2.3 High
6	State Energy Related Building Standards - Regional Collaboration	33,273	35,269	37,385	39,628	42,006	44,526	BE 1.2, 2.4 Moderate
7	State Clean Energy Transformation Act Regional Collaboration	33,273	35,269	37,385	39,628	42,006	44,526	BE 1.2 Very High
8	Incentivization Program to Transition Community to Electric and Solar	19,350	20,511	21,742	23,046	24,429	25,895	BE 2.1, 2.3 High
9	Monitor PSE Grid Reliability	3,500	3,710	3,933	4,169	4,419	4,684	BE 2.5 Resilience Action
10		42,830	45,400	48,124	51,011	54,072	57,316	BE 2.2 High
Transportation and Land Use								
11	Community Outreach & Education Programs	25,413	26,937	28,553	30,267	32,083	34,008	TL 3.1 Moderate
12	Federal Vehicle Fuel Economy Standards	15,773	16,719	17,722	18,785	19,912	21,107	TL 3.1, 3.2 High
13	Develop and Update Climate Action Element in Comp Plan	97,385	2,528	2,680	2,841	3,011	28,192	TL 2.2, MO 5.1 -
14	Expand EV charging stations throughout City	52,735	55,899	25,545	27,078	28,702	30,425	TL 3.2 Moderate
15	Evaluate Climate Related Vulnerability in Landslide/Flood Hazard Code	-	25,000	-	-	-	-	TL 1.3 Resilience Action
16	Rebate Program: Small Gas Engines to Electric	4,135	4,383	4,646	54,925	55,220	5,534	TL 3.1 Low
Other (Refrigerants & Solid Waste)								
17	Sustainable Zero Waste Food, Composting & Recycling Programs	22,200	23,532	24,944	26,441	28,027	29,709	CM 1.1, 2.2 Low
18	Incentivization for Composting & Recycling Mandate	3,888	29,121	29,368	29,630	29,908	30,202	CM 2.3 Low
Natural Systems & Water Resources								
19	Community Outreach & Education Programs	55,058	58,361	61,863	65,574	69,509	72,922	NS 1.1, 1.2, 2.1 Moderate
20	Tree Canopy Expansion	147,577	124,631	165,109	140,035	184,438	157,344	NS 2.1 Moderate
21	Open Space Acquisitions (Grant Matching)	165,976	175,934	186,490	197,679	209,540	210,750	NS 2.1 Low
22	Habitat Restoration Programs	45,248	47,963	50,841	53,891	57,125	58,280	NS 2.2, 2.3 Low
Community Resilience & Wellbeing								
23	Community Outreach & Education Programs	44,088	46,733	49,537	52,509	55,659	58,242	CR 1.1, 1.2 Resilience Action
24	Community Air Quality Monitoring Program	18,023	19,104	20,250	21,465	22,753	23,361	CR 1.3 Resilience Action
25	WSDOT Vulnerability Assessment - Kenmore Focus	-	-	25,000	-	-	-	CR 1.4 Resilience Action
26	Utility Tax Rebate Program for Low Income	85,160	90,270	95,686	101,427	107,513	108,282	CR 2.1 Resilience Action
Monitoring and Evaluation								
27	CAP Monitoring and Updates	66,123	70,090	74,295	78,753	83,478	84,699	- -
28	Green House Gas Inventory Update	13,985	19,824	15,714	21,656	17,656	23,715	- -
Other Related Costs								
29	Other	50,000	53,000	56,180	59,551	63,124	66,911	- -
	Subtotal	1,306,200	1,307,072	1,426,488	1,526,098	1,639,363	1,570,189	
	Administrative Overhead (15%)	195,930	196,061	213,973	228,915	245,905	235,528	
	Total	1,502,130	1,503,133	1,640,462	1,755,012	1,885,268	1,805,718	

Climate and Environmental Stewardship & Housing and Human Services Program Costs (Including Personnel & Material Costs)								
PROGRAM OPTION 4								
Program Elements (See Program Elements Section for Details)		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	CAP Action GHG Reduction Potential
Municipal Operations								
1	PSE Green Power Program for City Facilities	18,400	19,504	20,674	21,915	23,230	24,623	MO 1.3 Very High
2	Converting City Street Lights to LED	-	-	-	-	-	-	MO 1.2 Moderate
3	Electrifying the City's Fleet and Equipment	65,100	69,006	73,146	77,535	82,187	87,118	MO 2.2 Moderate
4	Energy Efficiency Upgrades for City Facilities	-	-	-	-	-	-	MO 1.2 High
Buildings and Energy								
5	Community Outreach & Education Programs	34,688	36,769	38,975	41,313	43,792	46,420	BE 1.1, 2.1, 2.2, 2.3 High
6	State Energy Related Building Standards - Regional Collaboration	30,385	32,208	34,141	36,189	38,360	40,662	BE 1.2, 2.4 Moderate
7	State Clean Energy Transformation Act Regional Collaboration	30,385	32,208	34,141	36,189	38,360	40,662	BE 1.2 Very High
8	Incentivization Program to Transition Community to Electric and Solar	21,555	22,848	24,219	25,672	27,213	28,845	BE 2.1, 2.3 High
9	Monitor PSE Grid Reliability	-	-	-	-	-	-	BE 2.5 Resilience Action
10	Rebate Program for Low Income Transition to PSE Green Power	45,693	48,434	51,340	54,420	57,686	61,147	BE 2.2 High
Transportation and Land Use								
11	Community Outreach & Education Programs	28,495	30,205	32,017	33,938	35,974	38,133	TL 3.1 Moderate
12	Federal Vehicle Fuel Economy Standards	15,085	15,990	16,950	17,966	19,044	20,187	TL 3.1, 3.2 High
13	Develop and Update Climate Action Element in Comp Plan	97,385	2,528	2,680	2,841	3,011	28,192	TL 2.2, MO 5.1 -
14	Expand EV charging stations throughout City	54,485	57,754	27,511	29,162	30,912	32,766	TL 3.2 Moderate
15	Evaluate Climate Related Vulnerability in Landslide/Flood Hazard Code	-	25,000	-	-	-	-	TL 1.3 Resilience Action
16	Rebate Program: Small Gas Engines to Electric	5,785	6,132	6,500	56,890	57,303	7,742	TL 3.1 Low
Other (Refrigerants & Solid Waste)								
17	Sustainable Zero Waste Food, Composting & Recycling Programs	8,463	8,970	9,508	10,079	10,684	11,325	CM 1.1, 2.2 Low
18	Incentivization for Composting & Recycling Mandate	-	-	-	-	-	-	CM 2.3 Low
Natural Systems & Water Resources								
19	Community Outreach & Education Programs	40,828	43,277	45,874	48,626	51,544	53,879	NS 1.1, 1.2, 2.1 Moderate
20	Tree Canopy Expansion	7,485	7,934	8,410	8,915	9,450	10,017	NS 2.1 Moderate
21	Open Space Acquisitions (Grant Matching)	50,000	53,000	56,180	59,551	63,124	63,124	NS 2.1 Low
22	Habitat Restoration Programs	5,000	5,300	5,618	5,955	6,312	6,312	NS 2.2, 2.3 Low
Community Resilience & Wellbeing								
23	Community Outreach & Education Programs	42,350	44,891	47,584	50,440	53,466	55,916	CR 1.1, 1.2 Resilience Action
24	Community Air Quality Monitoring Program	19,185	20,336	21,556	22,850	24,221	24,916	CR 1.3 Resilience Action
25	WSDOT Vulnerability Assessment - Kenmore Focus	-	-	-	-	-	-	CR 1.4 Resilience Action
26	Utility Tax Rebate Program for Low Income	-	-	-	-	-	-	CR 2.1 Resilience Action
Monitoring and Evaluation								
27	CAP Monitoring and Updates	13,500	14,310	15,169	16,079	17,043	17,687	- -
28	Green House Gas Inventory Update	8,500	14,010	9,551	15,124	10,731	16,375	- -
Other Related Costs								
29	Opportunity Fund	30,000	31,800	33,708	35,730	37,874	40,147	- -
	Subtotal	672,750	642,415	615,452	707,379	741,522	756,196	
	Administrative Overhead (15%)	100,913	96,362	92,318	106,107	111,228	113,429	
	Total	773,663	738,777	707,770	813,486	852,750	869,625	
Housing and Human Services								
30	Radar Navigator Program	175,000	195,000	225,000	250,000	275,000	300,000	
31	Affordable Housing Units	100,000	106,000	112,360	119,102	126,248	133,823	
32	Housing & Human Services Program Manager	170,000	180,200	191,012	202,473	214,621	227,498	
33	Increase Human Services Funding	100,000	106,000	112,360	119,102	126,248	133,823	
	Administrative Overhead (15%)	81,750	88,080	96,110	103,602	111,318	119,272	
	Total	626,750	675,280	736,842	794,279	853,435	914,416	
Program Option 4 Total		1,400,413	1,414,057	1,444,611	1,607,764	1,706,185	1,784,041	

CITY OF KENMORE
City Manager's Office

Kenmore's Public Records Requests



The Public Records Act

Revised Code of Washington State, Chapter 42.56

The people do not yield their sovereignty to the agencies that serve them.

The people do not give their public servants the right to decide what is good for the people to know and what is not good for them to know.

Kenmore Municipal Code Chapter 1.10

1.10.010(A)...the City will make public records available upon request and publish rules of procedures to inform the public how access to public records will be accomplished.

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What is a public record?



Kenmore’s Public Records Requests (PRRs)

No. of PRRs Received

2018:	399
2019:	417
2020:	331
2021:	331
2022:	360 est.

No. of Days to Final Disposition

	Median Days	Average Days
2018:	6	9.6
2019:	7	12
2020:	5	10.4
2021:	5	7.2
2022 To Date:	5	10.5



What Records are Being Requested

- 70% of Requests are assigned to Development Services and Community Development
 - Building and Land Use Permits
 - Code Enforcement Cases
 - Park Development Projects
 - Comprehensive Plan Updates
 - Planning Initiatives
- 20% of Requests are assigned to Engineering, Finance/Personnel, Environmental Services & Public Works Operations
 - Design, Construction & As-Built Records for Various Street and Sidewalk Improvement Projects
 - City Staff and Council Annual Salary Schedules
 - Drainage Complaints
 - Air and Water Quality Monitoring Records
- 10% of Requests are for Police Records



Staff Time Spent Responding to PRRs

Total Staff Hours by Year

2018: 1156
2019: 995
2020: 1057
2021: 1137
2022 (to date): 773

Total Hours per Request

3

PRO Time Spent

74% of Total Hours



Role of the Public Records Officer (PRO)

The Role of the Public Records Officer is a key part of our democracy.

- Assures Public Access to the City's Informational Assets
- Manage PRR Webpage, Procedures & Municipal Code, KMC 1.10
- Receive, Assign and Respond to Requests
- Review Responsive Records Prior to Production
- Staff and PRO Training
- File Annual JLARC (Joint Legislative Audit & Review Committee) Report



For comments and questions:

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