

TO: Debbie Bent, Community Development Director, City of Kenmore
Lauri Anderson, Principal Planner, City of Kenmore

FROM: Clay White, Director of Planning, LDC Inc.
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DATE: March 31, 2023

RE: Middle Housing/Small scale commercial development code and policy review

The purpose of the discovery report is to review existing information as it relates to future development of middle housing and small-scale commercial opportunities in the City of Kenmore. The findings of the report will inform the overall approach and recommendations for future project tasks, including the development of middle housing code amendments.

The report is broken up into five sections. Each section includes references to additional background research and maps, which are appended as attachments to the report. Links are provided for easy navigation to these additional materials.

Areas covered within the report include:

- ✓ [Middle Housing – Comprehensive Plan policy direction](#)
- ✓ [Middle Housing – Bulk standards review](#)
- ✓ [Middle Housing – Consideration of various types](#)
- ✓ [Middle Housing – Opportunities and options](#)
- ✓ [Small-Scale Commercial Development – Analysis and options](#)

Middle Housing –Comprehensive Plan Policy Direction

Review recently adopted Vision Statement, Land Use Element, and Housing Element for current policy direction.

In November 2022, the City of Kenmore completed a major update of several elements of its Comprehensive Plan. The update included major revisions to the Kenmore 20-year Vision Statement and both the Land Use and Housing Elements. [Attachment A](#) provides tables that highlight Vision Statement and Land Use and Housing Element policies focused on housing, including middle housing.

Recent changes to Housing Element requirements through [HB 1220](#) and new and modified housing policies in [Vision 2050](#) and the [King County Countywide Planning Policies](#) require cities to more actively plan for a wide variety of housing types. As an example, new Housing Element language requires a comprehensive plan and implementing regulations include “a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including...moderate density housing options including, but not limited to, duplexes, triplexes, and townhomes.”

The work recently completed by the City of Kenmore implements these new requirements and includes a Vision Statement and policies that support providing a variety of middle housing options. While [Attachment A](#) identifies a broader set of language and policies focused on housing, the following stand out as Vision Statement and policy guidance focused on support for moderate-density housing options.

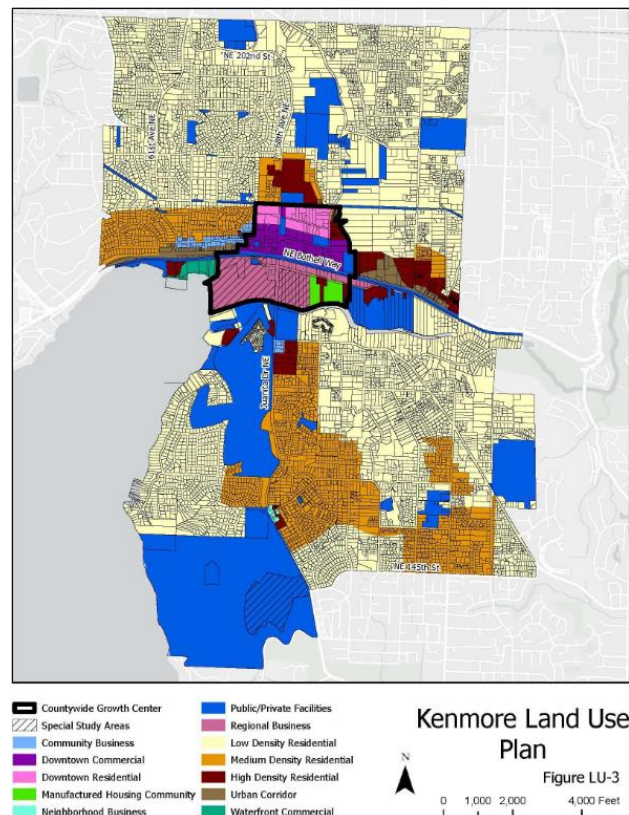
Vision Statement (excerpts)

- As we look into the future, we see Kenmore as a place that residents, businesses, and visitors find welcoming, with courteous people, offering a high quality of life to live, raise children, shop, work, recreate, and socialize. In 2044, we see Kenmore as a fun, vibrant community centered on the waterfront but including a variety of unique neighborhoods.
- Encourages a diversity of well-maintained, complementary housing types to provide living accommodations affordable to all residents.
- Is friendly and inclusive, welcoming all types of families, supporting diversity, and fostering a sense of belonging and pride in all residents.

Land Use Element

- Policy LU-1.5.1 Ensure that zoning regulations provide for a range of housing types and densities, such as lower density single-family neighborhoods, medium density neighborhoods that combine single-family housing with duplexes, triplexes and cottage housing, and neighborhoods with larger-scale multifamily developments.
- Policy LU-3.1.6 Plan for a variety of housing types including affordable housing.

The adopted land use map implements these policies, including the provision for medium density housing along the City's two main transit corridors (NE Bothell Way and Juanita Drive NE)



Housing Element

- GOAL H-1. Promote and maintain strong, diverse, equitable, and inclusive neighborhoods.
- Policy H-3.1.1 Ensure zoning regulations accommodate a range of housing styles and types in appropriate locations, such as single-family detached dwellings, size-limited

houses on smaller lots, duplexes, triplexes, cottage housing, townhouses, apartments, accessory dwellings, manufactured homes, and other types. Consider neighborhood compatibility as well as housing needs and surrounding environmental conditions when applying zones, land use, and development standards.

- Policy H-3.1.2 Take an incremental approach to expanding medium density housing opportunities in the City.
- OBJECTIVE H-4.2 Adopt programs and regulations that support housing affordable to extremely low-, very low-, low-, and moderate-income households, comparable to the countywide need.
- OBJECTIVE H-4.3 Provide zoning and development standards that integrate affordable housing compatibly into the community.
- 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.

One policy area where further consideration may be appropriate are policies focused on housing types appropriate for the lower density R-1 and R-4 zones. Currently, Policy LU-2.1.2 and 1.5.1 focus on the R-1 and R-4 zones being primarily reserved for single-family detached housing.

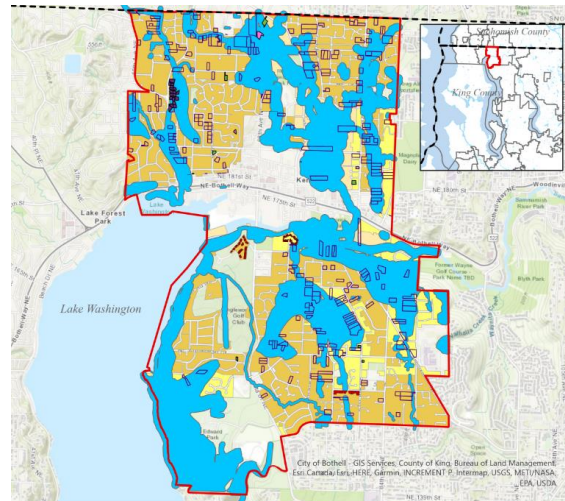
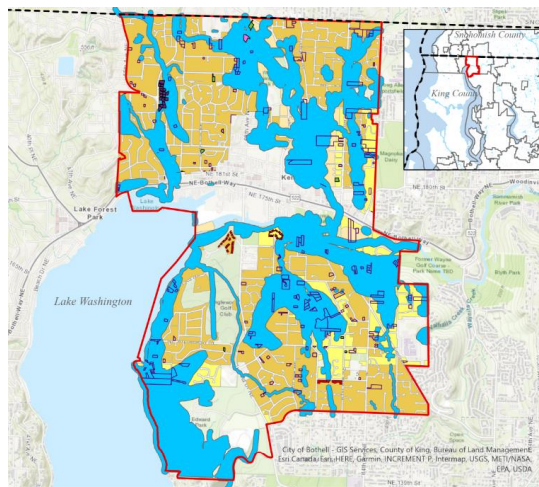
- Policy LU-2.1.2 Low Density Residential: In this classification, land uses are predominantly single detached dwelling units on lot sizes that vary according to district but with an overall base density of one to six dwelling units per acre. In the R-1 and R-4 districts, uses are clustered as appropriate in relation to environmental constraints.
- Policy LU-1.5.1 Ensure that zoning regulations provide for a range of housing types and densities, such as lower density single-family neighborhoods, medium density neighborhoods that combine single-family housing with duplexes, triplexes and cottage housing, and neighborhoods with larger-scale multifamily developments.

Given that multiple-family dwellings (townhouses) are currently allowed in the R-1 and R-4 zones and that H-4.1.3 supports treating existing middle housing types as legally conforming units, some modification of the above policies may be warranted. The extent of policy language changes depend on the extent and type of middle housing code changes in the future and the types of middle housing permitted in each of the two zones. Policies should be modified to reflect the housing types ultimately allowed in each of the residential zones.

Options could include broadening Policy LU-2.1.2 to mention other middle housing types, such as duplexes, triplexes, or townhomes (currently permitted in all residential zones). Policy LU-1.5.1 could also be expanded so that the housing types associated with medium density zones also apply to lower density zones, where appropriate.

This is important because LU-2.1.2 encourages clustering of housing to avoid environmental constraints. Middle housing provides one option to be able to meet the density goals for the underlying zone while also meeting critical area regulations.

The maps below (also found in [Attachment C](#) and [Attachment D](#)) highlight that much of the residential land with development or redevelopment possibilities is constrained by critical areas. Providing for more housing types while encouraging clustering, could provide more housing opportunities.



Middle Housing – Bulk Standards Review

Review bulk standard requirements, design standards, incentives, environmental regulations, fees, infrastructure, and permit processes in the R-1, R-4, and R-6 single-family zoning districts, including draft regulations for duplexes and triplexes.

A review of the City of Kenmore bulk standards, design standards, incentives, environmental regulations, fees, and permit processes in the R-1, R-4, and R-6 zones has been completed. [Attachment B](#) provides a table that compares key sections of last year's draft regulations for duplexes and triplexes with existing code. The comparison table is focused on key code sections, which typically impact the ability to build housing, including middle housing. This includes allowed uses, bulk standard tables, and parking, on-site recreation, and landscaping requirements. A table with links to other key code sections has also been provided.

The following analysis provides a high level overview of how the current bulk standards impact the ability to construct middle housing types in the R-1 and R-4 zones and how the current bulk standards impact the R-6 zone. This includes development of duplexes, triplexes, fourplexes,

fiveplexes, sixplexes, townhomes, courtyard apartments, cottage housing, and stacked flats. This analysis couples with the discovery report code options provided later in the report.

R-1 zone

The base density for the R-1 zone is one dwelling unit per acre. Much of the zone is constrained by critical areas and the code requires clustering when critical areas are present. Given the low density of the zone, it is unlikely that much middle housing will be built in the R-1 zone. If someone has two acres, for example, they will most likely build two single family detached homes. However, given the focus on clustering, providing for attached housing types could be one way to more effectively meet environmental goals, while also providing housing options.

To encourage lower density middle housing types, such as duplexes or triplexes, the city would need to consider increasing the base density, combining this zone with the R-4 zone, or providing density increases for certain middle housing types. Critical area regulations would still limit development in many areas and encourage clustering of housing. The city could look at incentives for providing middle housing types, such as counting a duplex as one unit towards density or providing a density bonus for middle housing that meets environmental goals. Under the current base density limitations, it is unlikely that fourplexes, fiveplexes, sixplexes, courtyard apartments, cottage housing, and stacked flats will be built in this zone.

The city should also look at increasing the 30% impervious surface maximum for lots. The current requirement does not encourage clustering homes on very small lots. While the minimum lot size is 2,500 square feet, that would mean only allowing 833 square feet of impervious surface. Given the overall density of the zone is one dwelling unit per acre, the impervious surface maximum could be raised substantially while still maintaining a very low overall impervious surface area.

R-4 zone

The base density for the R-4 zone is four dwelling units per acre. Six dwelling units per acre may be achieved when applying the residential density incentives in KMC 18.80. Currently, the incentives are not focused on middle housing.

Like the R-1 zone, the city would need to consider increasing the base density or provide strong incentives to encourage middle housing. If someone has one acre, for example, they will most likely build four single family detached homes rather than two duplexes. Single family detached housing is typically built until densities exceed 9-11 dwelling units per acre (depending on the bulk standards and zoning).

The bulk standards, such as minimum lot sizes, currently support single family detached housing being built vs. middle housing. In lieu of increasing the base density, the following are a couple of options to consider.

- Minimum lot size - Currently, the minimum lot size for the zone is 7,200 sq. ft., except as allowed in KMC 18.21.030 - Footnote 16. To encourage middle housing, consider reducing the minimum lot size for middle housing types, especially where critical areas are present. It is possible, that two duplexes or a triplex would be built (instead of single family detached housing) in instances where a lot is heavily constrained by critical areas, if the minimum lot size was reduced to 2,500 sq. ft, for example. Maximum impervious surface standards and setbacks should also be reviewed depending on the minimum lot size established.
- Residential density incentives - the city could consider amending KMC 18.80 to provide for residential density incentives for middle housing such as duplexes, triplexes, fourplexes, cottage housing, or stacked flats. If densities were increased to 8 dwelling units per acre for middle housing coupled with modified bulk standards for lot dimensions, maximum impervious, minimum lot sizes, it could provide the right incentive for middle housing to be built (rather than single family detached housing).

Under the current base density limitations, it is unlikely that fourplexes, fiveplexes, sixplexes, courtyard apartments, cottage housing, and stacked flats will be built in this zone, if permitted, unless critical areas restrict the developable area.

R-6 zone

The base density for the R-6 zone is six dwelling units per acre. Nine dwelling units per acre may be achieved when applying the residential density incentives in KMC 18.80. Currently, the incentives are not focused on middle housing.

Like the R-1 and R-4 zones, the R-6 bulk standard regulations are focused on single family detached housing. At six dwelling units per acre, single family detached housing is typically going to be developed vs. middle housing types, unless critical areas restrict the building envelope and attached housing becomes advantageous.

The current minimum lot size of 5,400 sq. ft., setbacks, and minimum lot widths would be associated with detached housing types. Modifications to bulk standards coupled with middle housing incentives, like those outlined for the R-4 zone, could provide additional opportunities for lower density middle housing types. Under the current base density limitations, it is unlikely that many fourplexes, fiveplexes, sixplexes, courtyard apartments, cottage housing, and stacked flats will be built in this zone, if permitted, unless critical areas restrict the developable area.

The draft "Missing Middle" code proposed increasing allowable densities, eliminating minimum lot sizes, reducing setbacks, and modifying lot dimensions and standards. While the draft code amendments were focused on duplexes and triplexes, the densities provided for in the draft code would be conducive to fourplexes, fiveplexes, sixplexes, townhomes, courtyard apartments, cottage housing, and stacked flats. If the "Missing Middle" code is considered in the future (for some or all or some of the R-6 zoned land), the city could consider

allowing a wider variety of middle housing types. In addition, instead of having bulk standards for each housing type, consider having one set of bulk standards for all attached housing types. Another alternative would be to apply R-12 and/or R-18 zoning to some areas given the base densities called for in the draft “Missing Middle” ordinance more align with the densities in those zones. Additional middle housing types could be added as permitted in addition to Multiple-Family Dwellings, which are already permitted.

The draft “Missing Middle” ordinance proposed densities of 22-29 units per acre for duplexes and triplexes. These densities would provide a strong incentive for development and redevelopment. It is suggested that if future options are considered in the R-6 zone, that bulk standards such as minimum lots sizes, building setbacks, landscaping buffers, and impervious maximums be reviewed, to true up how allowed densities sync up with bulk standard requirements that may impact actual development densities. This should be reviewed for both development and redevelopment options.

The draft code could also be applied to other middle housing types, including cottage housing. If a cottage housing code is developed, there are a few items to consider. It would be important to provide some type of incentives. With the current price of land, building a 1,200 sq. ft. home vs. 2,400 sq. ft. home, for example, may not make sense unless incentives, such as density increases are provided. The other issue is that KMC 18.40.030 currently requires 2 parking spaces for each dwelling unit. If built, this could result in large parking areas. Consider allowing and incentivizing cottage development near transportation options so parking requirements can be reduced or eliminated. The largest hurdle with cottage housing is that the housing type typically still requires all the elements of a single family development. Smaller homes still require setbacks, landscape buffers, parking, stormwater detention, etc. The goal is to find ways that is can pencil. vs. an alternative type of development.

One important area to focus on moving forward will be where middle housing may be permitted vs. where there is existing land that is vacant or redevelopable. [Attachment C](#) defines where there are vacant parcels in the R-1, R-4, and R-6 zones that could be developed in the future. [Attachment D](#) provides the same information but focuses on parcels that could be redeveloped.

Critical areas and associated buffers have been overlayed on both maps. Many of the parcels that could be developable or redevelopable have critical area encumbrances. This does not mean they could not be developed, but it does present additional challenges. Very few vacant parcels remain in the R-1, R-4, and R-6 zones that do not have critical area challenges. There are a greater number of parcels that may be redevelopable in the R-6 zone and appear to be outside of designated critical areas and buffers. However, many of these are also encumbered.

As revised code changes for duplexes and triplexes are developed and considered and other housing regulations are prepared, understanding where development or redevelopment could occur is important. This will not only help frame up where development of middle housing might occur, if permitted, but also help guide the development of new codes. The draft duplex and

triplex code, for example, provides strong density incentives to build duplexes and triplexes in the current R-6 zone. Providing these types of incentives will be important, given that most new middle housing would be in the form of redevelopment of lots with existing single-family homes. Existing homes on parcels will typically not be redeveloped unless there is a strong incentive to do so. The draft duplex and triplex code provides incentives that could work.

There is one other use change that may be important to consider. Under the current code, multiple-family dwelling units (townhouses) are permitted within the R-1, R-4, and R-6 zones. These are defined as a one-family dwelling attached to one or more one-family dwellings by common roofs, walls, or floors. A footnote in the use table explains that in the single-family zones currently, only multiple-family dwellings in the form of subdivided townhomes are permitted (other townhomes are conditional uses, and all other multifamily units are prohibited). In the proposed duplex and triplex code, multiple-family dwelling units would remain permitted in the R-1 and R-4 zones, but duplexes and triplexes would only be permitted in the R-6 (proposed RM) zone.

One option would be to remove multiple-family dwelling units as being permitted in the R-1 and R-4 zones but allow duplexes in the two zones on corner lots or only under certain circumstances. If the code was modified this way, it would focus middle housing in the R-6 zone (or in certain areas within the R-6 zones), where there are the most redevelopment options. It would also lessen impacts to the R-1 and R-4 zones from what is currently permitted. This may assist as draft codes are brought back to the public and city council.

Middle Housing – Consideration of Various Housing Types

Consider duplexes, triplexes, fourplexes, sixplexes, townhomes, courtyard apartments, cottage housing, and stacked flats.

Under the current code, townhouses are permitted within the R-1, R-4, and R-6 zones. Each of the zones has guidelines for townhouses to ensure these middle housing types are appropriate for the zone.

The City is considering how to permit duplexes and triplexes in the R-6 zone. This residential zone is where most residential capacity exists for middle housing. The City of Kenmore has and is considering options to provide a variety of middle housing options within the city.

The analysis on pages 4-7 provides high level insights about all middle housing types within the R-1, R-4, and R-6 residential zones. This includes the following findings:

- Additional middle housing in the R-1 and R-4 zones will be difficult given they are both low density zones (one and four dwelling units per acre respectively) where single family detached homes will typically be built. Bulk standards would need to be modified to align with what is needed for middle housing and residential density incentives should be provided for attached housing types. If the bulk standards are properly modified, middle

housing, such as duplexes and triplexes may be built, especially where there are environmental constraints limiting the development area of a property.

- The R-6 zone is also a relatively low density zone (six dwelling units per acre). The current minimum lot size of 5,400 sq. ft., setbacks, and minimum lot widths are focused on building detached single family housing. Modifications to bulk standards coupled with middle housing incentives, such as a density bonus for certain middle housing types, could provide additional opportunities for middle housing types. Under the current base density limitations, it is unlikely that many fourplexes, fiveplexes, sixplexes, courtyard apartments, cottage housing, and stacked flats will be built in this zone, if permitted, unless critical areas restrict the developable area.
- The draft "Missing Middle" ordinance proposed increasing allowable densities, eliminating minimum lot sizes, reducing setbacks, and modifying lot dimensions and standards. While the draft code amendments were focused on duplexes and triplexes, the densities provided for in the draft code would be conducive to fourplexes, fiveplexes, sixplexes, townhomes, courtyard apartments, cottage housing, and stacked flats. If the "Missing Middle" code is considered in the future (for some or all or some of the R-6 zoned land), the city could consider allowing a wider variety of middle housing types. In addition, instead of having bulk standards for each housing type, consider having one set of bulk standards for all attached housing types.
- The draft "Missing Middle" ordinance proposed densities of 22-29 units per acre for duplexes and triplexes. These densities would provide a strong incentive for development and redevelopment. It is suggested that if future options are considered in the R-6 zone, that bulk standards such as minimum lots sizes, building setbacks, landscaping buffers, and impervious maximums be reviewed, to true up how allowed densities sync up with bulk standard requirements that may impact actual development densities. This should be reviewed for both development and redevelopment options. The draft code could also be applied to other middle housing types, including cottage housing.

Middle Housing – Opportunities and Options

Outline policy or code alternative that could provide middle housing opportunities on at least 30% of the lots or land in the City primarily zoned for single-family development, including pro/cons of making code or policy changes and other jurisdictions who have taken similar actions.

The City of Kenmore currently permits middle housing in each of the single-family zones and therefore exceeds the 30% threshold. The R-1, R-4, and R-6 zones each allow townhouses as a permitted use. However, while use is permitted, it is subject to underlying density limitations and bulk standard restrictions, which impact the overall ability to build townhouses, especially in the R-1 and R-4 zones. There is also no incentive to build this type of housing versus single-family detached housing unless a site is constrained and building attached housing is the only way to achieve higher densities.

Four preliminary use change options have been developed, to help compare alternatives that are available and could be considered by the city. They include:

- Option #1 – Permit duplexes and triplexes in all single-family residential zones (R-1, R-4, R-6) within ¼ mile of High Capacity Transit.
- Option #2 – Permit duplexes and triplexes on corner lots in R-1, R-4, and R-6 zones.
- Option #3 – Permit duplexes and triplexes in the R-6 zone (mirrors latest version of draft duplex/triplex code).
- Option #4 – Permit other middle housing types.

For each option, we have identified if:

- It would provide middle housing opportunities on at least 30% of the lots or land in the city primarily zoned for single-family development.
- If policy changes would be necessary to support this option.
- Possible advantages and disadvantages of taking the action.

Given that the options presented may not perfectly align with actions taken by other cities, the following list and links are for cities that permit middle housing in a variety of residential zones. Most cities at least have moderate density zones that permit middle housing types.

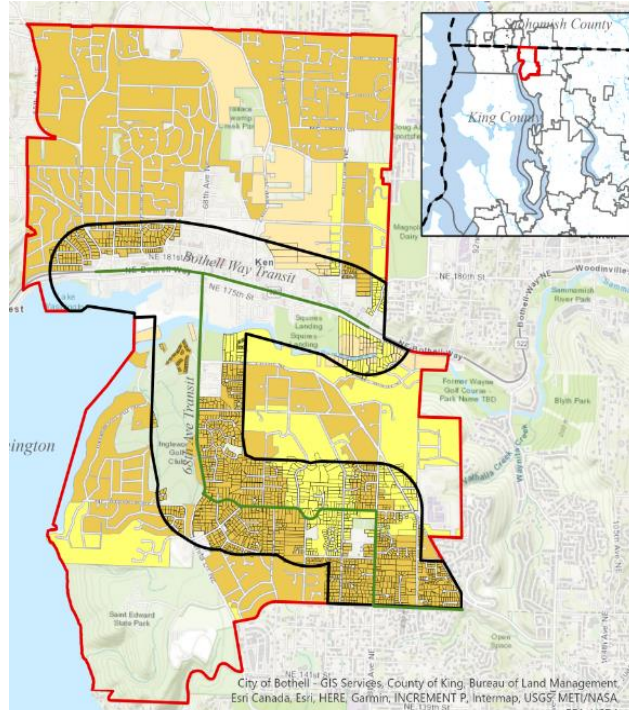
Duplexes on corner lots	Middle Housing Codes:
<ul style="list-style-type: none">• Bothell• Snohomish County	<ul style="list-style-type: none">• Issaquah• Port Orchard• Port Townsend• Mill Creek

Note that each of these are preliminary discovery options put together to assist in assessing what code changes might be advantageous for the City of Kenmore. It is expected that additional study and research will be completed and additional options considered.

Option #1 – Permit duplexes and triplexes within ¼ mile of High Capacity Transit

This option focuses on allowing duplexes and triplexes on lots within the R-1, R-4, and R-6 zones which are within ¼ mile of High Capacity Transit services. Those corridors include NE Bothell Way (HWY 522) and Juanita Drive. Most of the area within this corridor is located within the R-6 zone.

This option applied only to the R-6 zone is supported by the Comprehensive Plan Land Use Map. Other than applicability language, most of the draft duplex/triplex code could be used to implement this option. Density incentives and bulk standard requirements will need to be amended to work for these attached housing types in the R-1 and R-4 zones, along with changes to the Comprehensive Plan Land Use Map.



A full version of the Option #1 map is included as [Attachment E](#).

<p>Code options provide middle housing opportunities on at least 30% of the lots or land in the city primarily zoned for single-family development?</p>	<p>Yes. This option would provide for duplexes and triplexes on 30.2% of lots zoned R-1, R-4, and R-6. This percentage would be reduced if only applied to the R-6 zone.</p> <p>This option presumes that this change would be in parallel with removing multi-family dwelling units (townhomes) as being permitted in all three zones. If this use remains as permitted, then middle housing would remain permitted in 100% of the single-family residential zones.</p>
<p>Would policy changes be necessary to support this option?</p>	<p>Slight modification to Policy LU-2.1.2 and 1.5.1 could be warranted if this option is applied to the R-1 and R-4 zones. Currently, those policies are focused on single-family detached residential housing for those zones. Changes to the Comprehensive Plan Land Use Map also would be required.</p>

Advantages	<ul style="list-style-type: none"> • Would provide moderate density housing closer to transportation choices. • Could assist if reduced parking requirements are considered. • Allowing duplexes and triplexes in the R-1 and R-4 zones would not reduce any environmental regulations or protections. These housing types, just like single family detached homes, would have to comply with all environmental regulations to be approved.
Disadvantages	<ul style="list-style-type: none"> • Would reduce opportunities for middle housing given many of the parcels with development or redevelopment opportunities are located outside of ¼ mile radius. • Unless density incentives are provided, many parcels in the R-1 and R-4 zones would not be allowed to build a duplex or triplex given the maximum density allowance of each zone.

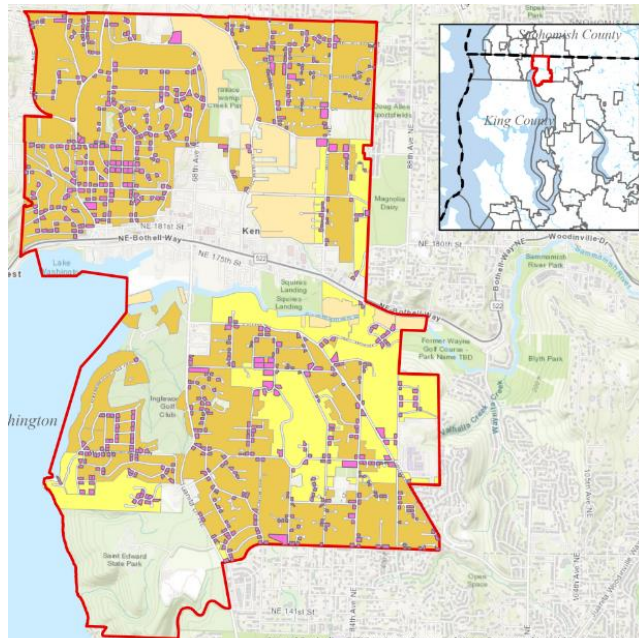
Option #2 – Permit duplexes and triplexes on corner lots in R-1, R-4, and R-6 zones

This option focuses on permitting duplexes on corner lots within the R-1, R-4, and R-6 zones.

This option could be adjusted to only apply to the R-4 and R-6 zones or to the R-6 zone only. Most of the corner lot parcels are located within the R-6 zone. Other than applicability language, most of the draft duplex/triplex code could be used to implement this option.

Suggested high level edits to the draft “Middle Housing” code language is provided for in the discovery report. If this option is pursued, a full set of draft code changes will be prepared.

A full version of the Option #2 map is included as [Attachment F](#).



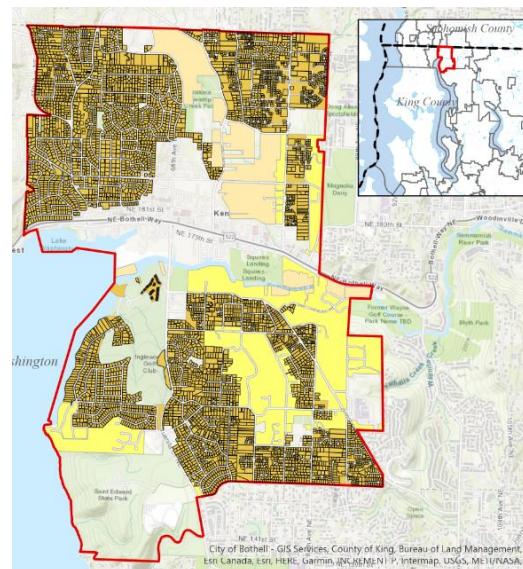
<p>Code options provide middle housing opportunities on at least 30% of the lots or land in the city primarily zoned for single-family development?</p>	<p>No. This option would provide options for duplexes on 11.4% of lots zoned R-1, R-4, and R-6. This percentage would be reduced if only applied to the R-6 zone.</p> <p>Option presumes that this change would be in parallel with removing multi-family dwelling units as being permitted in all three zones. If this use remains as permitted, then middle housing would remain permitted in 100% of the single-family residential zones.</p>
<p>Would policy changes be necessary to support this option?</p>	<p>Slight modification to Policy LU-2.1.2 and 1.5.1 could be warranted if this option is applied to the R-1 and R-4 zones. Currently, those policies are focused on single-family detached residential housing for those zones.</p>
<p>Advantages</p>	<ul style="list-style-type: none"> • Would have less of an impact to existing neighborhood than allowing duplexes and triplexes on all lots. • Duplexes can be designed, especially on corner lots, to better fit in with the character of existing neighborhoods.
<p>Disadvantages</p>	<ul style="list-style-type: none"> • Would limit the potential areas for permitting duplexes and triplexes in the residential zones.

Option #3 – Permit duplexes and triplexes within R-6 zone

This option focuses on permitting duplexes and triplexes within the R6 zone only. This option is synonymous with the latest version of the draft “Missing Middle” code.

This option could be paired with the option of removing multi-family dwelling units as being permitted in all three zones. This could provide a balance between the lower density R-1 and R-4 zones and the moderate density R-6 zone.

This option provides significantly more opportunities for middle housing to be built in the city then focusing on corner lots or requiring duplexes and triplexes to be within ¼ mile to High Capacity Transit. This is because many of



lots where development or redevelopment is likely to take place fall outside of corner lots or the ¼ mile area.

Suggested high level edits to the draft “Middle Housing” code language is provided for in the discovery report. If this option is pursued, a full set of draft code changes will be prepared.

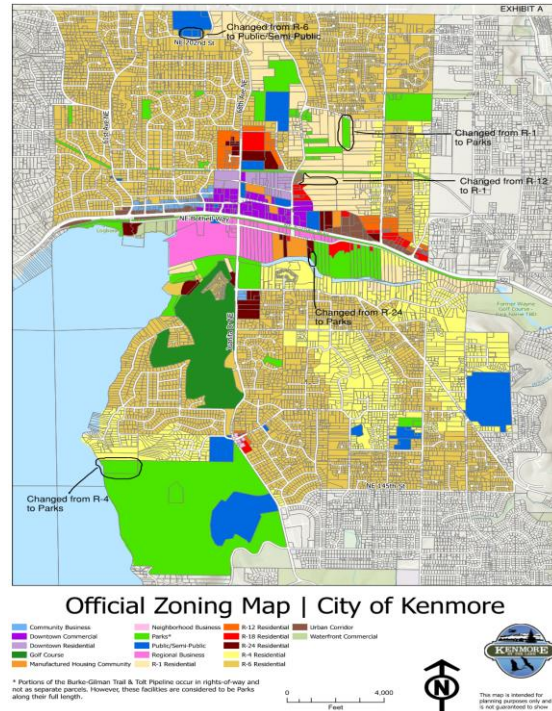
A full version of the Option #3 map is included as [Attachment G](#).

Code options provide middle housing opportunities on at least 30% of the lots or land in the city primarily zoned for single-family development?	<p>Yes. This option would provide for duplexes and triplexes on 80.6% of lots zoned for single-family residential even though it is proposed to only apply in the R-6 zone.</p> <p>Option presumes that this change would be in parallel with removing multi-family dwelling units as being permitted in all three zones. If this use remains as permitted, then middle housing would remain permitted in 100% of the single-family residential zones.</p>
Would policy changes be necessary to support this option?	No policy changes would be required. The Comprehensive Plan Land Use Map would need revision.
Advantages	<ul style="list-style-type: none"> • Would provide options for duplexes and triplexes within a larger area in the city than other options. • Could provide an opportunity for more attainable housing types in the city. • Would provide more options where lots are available that are outside of critical areas and have development or redevelopment potential.
Disadvantages	<ul style="list-style-type: none"> • Some development could be perceived as being incompatible with existing single-family detached neighborhoods.

Option #4 – Permit other middle housing types

This option focuses on providing options for more middle housing in the R-1, R-4, and R-6 zones. This includes options that could work under the current zoning format with minimal code changes. The city could decide to only take elements of this option to provide additional middle housing options.

- 1) Allow for duplexes and triplexes in the R-1 and R-4 zones. These housing types would be the least impact on zones which are primarily single family detached housing and less intense than multiple-family dwellings (townhouses) which are currently permitted. Density incentives and bulk standard changes would be proposed to facilitate development. This would also allow the city to focus on clustering homes adjacent to critical areas, given most developable or redevelopable sites are adjacent to critical areas.
- 2) Within the R-6 zone, utilize the densities prescribed in the draft “Missing Middle” code but modify the proposal to allow for more middle housing types, such as fourplexes, fiveplexes, sixplexes, courtyard apartments, and stacked flats. Consider limiting densities within a ¼ mile of NE Bothell Way and Juanita Drive NE—a walkable distance from the main transit corridors. This option would require some bulk standard changes from those outlined in the “draft “Missing Middle” ordinance.
- 3) Within the R-6 zone, permit cottage housing. Consider reduced or no off street parking requirements within a ¼ mile of NE Bothell Way and Juanita Drive NE and incentives to promote this housing type over other types that could be built in the R-6 zone.



Code options provide middle housing opportunities on at least 30% of the lots or land in the city primarily zoned for single-family development?

Yes. This option would provide for middle housing in all residential zones, depending on the options or options chosen.

Would policy changes be necessary to support this option?	Slight modification to Policy LU-2.1.2 and 1.5.1 could be warranted options are applied to the R-1 and R-4 zones. Currently, those policies are focused on single-family detached residential housing for those zones. It is likely that some modifications to the Comprehensive Plan Land Use Map would be required.
Advantages	<ul style="list-style-type: none"> • Would provide options for duplexes and triplexes within a larger area in the city than other options. • Could provide an opportunity for more attainable housing types in the city. • Would provide more options where lots are available that are outside of critical areas and have development or redevelopment potential. • Could provide for the full range of middle housing types but limit higher density options in areas which are further for transit options or primarily single family.
Disadvantages	<ul style="list-style-type: none"> • Some development types could be perceived as being incompatible with existing single-family detached neighborhoods.

Middle Housing – Small Scale Commercial Development Analysis

Prepare analysis and map areas which could provide options for small-scale commercial development to improve neighborhood walkability and support middle housing. The analysis includes development of a methodology to be utilized in the analysis and mapping of identified areas.

The City of Kenmore is interested in identifying potential locations for small-scale commercial development embedded within existing residential areas.

Kenmore’s zoning code already contains a Neighborhood Business zoning district, which is currently only implemented on its zoning map in two locations: on 55th Ave NE on the border with Lake Forest Park, currently an office building, and several properties at the intersection of Juanita Dr NE and NE 153rd Pl, including a restaurant, auto shop, coffee shop, and convenience store. However, the City is looking at **alternatives** to the Neighborhood Business zone that would better promote walkability, be more integrated in residential areas, and support the implementation of middle housing.

Methodology

1. To that effect, sites where zoning could be changed to allow such uses were selected with the following base criteria:

- Within the R-1, R-4, or R-6 zones;
- Located at an intersection involving streets classified in the comprehensive plan as collector streets or higher (public streets only);
- Corner lot (visually identified using geospatial data and including lots with frontage on more than one street); and
- Not explicitly designated as a critical areas, open space, or drainage tract in a plat (visual check using aerial imagery and Google Street View).

Using King County parcel data and Kenmore streets and zoning data, an analysis by this first set of criteria resulted in the identification of **175 lots** that meet these criteria.

2. Doubling up HCT - **91** of these 175 lots are also located within a quarter-mile of high-capacity transit corridors, so implementation of a new zoning district or new use standards for these purposes should be closely examined if pursued in concert with Middle Housing option #1 as described on pages 6-7 of this report.

In prioritizing or anticipating development potential, these corner lots were also analyzed on two additional metrics: number of homes within a quarter-mile walkshed, and redevelopment capacity.

3. Redevelopment Capacity - Of the 175 total corner lots identified above, only **10** were listed as redevelopable in the King County Buildable Lands Report data. However, if these lots were to allow commercial uses and be evaluated for development capacity in the same way as other non-residential properties in King County's land supply methodology, using a threshold of an improvement to land value ratio of less than 0.5, **15 lots** would be considered redevelopable (9 percent). Three additional parcels are identified in assessor data as vacant, and a closer investigation would be warranted as to whether there is capacity on these sites or whether they are otherwise encumbered. Those are not included in the map.

A map showing the lots meeting the above base and additional criteria is shown in [Attachment H](#).

4. Walkshed – In order to better home in on likely developability, lots meeting the base criteria described in #1 on the previous page were analyzed by number of residential units within a quarter mile of each lot. [Attachment I](#) shows these lots symbolized by the number of units in each lot's walkshed.

The walksheds of each identified corner lot that could meet the criteria for small-scale neighborhood commercial development range from 60 single-family and middle housing units to 231 units. As Attachment I shows, the locations with the largest potential walksheds include:

- 60th Ave NE and 61st PI NE
- 61st Ave NE and NE 193rd St
- 61st Ave NE and NE 190th St
- Simonds Rd NE and NE 166th St

- 84th Ave NE and NE 155th St
- 84th Ave NE and NE 150th St
- 84th Ave NE and NE 148th PI

Uses and Development Standards – Examples and Considerations

Olympia

The City of Olympia has a Neighborhood Retail district whose intent is as follows:

- "a. Permit small retail establishments which offer a limited range of goods within a residential neighborhood.
- b. Protect existing neighborhood retail districts and permit new establishments where local economic demand and appropriate design can assure compatibility with the neighborhood.
- c. Be located not less than one-half (1/2) mile from another neighborhood retail district or any other commercial district providing similar services or facilities.
- d. Have a maximum size for a Neighborhood Retail district of not more than one (1) acre.
- e. Limit the size, scale and expansion of such establishments in order to minimize traffic volumes and congestion, and other adverse impacts on the neighborhoods in which said establishments are located.
- f. Ensure that development in this district is characterized by small buildings, low traffic generation, considerable walk-in trade, quiet operations and little or no night activity."

Several features of this resonate with Kenmore's stated purpose for small-scale commercial development, including the emphasis on a limited range of uses *within* a residential neighborhood, having a maximum lot size, and an intent to emphasize relatively low-impact and walkable development.

Permitted uses in the NR zone include:

- Restaurants without drive-throughs
- Art galleries
- Fitness clubs and dance studios
- Parks
- Apartments above ground-floor commercial in mixed-use development
- Building materials, garden, and farm supplies
- Food stores
- Gas stations (with conditions)
- Pharmacies
- Specialty stores
- Laundromats
- Personal services

The NR district's dimensional regulations include:

- Maximum building height of 35 feet
- Setbacks of 15 feet

- Minimum lot size of 7,200 square feet
- Max building size of 3,000 square feet for a single use, 6,000 square feet for mixed-use

The city also limits operating hours to 6am to 11pm, limits the size of gas stations, and requires adherence to the city's commercial design guidelines. These regulations include a requirement that buildings must abut at least 50 percent of the street frontage ([OMC 18.110](#)). The approach taken by Olympia has taken may be helpful for Kenmore.

Bellingham

Bellingham has small-scale neighborhood commercial uses mixed into residential areas in several neighborhoods. For example, in the Happy Valley neighborhood, Area 14 is zoned neighborhood commercial and is subject to the following development and use regulations ([BMC 20.00.090](#)):

Area	Zoning	Use Qualifier	Density	Special Conditions	Prerequisite Considerations	Special Regulations
14	Commercial	Neighborhood, administered through the planned development process; limited permitted uses*	<p>Max. 2,000 square feet of floor area per use except for eating establishments.</p> <p>Max. of 50 percent of the gross commercial floor area may be used for offices as a primary use.</p> <p>Min. ratio of 0.8 sq. ft. of residential floor space to 1 sq. ft. of commercial floor space.</p>	Neighborhood commercial and mixed-use design criteria; maximum 25-foot height limit above Harris Ave. centerline; limited vehicular access; street improvements	None	<p>See Attachment 1 – Neighborhood Commercial and Mixed-Use Design Criteria.</p> <p>*Permitted uses are limited to the following:</p> <ol style="list-style-type: none"> 1. Retail establishments of all types except those selling the following products (see also numbers 12 and 13 below): <ol style="list-style-type: none"> a. Automobiles and trucks. b. Heavy farm and construction equipment. c. Feed, grain and farm supplies. d. House trailers, mobile homes and boats. 2. Personal service facilities such as: <ol style="list-style-type: none"> a. Barber and beauty shops. b. Tailor shops. c. Repair shops for small items. 3. Business and professional offices limited to 50 percent of the gross commercial floor area in this zone. 4. Laundry and dry cleaning establishments. 5. Florist shops. 6. Publicly owned parks and playgrounds. 7. Eating establishments. 8. Public utilities, if located within a public right-of-way. 9. Single-family dwelling unit. 10. Duplex and multifamily dwelling units, when within a structure housing other principal uses. 11. Uses similar to the above. <p>Prohibited Uses:</p> <ol style="list-style-type: none"> 1. Auto-oriented services and sales such as gas stations, auto repair shops, drive-through establishments and similar uses. 2. Adult entertainment uses, drinking establishments, liquor stores, card rooms, and tattoo/body piercing establishments.

The use criteria for neighborhood commercial in that zoning district can be found in attachment 1 of [BMC 20.00.090](#). Key regulations in that zone include:

- Buildings and public spaces should be located immediately adjacent to the public sidewalk

- The maximum street frontage for any one commercial use is 60 feet. For street corner uses, only one street frontage may exceed 50 feet.
- Residential uses shall be provided in conjunction with commercial uses at a minimum ratio of 0.8 square feet of residential floor space to 1 square foot of commercial floor space.
- Commercial development of the site shall be pedestrian in scale with windows and entries adjacent to the street or pedestrian corridor.
- Drive-through establishments are prohibited.
- In order to encourage transit related and affordable housing in mixed-use (commercial-residential) developments, shared parking may be approved if required parking for the greater of either all residential or all commercial uses is met.
- Improved on-street parking adjacent to the property may be counted toward on-site parking requirements, provided all required parking for residential uses is improved on site.

While not all of these provisions may be relevant for Kenmore as it sets out to define regulations for small-scale neighborhood commercial development, others are. Kenmore should consider the following categories of regulations:

1. Limit permitted and conditional uses to those that mesh well with the goals of walkability, supporting middle housing, and integrating within existing residential areas. This can include prohibiting drive-throughs and other vehicle-oriented businesses.
2. Limit building size and/or lot size.
3. Require that uses front the street.
4. Allow parking flexibility with shared parking for different uses and the ability to count on-street parking toward parking requirements.

Attachment A – Vision Statement Language and Land Use and Housing Element Policies

CITY OF KENMORE COMPREHENSIVE PLAN – REVIEW OF 20-YEAR VISION, LAND USE, AND HOUSING ELEMENTS.

The comprehensive plan tables highlight language and policies which are focused on housing, including middle housing.

<div>City of Kenmore Comprehensive Plan</div> <div>Kenmore 20-year Vision (Page 2-1)</div>
<div>This table provides the full Kenmore 20-year Vision. Statements focused on housing are in bold text.</div>
<div><div>KENMORE 20-YEAR VISION</div><div>As we look into the future, we see Kenmore as a place that residents, businesses and visitors find welcoming, with courteous people, offering a high quality of life to live, raise children, shop, work, recreate, and socialize. In 2044, we see Kenmore as a fun, vibrant community centered on the waterfront but including a variety of unique neighborhoods that</div><div><div>a) encourages a diversity of well-maintained, complementary housing types to provide living accommodations affordable to all residents</div><div>b) protects natural and environmentally sensitive areas, significant open space, trees, air and water quality, and healthy wildlife habitat, knowing that a healthy environment is critical to human health</div><div>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</div><div>d) is friendly and inclusive, welcoming all types of families, supporting diversity, and fostering a sense of belonging and pride in all residents</div><div>e) is connected both visually and physically to its waterfront, recognizing it as a significant local and regional asset</div><div>f) supports recreation and health through well-maintained parks, community centers, trails, and open spaces</div><div>g) is a walkable and bikeable community that provides a safe, reliable and effective system of streets, sidewalks, bike-ways, and trails, linking significant local and regional destinations</div><div>h) embraces its role as a high-capacity transit community, supporting bus rapid transit and other transit options as part of the regional network</div><div>i) provides convenient access to goods and services essential to residents’ daily needs seeks to enhance the quality of life in its residential neighborhoods</div><div>j) seeks to enhance the quality of life in its residential neighborhoods</div><div>k) has its own sense of place and a pedestrian-friendly downtown offering commercial, civic, cultural and park spaces, integrated with housing</div><div>l) has an economic base that provides a range of goods and services, offers quality employment opportunities, and supports local businesses</div><div>m) has clear design standards creating attractive, functional, and enduring buildings and places</div><div>n) encourages volunteerism and public involvement and works as a good partner with residents and governments throughout the region</div><div>o) supports the safety, physical and mental health, and welfare of all of its residents</div><div>p) supports and encourages education and quality schools</div><div>q) supports local arts, culture and history</div></div></div>

City of Kenmore Comprehensive Plan

Kenmore 20-year Vision (Page 2-1)

This table provides the full Kenmore 20-year Vision. Statements focused on housing are in bold text.

To achieve this vision, responsible and financially sustainable commitments in planning and resources will be made. We share and support this vision for Kenmore.

City of Kenmore Comprehensive Plan

Land Use Element (Page 4A-1)

This table highlights language and policies in the Land Use Element which are focused on housing, including middle housing

From Future Land Use section which describes current conditions vs. future conditions:

- Neighborhoods offering a variety of residential housing types and densities ranging from low-density single-family areas to multi-family development in Downtown. A key concept of the Vision Statement is to support a diversity of housing types to provide accommodations affordable to all residents.
- OBJECTIVE 1.1 Provide a community atmosphere that is friendly and inclusive, supporting diversity and fostering a sense of belonging and pride in all residents.
- 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.
- 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
- 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 1.3 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-1.3.1 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, human services, natural environment, and the provision of infrastructure and other services.
- Policy LU-1.3.2 Provide adequate land capacity for residential growth, and for a full range of commercial uses in Kenmore. This land capacity should include both redevelopment opportunities as well as opportunities for development on vacant lands.

City of Kenmore Comprehensive Plan
Land Use Element (Page 4A-1)

This table highlights language and policies in the Land Use Element which are focused on housing, including middle housing

- Policy LU-1.5.1 Ensure that zoning regulations provide for a range of housing types and densities, such as lower density single-family neighborhoods, medium density neighborhoods that combine single-family housing with duplexes, triplexes and cottage housing, and neighborhoods with larger-scale multifamily developments.
- Policy LU-1.5.2 Provide development standards that create a consistent and compatible pattern of development within residential neighborhoods. Development standards should address housing densities, lot dimensions, building setbacks and height, impervious surface limitations, management of surface water with an emphasis on low impact development, tree retention, access, parking and other standards. Regulations addressing building size and design also may be appropriate in some locations.
- Policy LU-1.7.1 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:
 - Public 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 waterbodies, where regulatory measures alone are insufficient.
- Policy LU-2.1.2 Implement a range of residential, commercial, and public land use classifications:
 - Table of Land Use Classifications and Implementing Districts. Utilize the following table to establish land use districts in the City.
 - Land Use Classification Descriptions. Utilize the following purpose statements to distinguish the land use classifications.
 - Residential: The purposes of the Residential land use classifications are to implement Comprehensive Plan policies for housing quality, diversity, and affordability, and to efficiently use land, public services (including high-capacity transit), and energy while ensuring environmental protection
 - Low Density Residential: In this classification, land uses are predominantly single detached dwelling units on lot sizes that vary according to district but with an overall base density of one to six dwelling units per acre. In the R-1 and R-4 districts, uses are clustered as appropriate in relation to environmental constraints.
 - Medium Density Residential: In this classification, a diversity of compatible housing types is expected at base densities generally between six and 18 dwelling units per acre. Higher densities may be permitted to allow particular “Missing Middle” housing types. Housing may include single detached dwelling units, duplexes, triplexes, cottage housing, and small-scale apartment buildings, depending on district.
- OBJECTIVE 2.3 Establish a system of densities and development standards that allows for efficient infrastructure and service delivery while protecting environmental resources, and compatibility between different building types.
- Policy LU-2.3.1 Through future planning efforts over the next twenty years, seek to achieve 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-2.3.6 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.

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

<u>City of Kenmore Comprehensive Plan</u> Land Use Element (Page 4A-1)	
This table highlights language and policies in the Land Use Element which are focused on housing, including middle housing	
<ul style="list-style-type: none">Policy LU-2.3.7 In some areas, use density incentives, to encourage development of 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-2.6.1 Review and amend zoning and subdivision regulations to ensure adequate setbacks, landscaping, and buffering are required where land use conflicts may occur.Policy LU-2.6.3 Locate zoning districts and prepare development regulations that result in gradual transitions between different building intensities.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-3.1.6 Plan for a variety of housing types including affordable housing.	

<u>City of Kenmore Comprehensive Plan</u> Housing Element (Page 5-1)	
This table highlights language and policies in the Housing Element which are focused on housing, including middle housing	
<ul style="list-style-type: none">GOAL H-1. PROMOTE AND MAINTAIN STRONG, DIVERSE, EQUITABLE, AND INCLUSIVE RESIDENTIAL NEIGHBORHOODS.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. (5-22)Policy H-1.3.1 Support policies, practices, and programming that promote and retain diversity, and ensure equity and inclusion in Kenmore.OBJECTIVE H-1.4 Promote safe, physically accessible, well maintained, and well-designed residential environments with associated open spaces.Policy H-1.4.4 Prepare and implement development and design standards that further the community vision consistent with Land Use and Community Design Element goals and policies.Policy H-1.4.6 Ensure adequate setbacks, landscaping, and buffering are required between housing developments of significantly differing densities and between housing and commercial areas.Policy H-1.4.8 Encourage cluster residential development along with open space, to protect and preserve environmentally-sensitive areas.Policy H-1.4.9 Plan for residential neighborhoods that promote the health and well-being of all residents by supporting active living and by reducing exposure to harmful conditions.OBJECTIVE H-3.1 Plan for an adequate supply of land to accommodate projected household growth.Policy H-3.1.1 Ensure zoning regulations accommodate a range of housing styles and types in appropriate locations, such as single-family detached dwellings, size-limited houses on smaller lots, duplexes, triplexes, cottage housing, townhouses, apartments, accessory dwellings, manufactured homes, and other types. Consider neighborhood compatibility as well as housing needs and surrounding environmental conditions when applying zones, land use, and development standards.	

<div>City of Kenmore Comprehensive Plan</div> <div>Housing Element (Page 5-1)</div>	
This table highlights language and policies in the Housing Element which are focused on housing, including middle housing	
<div><div><div><div><div><div></div><div>Policy H-3.1.2 Take an incremental approach to expanding medium density housing opportunities in the City.</div></div></div><div><div><div></div><div>GOAL H-4 MAKE ADEQUATE PROVISIONS FOR A PROPORTIONATE AMOUNT OF THE EXISTING AND PROJECTED COUNTYWIDE NEED FOR HOUSING AT ALL INCOME LEVELS.</div></div></div><div><div><div></div><div>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.</div></div></div><div><div><div></div><div>Policy H-4.1.5 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.</div></div></div><div><div><div></div><div>OBJECTIVE H-4.2 Adopt programs and regulations that support housing affordable to extremely low-, very low-, low-, and moderate-income households, comparable to the countywide need.</div></div></div><div><div><div></div><div>Policy H-4.2.1 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:<div><div>Whenever possible, integrate affordable housing plans into proposals for development of publicly owned properties.</div></div></div></div></div><div><div><div></div><div>Policy H-4.2.5 Use density bonuses, inclusionary programs, and other methods with mixed-use and multi-family developments to provide housing affordable to extremely low-to moderate-income households.</div></div></div><div><div><div></div><div>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.</div></div></div><div><div><div></div><div>Policy H-4.2.7 Before implementing a new policy or regulation, consider how it will impact the cost to build a home.</div></div></div><div><div><div></div><div>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.</div></div></div><div><div><div></div><div>Policy H-4.2.11 Ensure that affordable housing achieved through public incentives or assistance remains affordable for the longest possible term.</div></div></div><div><div><div></div><div>Policy H-4.2.12 Collaborate with other local governments directly and through membership associations (e.g., Puget Sound Regional Council) on regional housing strategies, especially related to providing extremely low- and very low-income housing.</div></div></div><div><div><div></div><div>OBJECTIVE H-4.3 Provide zoning and development standards that integrate affordable housing compatibly into the community.</div></div></div><div><div><div></div><div>Policy H-4.3.2 Allow and accommodate accessory dwelling units in low and medium density residential districts.</div></div></div><div><div><div></div><div>Policy H-4.3.3 Pursue land use policies and regulations that:<div><div>Result in lower development costs without loss of adequate public review, environmental quality, or public safety; and,</div><div>Do not reduce design quality, inhibit infrastructure financing strategies, or increase maintenance costs for public facilities.</div></div></div></div></div><div><div><div></div><div>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.</div></div></div></div></div></div>	

<div>City of Kenmore Comprehensive Plan</div> <div>Housing Element (Page 5-1)</div>	
This table highlights language and policies in the Housing Element which are focused on housing, including middle housing	
<div><div></div><div><div></div><div></div></div><div><div></div><div></div></div></div> <div><ul style="list-style-type: none">OBJECTIVE H-5.1 Promote fair housing for all persons regardless of race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.Policy H-5.1.1 Utilize the City’s Diversity, Equity and Inclusion (DEI) program to ensure that city housing policies, programs, regulations, or decisions do not result in housing discrimination.</div>	

Attachment B – Draft Regulations for Duplexes and Triplexes Compared to Existing Code

BULK STANDARD REQUIREMENTS FOR MIDDLE HOUSING IN R-1, R-4, and R-6 ZONES

PROVIDES COMPARISON BETWEEN CURRENT CODE AND DRAFT “MISSING MIDDLE” DUPLEX/TRIPLEX CODE. TABLES FOCUS ON DEVELOPMENT REGULATION SECTIONS WHICH TYPICALLY IMPACT THE ABILITY TO BUILD MIDDLE HOUSING. IMPORTANT CODE LINKS FOR OTHER BULK STANDARD REGULATIONS ARE ALSO PROVIDED.

LINKS TO IMPORTANT BULK STANDARD REGUALTIONS	
Link to City of Kenmore Code	Kenmore Municipal Code
Permit fees	2022 Fee schedule
Complete Streets Policy	KMC 12.45 - Complete Streets Policy
Road Standards	KMC 12.50 - Road Standards
Subdivisions - focus on Zero-lot-line development	KMC 17.20.125 Lot segregations - Zero-lot-line development.
Permit criteria	KMC 18.115 Variance, Conditional Use, Special Use, and Zone Reclassification Permits and Modifications
Definitions	KMC 18.20 Technical Terms and Land Use Definitions
Development standards	KMC 18.50 Development Standards - Design requirements for specific uses
Critical Areas	KMC 18.55 Critical Areas
Tree Management and Protections	KMC 18.57 Tree Management and Protection
Permit process	KMC 19.25 Procedures for Land Use Decisions, Public Notice, Hearings and Appeals

DEFINITIONS			
Important housing definitions	Current code	Important housing definitions	Draft “Missing Middle Code”
Dwelling, multiple family	18.20.835 “Multiple-family dwelling” means a one-family dwelling attached to one or more one-family dwellings by common roofs, walls, or floors. Also includes one or more dwellings attached to nonresidential uses. This definition does not include accessory dwelling units, community residential facilities, supportive living facilities, or nursing and personal care facilities.	Dwelling, multiple family	“Multiple-family dwelling” means a one-family one dwelling unit attached to one or more one-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 <i>accessory dwelling units, community residential facilities, supportive living facilities, or nursing and personal care facilities.</i> <u>Subsets of “multiple-family dwelling” include:</u>
Apartment	18.20.835.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	Apartment	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

	may not be provided from a common corridor. Microhousing dwelling units are considered apartments.		provided on a single level. Unit entrances may or may not be provided from a common corridor. Microhousing dwelling units are considered apartments.
Townhouse	18.20.835.B Townhouse. A one-family, ground-related dwelling 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. Typically the units are multi-story.	Duplex	A. Duplex. A multiple-family dwelling on a single <i>lot</i> designed to look like a <i>single detached dwelling unit</i> and containing two <i>dwelling units</i> . 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 <i>two dwelling units</i> and the <i>lot</i> are under a single ownership or may be owned through a condominium. A duplex is not a <i>townhouse</i> .
Dwelling Unit	18.20.810 Dwelling unit. “Dwelling unit” means one or more rooms designed for occupancy by a person or family for living and sleeping purposes, containing kitchen facilities and rooms with internal accessibility, for use solely by the dwelling’s occupants. Microhousing dwelling units may share kitchen facilities with other dwelling units in place of providing kitchen facilities within each unit.	Triplex	B. Triplex. A multiple-family dwelling on a single lot designed to look like a <i>single detached dwelling unit</i> and containing three <i>dwelling units</i> . 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 <i>dwelling units</i> and the <i>lot</i> are under a single ownership or may be owned through a condominium. A triplex is not a <i>townhouse</i> .
Dwelling Unit, Microhousing	18.20.830 Dwelling unit, microhousing. “Microhousing dwelling unit” means an apartment 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.	Townhouse	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.
Dwelling unit, Accessory	18.20.820 Dwelling unit, accessory “Accessory dwelling unit” or “ADU” means a separate, complete dwelling unit attached to or contained within the structure of the primary dwelling; or contained within a separate structure that is accessory to the primary dwelling unit on the premises	Dwelling Unit	No change proposed
Zero-lot line development	18.20.3340 Zero-lot-line development. “Zero-lot-line development” means a development that sites a building so that a wall is on the property boundary. Lot segregations for zero-lot-line development are discussed in KMC 17.20.125.	Dwelling Unit, Microhousing	No change proposed
	NOTE: Duplex and Triplex would fall under the definitions above. Cottage Housing is not defined.	Dwelling unit, Accessory	No change proposed
		Zero-lot line development	No change proposed
			NOTE: Duplex and Triplex would fall under the definitions above. Cottage Housing is not defined.
DEFINITION OF ZONES			
Definition of zones	Current Code	Definition of zones	Draft “Missing Middle Code”
R-1 through R-6 zones defined	18.15.040 Residential zones. A. The purpose of the residential zones (R and MHC) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. These purposes are accomplished by: 1. Providing, in the R-1 through R-6 zones, for a mix of predominantly single detached dwelling units, with a variety of densities and sizes in locations appropriate for residential use;	R-1 through R-6 zones defined	18.15.040 Residential zones. A. The purpose of the residential zones (R and MHC) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use residential land, public services and energy. These purposes are accomplished by: 1. Providing, in the R-1 through R-6 R-4 zones, for a mix of predominantly <i>single detached dwelling units</i> , with a variety of at lower densities, and sizes in locations appropriate for residential use <u>to protect and preserve environmentally sensitive areas;</u>

					2. Providing, in the R-6M zone, for a mix of <i>single detached dwelling units</i> and, in areas near higher capacity transit, <u>smaller-scale multiple-family uses such as duplexes and triplexes</u> ;				
ALLOWED USES IN ZONES									

Minimum Side <i>Setback</i> ^{5,10}	5 ft. ⁷	15 ft. total ¹¹	15 ft. total ¹¹		<i>Triplex</i> Maximum Density: <i>Dwelling Unit/Acre</i> ⁴	--	--	29 du/ac
Minimum Rear <i>Setback</i> ^{5,10}	5 ft. ⁷	20 ft.	20 ft.		Minimum Density	<u>None</u>	<u>None</u>	<u>None</u>
Maximum Height ¹²	35 ft.	35 ft.	35 ft. 45 ft. ¹³		Minimum Lot Width (other than <i>Duplex</i> or <i>Triplex</i>) ⁶	35 ft. ⁷	30 ft.	30 ft.
Base <i>Impervious Surface</i> : Percentage	30%	45%	60%		Side-by-side <i>Duplex</i> Minimum Lot Dimensions ¹⁸	--	--	50' wide 100' deep
Maximum <i>Impervious Surface</i> : Percentage ¹⁴	30% ¹⁵	55%	70%		Stacked <i>Duplex</i> Minimum Lot Dimensions ¹⁸	--	--	40' wide 100' deep
Minimum Lot Size	2,500 sq. ft.	7,200 sq. ft. ^{16,17}	5,400 sq. ft. ^{16,17}		<i>Triplex</i> Minimum Lot Dimensions ¹⁸	--	--	50' wide 100' deep
<p>18.21.030 – Footnotes:</p> <p>1 a. All subdivisions and short subdivisions in the R-1 zone shall be required to be clustered when the property is located within or contains:</p> <p>(1) A floodplain;</p> <p>(2) A regionally or locally significant resource area;</p> <p>(3) Existing or planned public parks or trails, or connections to such facilities;</p> <p>(4) A Category I or II wetland or Type S or F stream;</p> <p>(5) A “greenbelt/urban separator” or “wildlife corridor” area designated by the comprehensive plan.</p> <p>b. The development shall be clustered away from critical areas or corridors such as urban separators or the wildlife habitat network to the extent possible and the open space shall be placed in a separate tract that includes at least 50 percent of the site. Open space tracts shall be permanent and meet the provisions of KMC 17.20.130.</p> <p>2 Density applies only to dwelling units and not to sleeping units.</p> <p>3 Manufactured housing communities shall be allowed a base density of six dwelling units per acre.</p> <p>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).</p> <p>5 These standards may be modified under the provisions for zero-lot-line developments.</p> <p>6 The building envelope is determined through meeting minimum lot size and minimum lot width measurement requirements (KMC 18.30.110).</p> <p>7 The standards of the R-4 zone shall apply if a lot is less than 15,000 square feet in area.</p> <p>8 If development provides alleys or consists of townhouses, then the street setback may equal 10 feet.</p> <p>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.</p> <p>10 Vehicle access points from garages, 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.</p> <p>11 Any side yard shall equal a minimum of five feet but the two side yards combined must equal a minimum of 15 feet.</p> <p>12 Reserved.</p> <p>13 The maximum height of 45 feet to be used only for projects as follows:</p> <p>a. In R-6 zones, a building with a footprint built on slopes exceeding a 15 percent finished grade.</p> <p>14 Applies to each individual lot. Impervious surface area standards for:</p> <p>a. Regional uses shall be established at the time of permit review;</p>					Minimum <i>Street Setback</i>	20 ft. ⁷	15 ft. ^{8,9}	15 ft. ^{8,9}
					Minimum Side <i>Setback</i> ^{5,10}	5 ft. ⁷	15 ft. total ¹¹	15 ft. total ¹¹
					Minimum Rear <i>Setback</i> ^{5,10}	5 ft. ⁷	20 ft.	20 ft.
					Maximum Height (Other than <i>Duplex</i> or <i>Triplex</i>) ¹²	35 ft.	35 ft.	35 ft. 45 ft. ¹³
					<i>Duplex/Triplex</i> Maximum Height			30 ft. (2 ½ stories), but no more than 24' to the eaves (not including the eaves on dormers)
					Base <i>Impervious Surface</i> : Percentage	30%	45%	60%
					Maximum <i>Impervious Surface</i> : Percentage ¹⁴	30% ¹⁵	55%	70%
					Minimum Lot Size (does not apply to <i>Duplex</i> or <i>Triplex</i>)	2,500 sq. ft.	7,200 sq. ft. ^{16,17}	5,400 sq. ft. ^{16,17}
					<p>² Density applies only to <i>dwelling units</i> and not to sleeping units.</p> <p>⁴ This maximum density may be achieved only through the application of residential density incentives pursuant to Chapter 18.80 KMC or <i>transfers of density credits</i>, or any combination of density incentive or density transfer. Maximum density may only be exceeded pursuant to KMC 18.80.040(E)(1)(f). <u>Bonus density for <i>duplexes</i> or <i>triplexes</i> shall only be permitted in the form of a <i>single detached dwelling unit</i>, a <i>duplex</i> or a <i>triplex</i>.</u></p> <p>⁵ These standards may be modified under the provisions for <i>zero-lot-line developments</i>.</p> <p>⁸ If <i>development</i> provides <i>alleys</i> or consists of <i>townhouses</i>, then the <i>street setback</i> may equal <u>be reduced to 10 feet</u>.</p> <p>⁹ At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the <i>street</i> 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 <i>street</i> property line.<u>Driveways providing ingress and</u></p>			

<p>b. Nonresidential uses in residential zones shall comply with KMC 18.21.060 and 18.30.170;</p> <p>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-6 zone;</p> <p>d. Lots may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit;</p> <p>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.</p> <p>15 Lots smaller than one-half acre in area shall comply with standards of the nearest comparable R-4 through R-6 zone. For lots that are one-half acre in area or larger, the maximum impervious surface area allowed shall be at least 10,000 square feet. On any lot over one acre in area, an additional five percent of the lot area may be used for buildings related to agricultural or forestry practices. For lots smaller than two acres but larger than one-half acre, an additional 10 percent of the lot area may be used for structures which are determined to be medically necessary, provided the applicant submits with the permit application a notarized affidavit, conforming with the requirements of KMC 18.100.170(A)(2).</p> <p>16 For properties with critical areas or topographic constraints, up to 20 percent of the number of lots in a subdivision or a short subdivision of more than four lots, and one of the lots in a short plat of four lots or less, may contain an area less than the prescribed minimum for this zoning district. In no case shall any lots be created which contain an area more than 10 percent less than the prescribed minimum for this zoning district. These smaller lots shall be located so as to have the least impact on surrounding properties in terms of consistency of street frontages and privacy of abutting properties.</p> <p>17 This excludes any area required for public or private streets, access easements, access tracts, and access panhandles.</p>	<p>egress between off-street parking areas and abutting <i>streets</i> shall be designed, located and constructed in accordance with the provisions of Chapter 12.50 KMC, Road Standards.</p> <p>¹⁰ Vehicle access points from garages, carports or fenced parking areas shall be set back from the property line on which a <i>joint use driveway</i> 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 <i>joint use driveway</i>.</p> <p>¹¹ Any side yard shall equal a minimum of five feet but the two side yards combined must equal a minimum of 15 feet.</p> <p>¹⁴ Applies to each individual <i>lot</i>. <i>Impervious surface</i> area standards for:</p> <p>a. Regional uses shall be established at the time of permit review;</p> <p>b. Nonresidential uses in residential zones shall comply with KMC 18.21.060 and 18.30.170;</p> <p>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;</p> <p>d. Lots may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit;</p> <p>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.</p>																		
<div>BULK STANDARDS AND FOOTNOTES - “MISSING MIDDLE CODE ONLY”</div>																			
	<div>18.21.035 Additional duplex and triplex development standards - NEW - only included in Draft “Missing Middle” code</div> <div>A. Building dimensions</div> <div>1. Maximum building dimensions for a duplex apply as follows:</div> <table><tr><th>LOT WIDTH:</th><th>40-49’</th><th>50’-59’</th><th>60’-69’</th><th>70’-79’</th><th>>80’</th></tr><tr><td>Side-by-side duplex: Maximum building width along street frontage</td><td>Not permitted</td><td>32’</td><td>42’</td><td>50’</td><td>42’ if building is sited to allow future development with at least a 40’ street frontage</td></tr><tr><td>Stacked duplex: Maximum building width along street frontage</td><td>22’</td><td>32’</td><td>42’</td><td>50’</td><td>32’ if building is sited to allow future development with at least a</td></tr></table>	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
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
--	--	--	--	--	---------------------

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

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

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

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

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.

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:

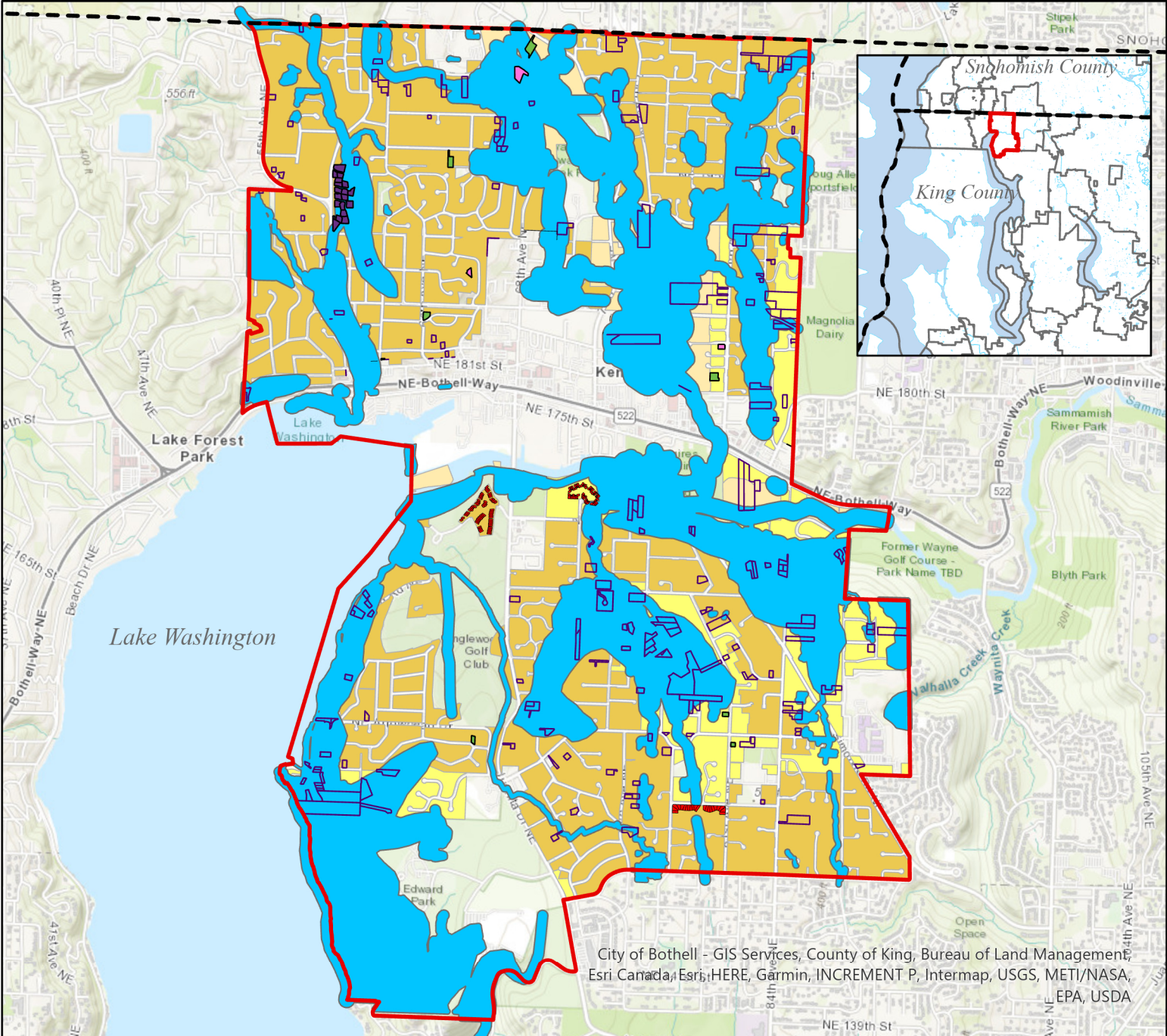
- Building orientation.
 - A duplex or triplex building shall be oriented with the front of the building parallel to the street.
- Dwelling Unit Entrances.
 - Each duplex or triplex building shall have its primary building entrance oriented toward the street, located on the front facade and/or along the sides(s) of the building via an entry porch visible from and connected to the street by a walkway.
 - 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.
- Garage and carport size and location.

		<p>a. On lots narrower in width than 60', a garage or carport shall be located at the rear of the lot.</p> <p>b. Garages and carports shall be located a minimum of 20' behind the street façade of the <i>duplex</i> or <i>triplex</i> and have a maximum width of 20' as measured parallel to the <i>street</i>. The equivalent of no more than 2 single-car garage doors may be visible on the street facade.</p> <p>c. Garages may be entered from the side of the <i>building</i> (parallel to the <i>street</i>). If entered from the side, any garage wall facing the <i>street</i> shall incorporate windows so that the garage appears to contain habitable space.</p> <p>d. A <i>porte cochere</i> up to 12 feet wide overall is allowed at the same front setback as the street façade of the <i>duplex</i> or <i>triplex</i> and must allow access to the rear of the <i>lot</i>. A <i>porte cochere</i> is not included in the maximum <i>building</i> width. The <i>porte cochere</i> shall be designed in the same style and level of detail as the <i>duplex</i> or <i>triplex</i>.</p> <p>3. Surface Parking</p> <p>a. Surface parking for a <i>duplex</i> or <i>triplex</i> shall be limited to groups of no more than 3 spaces.</p> <p>b. Parking areas with more than two spaces shall be located to the rear of the <i>building</i>, 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.</p>									
OFF-STREET PARKING											
	<table><tr><th colspan="2">Off-street parking - Current Code</th></tr><tr><td>18.40.030 Off-street parking</td><td>Single detached dwelling unit - 2.0 per dwelling unit Townhouse - 2.0 per dwelling unit + 1 space for every 5 units/guest parking Multiple Family Dwelling - no parking standards in chapter</td></tr></table>	Off-street parking - Current Code		18.40.030 Off-street parking	Single detached dwelling unit - 2.0 per dwelling unit Townhouse - 2.0 per dwelling unit + 1 space for every 5 units/guest parking Multiple Family Dwelling - no parking standards in chapter		<table><tr><th colspan="2">Off-street parking - Draft “Missing Middle” Code</th></tr><tr><td>18.40.030 Off-street parking</td><td>Single detached dwelling unit - 2.0 per dwelling unit Townhouse - 2.0 per dwelling unit + 1 space for every 5 units/guest parking Duplex - Within ¼ mile of SR-522 or the Juanita Drive NE/NE 153rd Place/NE 155th Street/84th Avenue NE transit corridor: 0.75 per <i>dwelling unit</i>. Otherwise: 1.0 per <i>dwelling unit</i> Triplex - Within ¼ mile of SR-522 or the Juanita Drive NE/NE 153rd Place/NE 155th Street/84th Avenue NE transit corridor: 0.75 per <i>dwelling unit</i>. Otherwise: 1.0 per <i>dwelling unit</i> NOTE: PER 18.40.110, Duplex/Triplex parking shall be on the same lot as the dwelling unit.</td></tr></table>	Off-street parking - Draft “Missing Middle” Code		18.40.030 Off-street parking	Single detached dwelling unit - 2.0 per dwelling unit Townhouse - 2.0 per dwelling unit + 1 space for every 5 units/guest parking Duplex - 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 <i>dwelling unit</i> . Otherwise: 1.0 per <i>dwelling unit</i> Triplex - 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 <i>dwelling unit</i> . Otherwise: 1.0 per <i>dwelling unit</i> NOTE: PER 18.40.110, Duplex/Triplex parking shall be on the same lot as the dwelling unit.
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ON-SITE RECREATION											
	<table><tr><th colspan="2">Onsite recreation space R-1/R-4/R/6 zones - Current Code (NOTE: Standards do not change in Draft “Missing Middle” Code.)</th></tr><tr><td>18.30.130 Recreation space - onsite areas</td><td>None required for subdivisions in R-1 zone Subdivisions in R-4 and R-6 zones must provide at least 45 square feet per dwelling unit, with a minimum size of 450 square feet. Project can be exempt from requirements when facilities are available to the public that meet all of the following requirements: 1. Are developed as a county, municipal or regional park;</td></tr></table>	Onsite recreation space R-1/R-4/R/6 zones - Current Code (NOTE: Standards do not change in Draft “Missing Middle” Code.)		18.30.130 Recreation space - onsite areas	None required for subdivisions in R-1 zone Subdivisions in R-4 and R-6 zones must provide at least 45 square feet per dwelling unit, with a minimum size of 450 square feet. Project can be exempt from requirements when facilities are available to the public that meet all of the following requirements: 1. Are developed as a county, municipal or regional park;						
Onsite recreation space R-1/R-4/R/6 zones - Current Code (NOTE: Standards do not change in Draft “Missing Middle” Code.)											
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	2. Are located within one-quarter mile walking distance; and 3. Are accessible without crossing any arterial street. Please note that this only applies to subdivisions – would not apply to building a single family home, townhome, or multiple family dwelling unit on an existing lot.				
LANDSCAPING					
	Landscaping R-1/R-4/R/6 zones - Current code with changes in Draft “Missing Middle” Code shown and explained				
18.35.030 Land Use grouping	“Residential <i>development</i> ” refers to <i>residential land uses</i> . “Attached/group residences” refers to: 1. <i>Multiple-family dwellings</i> , except duplexes and triplexes , as provided in subsection (C)(1) of this section; C. “Single-family <i>development</i> ” refers to: 1. Residential subdivisions and short subdivisions, including attached and detached <i>dwelling units</i> on individually platted or short platted <i>lots</i> NOTE: Changes to this section were minimal in the Draft “Missing Middle” Code. The terms duplexes and triplexes were added as shown above.				
18.35.45 Landscaping - General requirement <u>s</u>	Street frontage perimeter landscaping (average width) ⁹	Interior lot line perimeter landscaping (average width) ¹⁴	Surface parking lots of 10 or more stalls		
	Residential development ¹	10' Type III ⁸	5' Type II ⁸ 10' Type II ¹¹	20 sq. ft. per stall in common parking areas.	
	Commercial development ²	10' Type III	20' Type I ¹⁰	20 sq. ft. per stall if 10 – 30 stalls provided; 25 sq. ft. per stall if 31 or more stalls provided.	
	Industrial development ³	10' Type II	10' Type II ¹² 20' Type I ¹⁰	20 sq. ft. per stall if 10 – 30 stalls provided; 25 sq. ft. per stall if 31 or more stalls provided.	

	Institutional development ⁴	20' Type II ⁶	10' Type II	20 sq. ft. per stall if 10 – 30 stalls provided; 25 sq. ft. per stall if 31 or more stalls provided.		
	Utility development ⁵	10' Type II ⁷	10' Type II ¹³	20 sq. ft. per stall if 10 – 30 stalls provided; 25 sq. ft. per stall if 31 or more stalls provided		

Attachment C – Vacant Parcels in the R zones



City of Kenmore - Middle Housing

Residential Zones, Existing Middle Housing, and Vacant Lots

Existing Housing

- Townhouse Plat
- Duplex Residential
- Triplex Residential
- 4-Plex

Zoning

- R-1 Zone (1 DU/AC)
- R-4 Zone (4 DU/AC)
- R-6 Zone (6 DU/AC)

Misc.

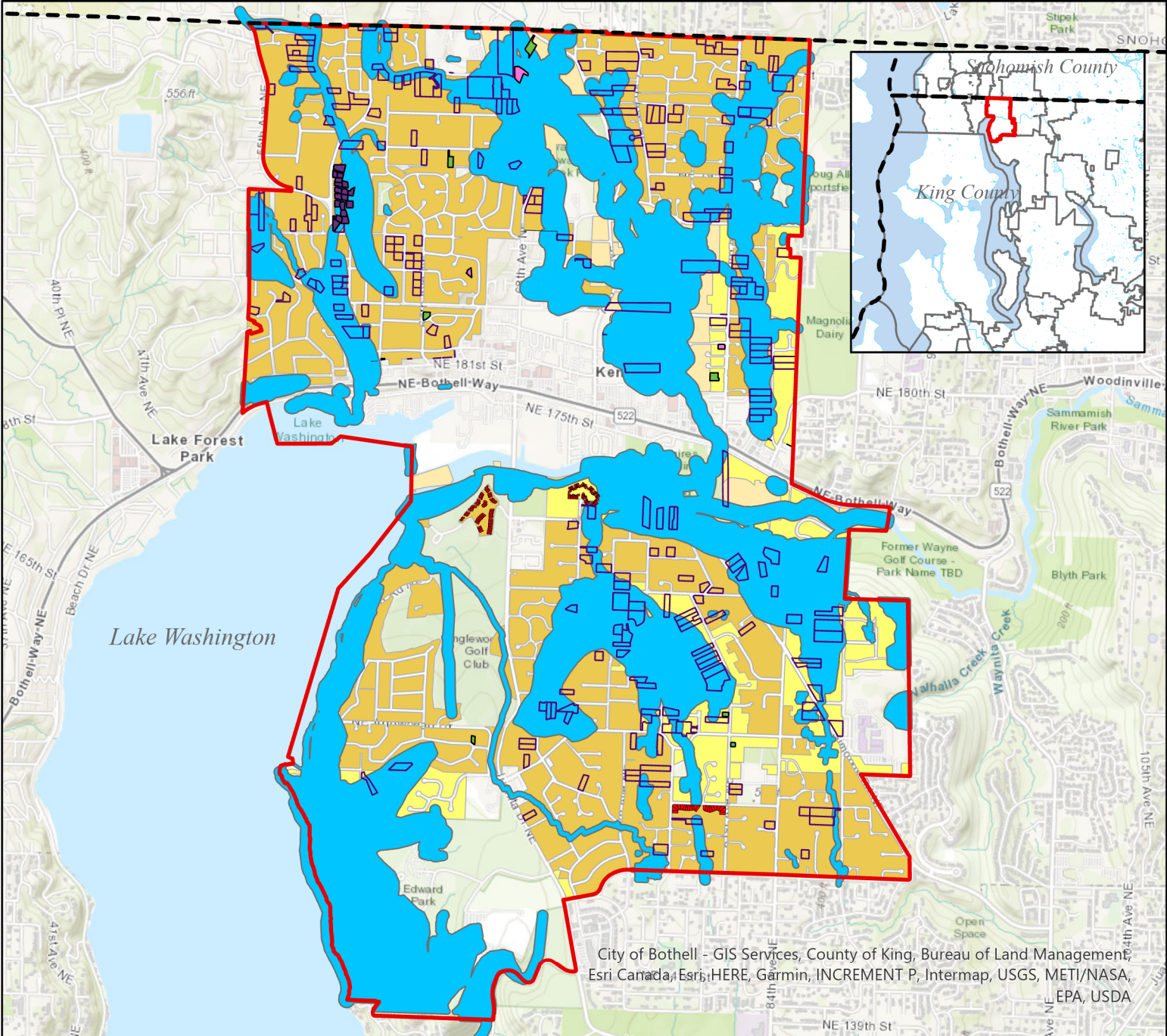
- Vacant Lots
- City Boundary
- County Boundary
- Critical Areas and Buffers



0 2,500 5,000 Feet



Attachment D – Redevelopable Parcels in the R Zones



City of Kenmore - Middle Housing

Residential Zones, Existing Middle Housing, and Redevelopable Lots

Existing Housing

- Townhouse Plat
- Duplex Residential
- Triplex Residential
- 4-Plex

Zoning

- R-1 Zone (1 DU/AC)
- R-4 Zone (4 DU/AC)
- R-6 Zone (6 DU/AC)

Misc.

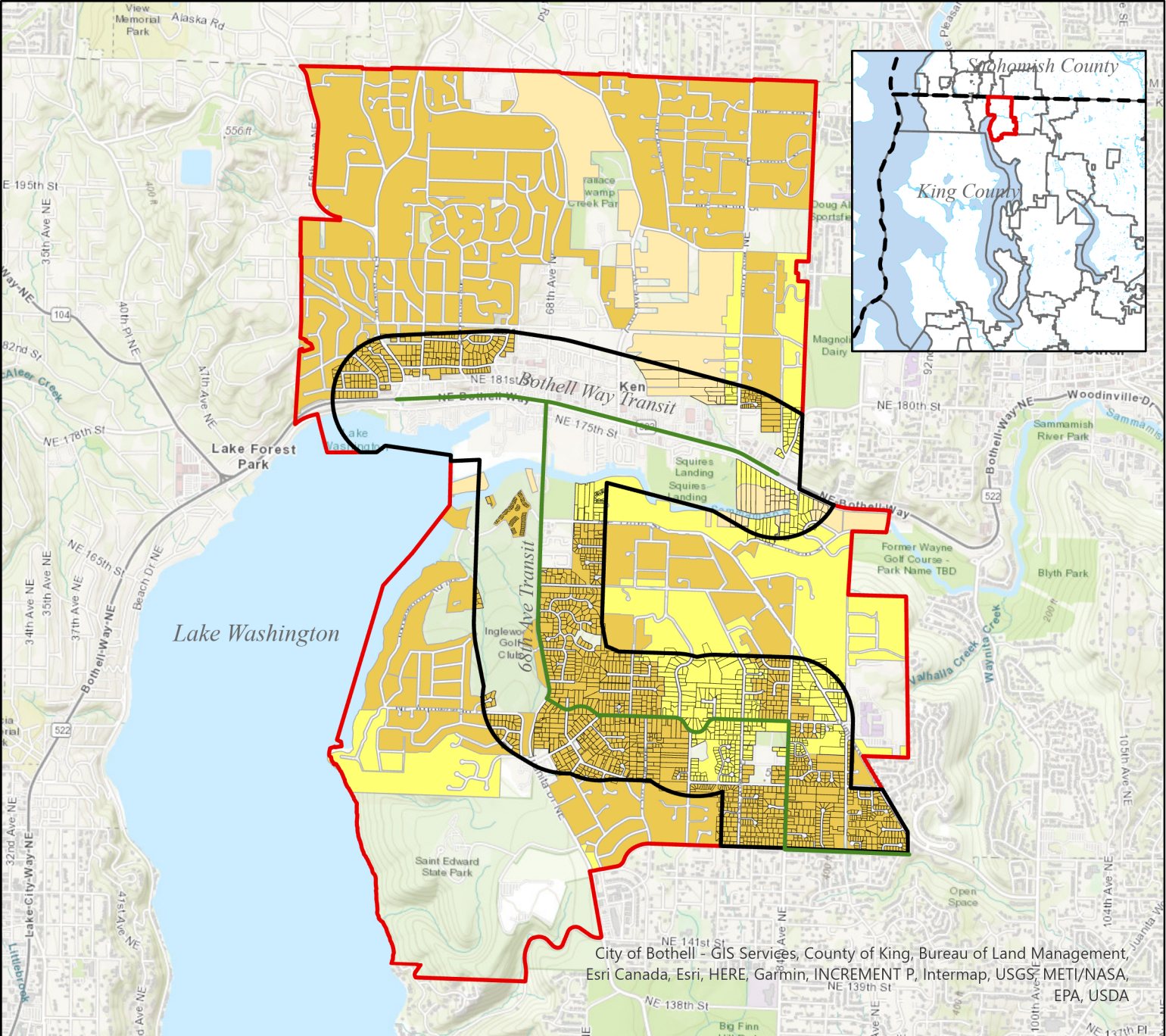
- Redevelopable Lots
- City Boundary
- County Boundary
- Critical Areas and Buffers



0 2,500 5,000 Feet






Attachment E – Middle Housing Option #1 Map






City of Kenmore

Duplexes and Triplexes Option within 1/4 Miles of High Capacity Transit (HCT)



Elements

-  Area within 1/4 Mi of HCT
-  Lots in R-1, R-4, and R-6 Zones and 1/4 Mi of HCT
-  High Capacity Transit Routes

Zoning

-  R-1 Zone (1 DU/AC)
-  R-4 Zone (4 DU/AC)
-  R-6 Zone (6 DU/AC)

Misc.

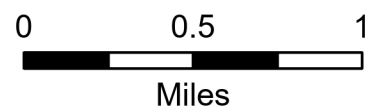
-  City Boundary
-  County Boundary

This map is intended to show the percentage of residential lots in the R-1, R-4, and R-6 Zones within a 1/4 Mile of a High Capacity Transit Route.

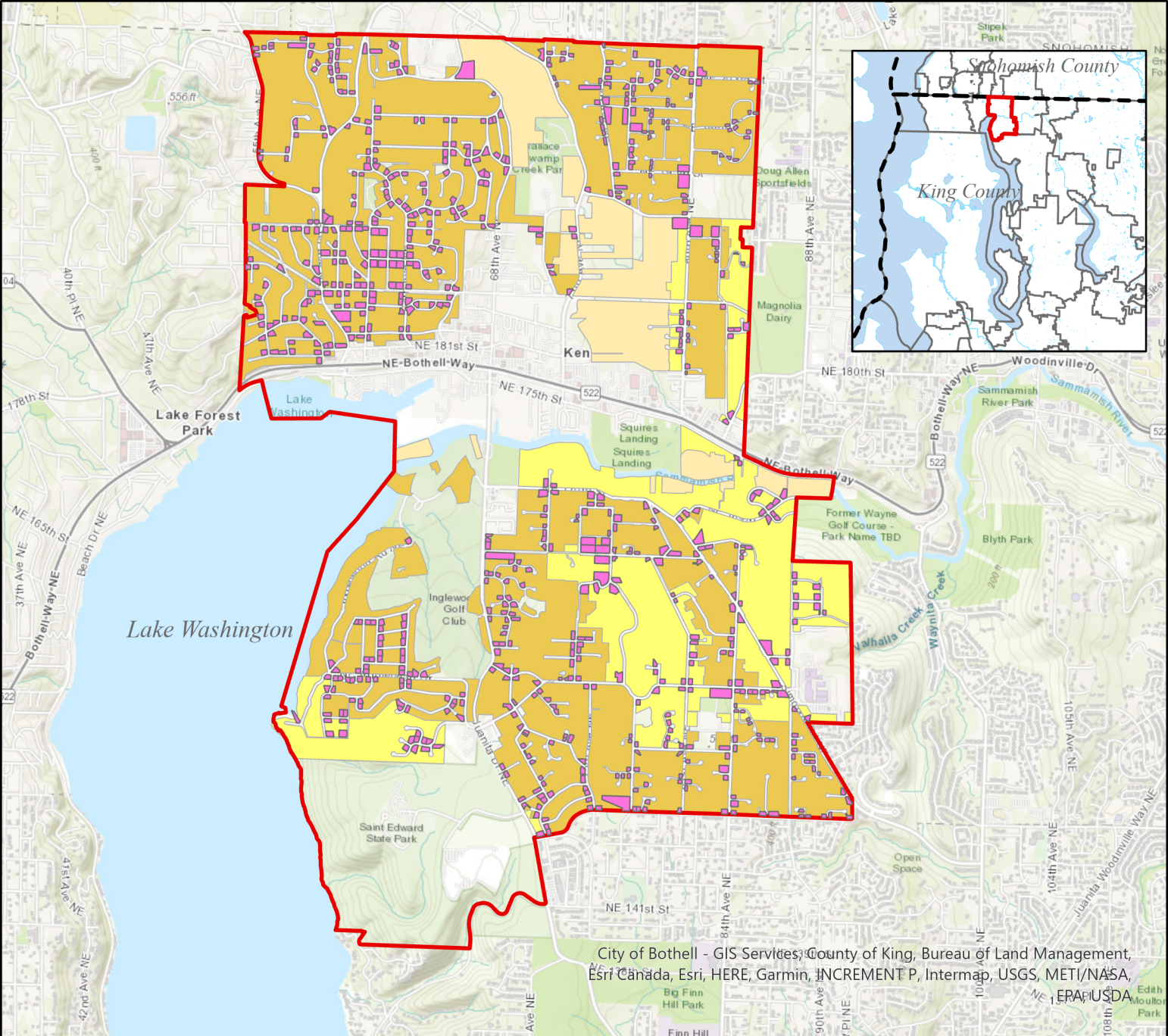
Total Residential lots within 0.25 Mi of HCT (R1,4,6): 2,003

Total Residential lots in R1, R4, and R6: 6,630

Percentage of lots that could allow duplexes and triplexes if option implemented: 30.2%



Attachment F – Middle Housing Option #2 Map




City of Kenmore


Duplexes and Triplexes Option on Corner Residential Lots

Elements

 Corner Lots in R-1, 4, and 6

Zoning


 R-1 Zone (1 DU/AC)

 R-4 Zone (4 DU/AC)

 R-6 Zone (6 DU/AC)

Misc.

 City Boundary

 County Boundary



This map is intended to show the percentage of corner residential lots in the R-1, R-4, and R-6 Zones.

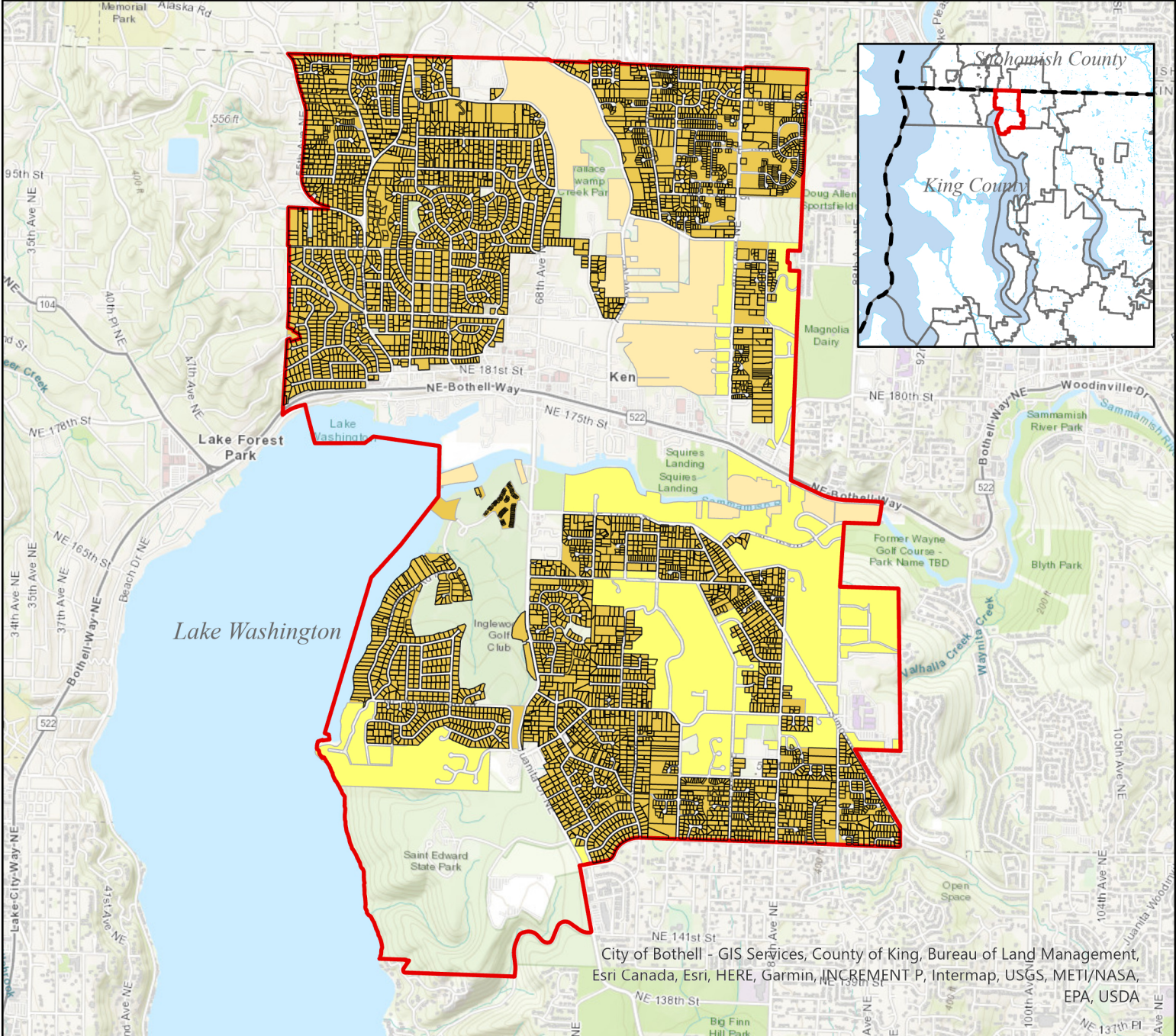
Total Corner Residential lots (R1,4,6): 755

Total Residential lots in R1, R4, and R6: 6,630

Percentage of lots that could allow duplexes and triplexes if option implemented: 11.4%

0 0.5 1 Miles

Attachment G – Middle Housing Option #3 Map




City of Kenmore

Duplexes and Triplexes Option in the R-6 Zone

Elements

 Residential Lots in R-6


Zoning


 R-1 Zone (1 DU/AC)

 R-4 Zone (4 DU/AC)

 R-6 Zone (6 DU/AC)

Misc.

 City Boundary

 County Boundary

This map is intended to show the percentage of residential lots in the R-6 Zone.

Total Residential lots within R-6 Zone: 5,341 (1,425 Acres)

Total Residential lots in R1, R4, and R6: 6,630 (2081 Acres)

Percentage of lots that could allow duplexes and triplexes if option implemented: 80.6%

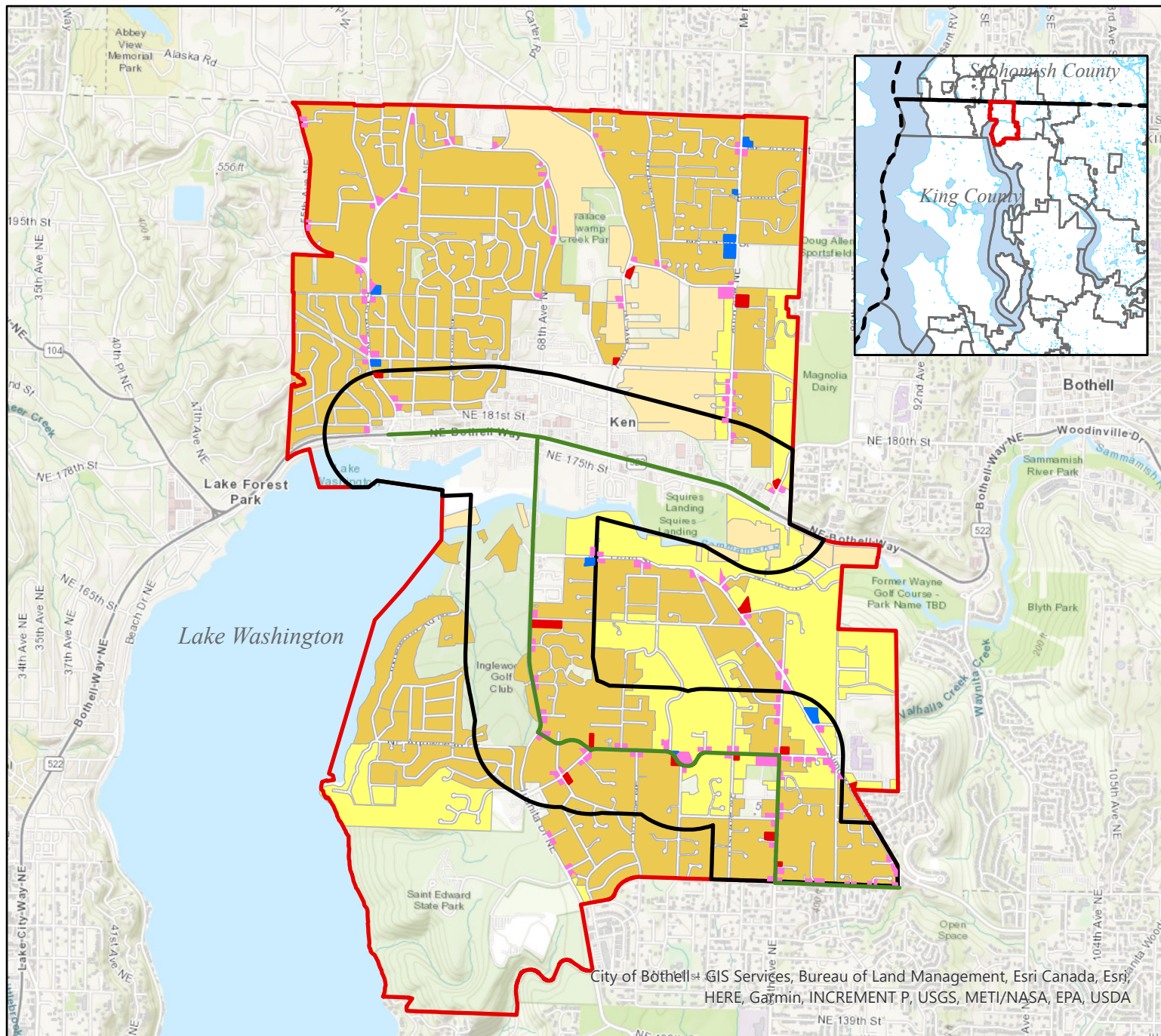
Percentage of land that could allow duplexes and triplexes: 68.5%



0 0.5 1 Miles

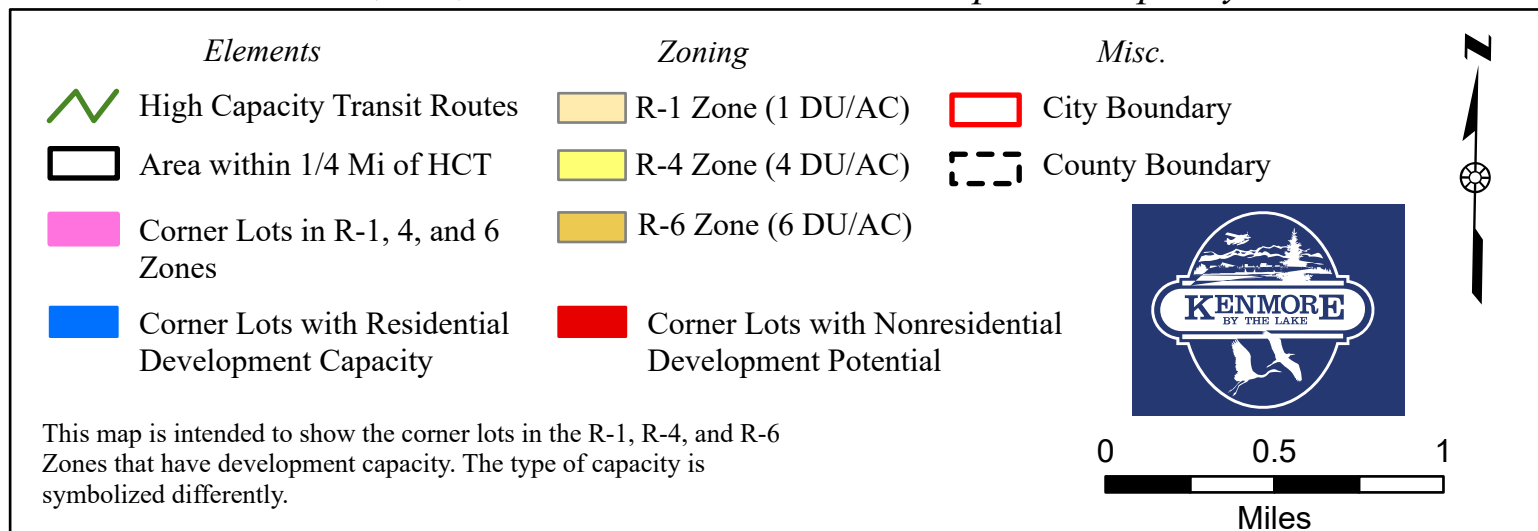


Attachment H –R-1, R-4, R-6 Corner Lots with Small-Scale Commercial Development Capacity

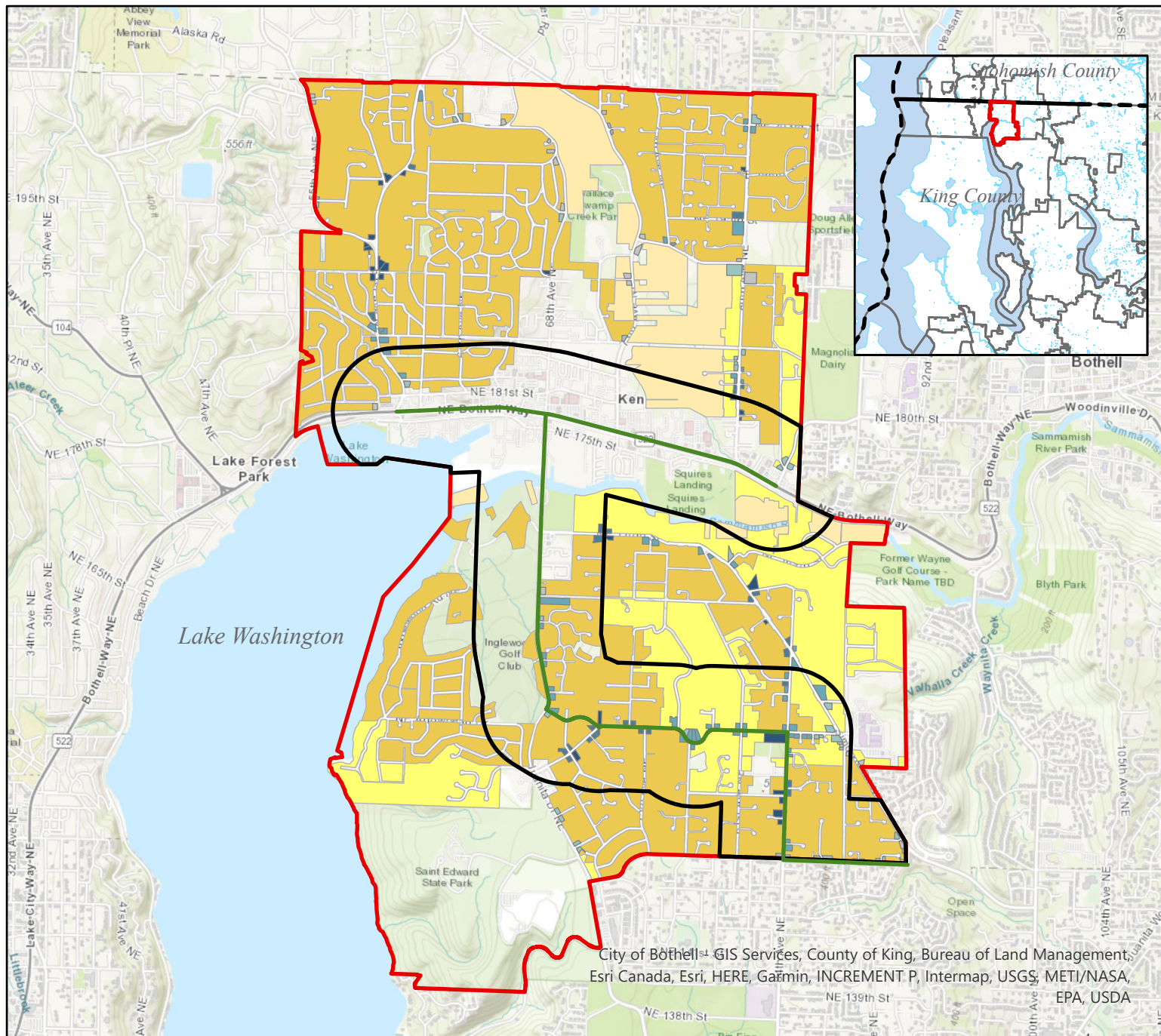


City of Kenmore

R-1, R-4, R-6 Corner Lots with Development Capacity



Attachment I – R-1, R-4, R-6 Corner Lot Local Walksheds



City of Kenmore

R-1, R-4, R-6 Corner Lots Local Walksheds

